

Appendix I – Consultation Record

Appendix I.1 – Project Contact List

Review Agencies & Indigenous Nations and Communities

Title	First Name	Last Name	Position/Title	Department	Agency/Company
FEDERAL AGENCIES					
	General Contact Email			Fisheries Protection Program	Fisheries and Oceans Canada
Ms.	Anjala	Puvananathan	Regional Director	Ontario Regional Office	Impact Assessment Agency of Canada
	General Contact Email				Transport Canada - Ontario Region
INDIGENOUS COMMUNITIES					
Mr.	Dave	Mowat	Chief		Alderville First Nation
Ms.	Karry	Sandy-McKenzie	Process Coordinator/Negotiator		Williams Treaties First Nations
Mr.	Dave	Simpson	Councillor / Lands & Resource Coordinator		Alderville First Nation
Mr.	Guy	Monague	Chief		Beausoleil First Nation
Ms.	Dana	Monague	Lands Consultation Liaison	Lands Department	Beausoleil First Nation
Ms.	Donna	Big Canoe	Chief		Chippewas of Georgina Island
Ms.	Natasha	Charles	Project Coordinator		Chippewas of Georgina Island
Mr.	Rodney	Noganosh	Chief		Chippewas of Rama First Nation
Sir/Madam	Sharday	James	Community Consultation Worker		Chippewas of Rama First Nation
Ms.	Emily	Whetung-MacInnes	Chief		Curve Lake First Nation
	Jordon	MacArthur			
Ms.	Julie	Kapyrka	Lands Resource Consultation Liaison		Curve Lake First Nation
Ms.	Kaitlin	Hill	Resource Consultation Support		Curve Lake First Nation
Mr.	Kenny Jonathan Wolf Clan	Dyoninho' ga'we'	Chief		Haudenosaunee Confederacy Chiefs Council
Mr.	Wayne	Hill			Haudenosaunee Confederacy Chiefs Council
Mr.	Todd	Williams			Haudenosaunee Confederacy Chiefs Council
Ms.	Tracy	General	Office Manager		Haudenosaunee Confederacy Chiefs Council
Ms.	Laurie	Carr	Chief		Hiawatha First Nation
Mr.	Tom	Cowie	Lands Resource Consultation Liaison	Lands/ Environmental	Hiawatha First Nation
Mr.	Sean	Davison	Community Consultation Worker	Lands/ Environmental	Hiawatha First Nation
Mr.	Konrad	Sioui	Grand Chief		Huron-Wendat Nation
Ms.	Melanie	Vincent	Coordinator		Huron-Wendat Nation
Ms.	Maxime	Picard	Project Coordinator- Ontario		Huron-Wendat Nation
Mr.	Kris	Nahrgang	Chief		Kawartha Nishnawbe First Nation
Mr.	Christopher	Reid	Lawyer		Kawartha Nishnawbe First Nation
Sir/Madam			Métis Consultation Unit		Métis Nation of Ontario
Mr.	Alden	Barty	Consultation Assessment Coordinator	Lands, Resources and Consultation	Métis Nation of Ontario
Ms.	Linda	Norheim	Director	Lands, Resources and Consultation	Métis Nation of Ontario
Ms.	Kelly	LaRocca	Chief		Mississauga of Scugog Island
	Michael	Thoms			Mississauga of Scugog Island
Ms.	Monica	Sanford	Community Consultation Admin Assistant		Mississauga of Scugog Island
Sir/Madam	Stacey R.	LaForme	Chief		Mississauga of the Credit First Nation
Mr.	Mark	LaForme	Director	Department of Consultation and Accommodation	Mississauga of the Credit First Nation
Sir/Madam	Fawn	Sault	Consultation Manager	Department of Consultation and Accommodation	Mississauga of the Credit First Nation
Ms.	Megan	DeVries	Archaeological Coordinator	Department of Consultation and Accommodation	Mississauga of the Credit First Nation
Mr.	Mark	Hill	Chief		Six Nations of the Grand River Territory
Sir/Madam	Lonny	Bomberry	Director	Land & Resources	Six Nations of the Grand River Territory
Ms.	Robin	Linn			Six Nations of the Grand River Territory
Ms.	Tanya	Hill-Montour			Six Nations of the Grand River Territory
Mr.	Dawn	Russell			Six Nations of the Grand River Territory
Ms.	Jen	Mt.Pleasant			Six Nations of the Grand River Territory
Sir/Madam	Dawn	LaForme	Secretary/ Receptionist		Six Nations of the Grand River Territory
PROVINCIAL AGENCIES					
Ms.	Joanna	Brown	Environmental Specialist		Infrastructure Ontario
Ms.	Ainsley	Davidson	Director	Land Use Planning	Infrastructure Ontario (on Leave until Sept 2022)
	Dennis	Li			Infrastructure Ontario
	David	Macey			Infrastructure Ontario
	Amy	Emm			Infrastructure Ontario
	Joanna	Craig			Infrastructure Ontario
	Notice Review				Infrastructure Ontario
	Steven	Thomas	Manager, Environmental Services		Greater Toronto Airport Authority - Lester B. Pearson International Airport

	Shireen	Mohammed	Manager (A), Corporate Policy Unit	Strategic and Corporate Policy Branch	Ministry of Economic Development, Job Creation and Trade
	Nathan	Hammill	Senior Policy Advisor, Corporate Policy Unit	Strategic and Corporate Policy Branch	Ministry of Economic Development, Job Creation and Trade
Mr.	Paul	Bloye	Director, Capital Program Branch	Capital and Business Support Division	Ministry of Education
Ms.	Cindy	Batista	Special Project Officer		Ministry of Environment, Conservation and Parks
Ms.	Solange	Desautels	Special Project Officer		Ministry of Environment, Conservation and Parks
Ms.	Heather	Malcolmson	Director, Environmental Permissions	Environmental Assessment and Permissions Division	Ministry of Environment, Conservation and Parks
Ms.	Kathleen	O'Neill	Director, Environmental Assessment	Environmental Assessment and Permissions Division	Ministry of Environment, Conservation and Parks
Mr.	Joseph	Harvey	Heritage Advisor (Acting)	Heritage Planning Unit, Programs and Services Branch	Ministry of Heritage, Sport, Tourism and Culture Industries
	Laura	Hatcher	Heritage Planner	Heritage Planning Unit, Programs and Services Branch	Ministry of Heritage, Sport, Tourism and Culture Industries
Mr.	James	Hamilton	Manager	Heritage Planning Unit, Programs and Services Branch	Ministry of Heritage, Sport, Tourism and Culture Industries
	Rosi	Zirger	Heritage Advisor (Acting)		Ministry of Heritage, Sport, Tourism and Culture Industries
	Dan	Minkin	Heritage Planner		Ministry of Heritage, Sport, Tourism and Culture Industries
Ms.	Karla	Barboza	Team Lead - Heritage (Acting)	Heritage Planning Unit	Ministry of Heritage, Sport, Tourism, and Culture Industries
	James	Antler	Policy Advisor, Tourism Policy Unit	Tourism and Policy Research Branch	Ministry of Heritage, Sport, Tourism, and Culture Industries
Mr.	Shawn	Batise	Assistant Deputy Minister	Indigenous Relations and Programs Division	Ministry of Indigenous Affairs
Ms.	Tanya	Crimp	Executive Advisor, Deputy Minister's Office	Indigenous Relations and Programs Division	Ministry of Indigenous Affairs
Ms.	Maya	Harris	Manager, Community Planning and Development (East)	Central Municipal Services Office	Ministry of Municipal Affairs and Housing
Ms.	Maria	Jawaid	District Planner	Aurora District	Ministry of Natural Resources and Forestry
Mr.	Jason	White	Manager, Engineering Program Delivery Central	Design and Engineering Branch	Ministry of Transportation
Ms.	Dawn	Irish	Manager, Environmental Policy Office	Transportation Planning Branch	Ministry of Transportation
Mr.	Tom	Hewitt	Head	Corridor Management	Ministry of Transportation
	Jason	Hanna			Ministry of Transportation
	Sara	Patterson			Ministry of Transportation
	Graham	DeRose			Ministry of Transportation
	Laura	Evangelista			Ministry of Transportation
	Bronwyn	Cuthbertson			Ministry of Transportation
	Michalek	Martin			Ministry of Transportation
	Frank	Martins			Ministry of Transportation
	Ramona	Afante			Ministry of Transportation
Mr.	Jeff	Thompson	Manager(A), Growth Policy	Growth Policy, Planning and Analysis Branch	Ontario Growth Secretariat
Mr.	Stewart	Chisholm	Manager(A), Growth Policy	Growth Policy, Planning and Analysis Branch	Ontario Growth Secretariat
	Robert	Greene	Director		Ministry of the Solicitor General
	Wayne	Kelly			Ontario Heritage Trust
Ms.	Jennifer	Davey	Administrative Assistant	Research and Program Evaluation Unit / Research Planning & Analysis Section	Ontario Provincial Police
	Abisola	Akinwumi	A/Administrative Assistant	Orillia	Ontario Provincial Police
CONSERVATION AUTHORITIES					
Ms.	Suzanne	Bevan		Infrastructure Planning and Permits	Toronto and Region Conservation Authority
	Sharon	Lingertat			Toronto and Region Conservation Authority
Ms.	Leslie	Rich	Policy and Planning Liaison		Conservation Ontario
Ms.	Beth	Williston	Associate Director	EA Planning	Toronto and Region Conservation Authority
OTHER					
	General Contact Email			Secondary Land Use	HydroOne
	Elsy	Aceves			HydroOne
Mr.	Craig D.	White	VP Highway and Tolling Operations		407 ETR Concession Co. Ltd.
	Paul	Ruttan			407 ETR
Mr.	Jeff	Booker	Senior Manager	Highway Technical Services	407ETR
Ms.	Laura	Black	Project Manager, Communications		VivaNEXT

FEDERAL RAIL LINES					
Mr.	Paul	Kerry	Area Manager	Business Development	Canadian Pacific (CP)
	Rhema	Stevenson			CN Rail
Ms.	France	Moreau	Manager	Environmental Impact Assessment	CN Rail
Ms.	Luanne	Patterson	Senior System Manager	Environmental Assessment	CN Rail
Mr.	John	Hasterio	Sr. Mgr.	Design & Construction-US and Canada (Ontario)	CN Rail
	Jay	Roberts			CN Rail
	Steve	DelVecchio			CN Rail
	Robert	Versteegen			CN Rail

Municipalities, Elected Officials, School Boards, and Emergency Services

First Name	Last Name	Position/Title	Department	Agency/Company
City of Toronto				
Nour	Alsoori	Senior Project Manager	Transit Expansion Office- Subway Expansion Program	City of Toronto
Richard	Borbridge	Program Director	Transit Expansion Office- Subway Expansion Program	City of Toronto
Danny	Kojo Antwi			City of Toronto
Junaid	Farooq			City of Toronto
Gregg	Linten	Chief Planner & Executive Director	City Planning	City of Toronto
James	Perttula	Director	Transit & Transportation Planning	City of Toronto
Angie	Quinto	Head of Engineering	Engineering and Construction	Toronto Transit Commission
Scott	Haskill	Manager	Project Development and Coordination	Toronto Transit Commission
Robert	Smith	Head	Bus Transportation	Toronto Transit Commission
York Region				
Stephen	Hollinger	Chief	Infrastructure and Development	York Region Rapid Transit Corporation
Karen	Whitney	Director	Community Planning & Development	York Region
Paul	Freeman	Chief Planner		York Region
Fabrizio	Guzzo	Director	Transit Operations and Capital Assets	York Region
Christopher	Scott	Manager	Infrastructure	York Region Rapid Transit Corporation
Liza	Sheppard			York Region
Brian	Titherington			York Region
Hedeyeh	Hafezizadeh			York Region
Christopher	Scott			York Region
Pamella	Rae			York Region
Rose	Suppa			York Region
Carrie	Slattery			York Region
Linda	Filippi			York Region
Nimisha	Raja			York Region
Andrea	Witty	Project Manager	Special Projects	York Region Rapid Transit Corporation
City of Vaughan				
Vince	Musacchio	Director	Infrastructure Planning & Corporate Asset Manager	City of Vaughan
Nick	Spensieri	Deputy City Manager	Infrastructure Development	City of Vaughan
Christoper	Tam	Project Manager	Transportation	City of Vaughan
Nick	Spensieri	Deputy City Manager	Infrastructure Development	City of Vaughan
Mauro	Peperini	Acting Chief Planning Official		City of Vaughan
City of Richmond Hill				
Daniel	Olding	Senior Manager	Richmond Hill Centre Subway Project	City of Richmond Hill
Hubert	Ng	Acting Manager	Transportation	City of Richmond Hill
Dan	Terziewski	Director	Development Engineering	City of Richmond Hill
City of Markham				
Brian	Lee	Director	Engineering	City of Markham
Darryl	Lyons			City of Markham
Amanda	Compton			City of Markham
Soran	Sito	Manager, Environmental Assets	Engineering	City of Markham
Biju	Karumanchery	Director	Planning and Urban Design	City of Markham
SCHOOL BOARDS				
Anita	Cook	Executive Manager	Real Estate & Leasing	Toronto District School Board
Tomasz	Oltarzewski	Supervisor of Planning	Municipal Planning	Toronto Catholic District School Board
Tom	Pechkosvsky	Manager	Planning Services	York Catholic District School Board
Robert	Hofstatter			York Catholic District School Board
Martin	Bertrand	Director of Education		Conseil scolaire Viamonde
André	Blais	Director of Education and Secretary Treasurer		Conseil scolaire catholique MonAvenir
Domenic	Scuglia	Director of Education		York Catholic District School Board
Lousie	Sirisko	Director of Education		York Region District School Board
City of Toronto				
John	Filion	Councillor		Willowdale - Ward 18
John	Tory	Mayor		City of Toronto
City of Richmond Hill				
David	Barrow	Mayor		City of Richmond Hill
Castro	Liu	Councillor		Ward 3 Councillor
Karen	Cilevitz	Councillor		Ward 5 Councillor
Goodwin	Chan	Councillor		Ward 6 Councillor
York Region				
Jack	Heath	Regional Councillor- Markham		York Region/ City of Markham

Joe	DiPaola	Regional Councillor and Deputy Mayor- Richmond Hill		York Region/ City of Richmond Hill
Mario	Ferri	Regional Councillor and Deputy Mayor- Vaughan		York Region/ City of Vaughan
Wayne	Emmerson	York Region Chairman and CEO		York Region
City of Vaughan				
Sandra	Yeung Racco	City Councillor	Ward 4	City of Vaughan
Alan	Shefman	City Councillor	Ward 5	City of Vaughan
Maurizio	Bevilacqua	Mayor		City of Vaughan
City of Markham				
Don	Hamilton	Deputy Mayor		City of Markham
Frank	Scarpitti	Mayor		City of Markham
Keith	Irish	Councillor	Ward 1 Councillor	City of Markham
Isa	Lee	Councillor	Ward 8 Councillor	City of Markham
EMERGENCY SERVICES				
Patrick	Matozzo	Executive Director	Corporate Real Estate Management- Facilities Management	City of Toronto
Matthew	Pegg	Fire Chief/General Manager	Fire Services	City of Toronto
Mark	Toman	Acting Chief & General Manager	Paramedic Services	City of Toronto
Jim	Ramer	Interim Chief	Toronto Police Service	City of Toronto
Andrew	Zvanitajs	Fire Chief	Fire Services	City of Vaughan
James	MacSween	Deputy Chief	York Regional Police	Region of York
Chris	Spearen	Chief	Paramedic Services	Region of York
Ian	Laing	Fire Chief	Central York Region Fire Services	Region of York
Karim	Kurji	Medical Officer of Health	York Region Public Health	Region of York
Steve	Kraft	Fire Chief	Fire Services	Richmond Hill
Bryan	Burbidge	Acting Fire Chief	Fire Services	Richmond Hill

Members of Parliament (MPs) & Members of Provincial Parliament (MPPs)

First Name	Last Name	Position/Title	District
Toronto- York			
Ali	Ehsassi	MP	Willowdale
Stan	Cho	MPP	Willowdale
Richmond Hill			
Majid	Jowhari	MP	Richmond Hill
Daisy	Wai	MPP	Richmond Hill
Markham			
Mary	Ng	MP	Markham-Thornhill
Logan	Kanapathi	MPP	Markham-Thornhill
Thornhill			
Gila	Martow	MPP	Thornhill

Community Interest Groups

Group/ Organization
Village of Richmond Hill BIA
The Korean Canadian Business Association
Duke Heights Business Improvement Area
Vaughan Chamber of Commerce
Thornhill Golf Club
Thornhill Park Tennis Club
Kane-Jerrett Funeral Homes
North York Seniors Centre
Goulding Park Community Centre
Neighbourlink North York
Dutch Canadian Association of Greater Toronto
Beth Chabad Israeli Community Centre
Rosemount Community Centre
Hellenic Canadian Community of York Region
Refugee Women's Network
Thornhill Community Centre and Seniors Club
North York Community House
The Peer Project- Youth Assisting Youth
Holy Cross Cemetery
Ratepayers/ Residents Associations in Impacted Area
Aileen-Willowbrook Ratepayers Association Inc.
Grandview Area Residents Association
Markham Action Group for Improved Community
Royal Orchard Ratepayers Association
Springfarm Ratepayers Association
Thornhill Green Ratepayers Association
Thornhill Conservation District Ratepayers Association
World on Yonge Ratepayer Association

Utilities

First Name	Last Name	Position/Title	Department	Agency/Company
Andrew	Newitt	Manager, Distribution Design	Transit Projects	Alectra Utilities
Mark	Houston			Beanfield Metroconnect
Shaira	Castillon			Beanfield Metroconnect
Troy	Browne			Beanfield Technologies Inc.
Brian	Elbe	Contract Manager		Bell Canada
Arthur	Zylber	Senior Real Estate Services Advisor, GTA		Bell Canada
Mohammad S	Bangee	Specialist, Network Provisioning		Bell Canada
Colin	Bonnell			Bell Canada
Robert	Gibicar			Bell Mobility
Brian	Fox			Bell360
Vladimir	Gomez-Carballo			Burlington Hydro
Jeff	Storey			CenturyLink
Marija	Ilic			City of Markham - Street Lights
Justin	Chin			City of Markham - Traffic Signals
Jonathan	Evangelista			City of Toronto - Street Lights / Traffic Signals
Stan	Dembinski			CN Fibre Optic
Osmond	Ashley	Ontario Planning Manager		Cogeco Cable
Tim	Brown			Cogeco Connexions
Pamela	Bunnin			Cogeco Connexions
James	La	Senior Permit and Fibre Planner		Cogeco Data Services
Chris	Doherty			County of Simcoe - Street/Traffic Lights
Kevin	Whitehead	Vice-President, Engineering/ Business Services		Elexicon Energy Inc.
Daniel	Petrozziello	Transit Project Manager	Capital Development and Delivery	Enbridge
Borin	Len	Transit Project Manager	Capital Development and Delivery	Enbridge
Tara	Kuuskman	Manager, Planning & Design Toronto	Distribution Planning & Records	Enbridge Gas Distribution Inc.
Ann	Newman			Enbridge Pipelines Inc.
Kris	Landon	Director	Construction & Project Management	Enwave
Amy	Jacobs			Enwave
Chris	Hale			Halton Hills Hydro
Dan	Di Tomasso			Halton Region
Elsy	Aceves	Account Executive		Hydro One Networks Inc.
Bryan	Brennan	Support Network Manager		Hydro One Telecom Inc.

				Hydro One Networks Inc.
Kevin	Meldrum	Crossing Coordinator	Canada Fuels Operations, Imperial	Imperial Oil
Hallie	MacQuaig			Imperial Oil Limited
Danny	Persaud	Chief Operating Officer		InnPower
John	Cubelic	Senior Technician	Network Operations	Level 3 Communications
Gaye-Donna	Young	COO		Newmarket-Tay Power
Dan	Steele	Director	Engineering and Cons	Oakville Hydro
Tammy	Wong	Senior Environmental Specialist	Corporate Programs	Ontario Power Generation
Alison	Pritchard			Parc Downsview Park
Patrick	Leung	Manager	Capital	PowerStream
Marc	Flores			PSN - Brampton
Ron	Kremer	Program Manager, Internet of Things		PSN - Mississauga
Neha	Canjar			PSN - Peel Region
Loston	Ham	Service Delivery Coordinator		Q9 Networks
Jim	Dunn	Systems Planner	Wireless Access Networks	Rogers Cable Communications Inc.
Richard	Austria			Rogers Cable Communications Inc.
Melanie	Labaj	OPE Manager SYD		Rogers Cable Communications Inc.
Jim	Washburn	System Planner		Rogers Cable Communications Inc.
Barbara	Sinitoski			Rogers Cable Communications Inc.
Paul	Lane	Senior Technologist		Sun-Canadian Pipe Line Company Ltd
Peter	Martens			Sun-Canadian Pipe Line Company Ltd
Louis	Biancolin			Suncor
Indira	Sharma			Telecon (Telus)
Frederic	Sua	Design Specialist II - Access Engineering		Telus
Bruna	Nardi			Telus
Nathan	Mckenzie	Engineer, External Relocations		Toronto Hydro
Lokesh	Sharma			Toronto Hydro Electricity System Limited
Jey	Gulasekaram	Program Manager		Toronto Hydro-Electric System Limited
Brandon	Gage			Toronto Hydro-Electric System Limited
Jonathan	Evangelista			Toronto Hydro-Electric System Limited
Dave	Maraj	Supervisor	Major External Projects (Go Expansion)	Toronto Hydro-Electric System Limited
Ryan	Jenik	Construction & Engineering Coordinator	Maintenance Engineering - Subway Infrastructure	Toronto Transit Commission
Angie	Quinto	Head of Engineering		Toronto Transit Commission
Garry	Doyle			Toronto Transit Commission
Majid	Golbon			Toronto Transit Commission

Scott	Haskill	Manager		Toronto Transit Commission
Robert	Smith	Head of Bus Transportation		Toronto Transit Commission
Dominic	Tiano			Toronto Transit Commission
Eric	Chu			Toronto Transit Commission
Pat	Lamanna			Toronto Transit Commission
Rachael	Gerry			Toronto Transit Commission
Alicja	Wisniewska			Toronto Transit Commission
Raul	Hamilton			Toronto Transit Commission
Lawrence	Shintani	Manager- Water Infrastructure Management	Policy & Program Development	Toronto Water
Amy	Winterhault	Senior Engineer- Water Infrastructure Management	Policy & Program Development	Toronto Water
Ian	Chisholm			Trans Canada Pipeline
Darlene	Presley	Planning Co-ordinator		TransCanada Pipelines Limited C/O Lehman & Associates
Cliff	Lee	Co-ordinator of Crossing & Facilities		Trans-Northern Pipeline Inc.
Alyssa	Rhynold	Property and Right-Of-Way Administrator		Trans-Northern Pipeline Inc.
Kumar	Satish	Co-ordinator of Crossing & Facilities		Trans-Northern Pipeline Inc.
Sandrine	Exibard-Edgar			Trans-Northern Pipelines Inc.
Mélanie	Jasmin			Videotron
Dorothy	Moryc			Waterloo North Hydro
Sami	Butorsky	Water & Wastewater Engineer	Infrastructure Asset M	York Region
Steve	Murphy	Utilities Plan Coordinator	Corridor Approvals and Records	York Region
Jose	Oliveira	Construction Administrator	York Durham Sanitary Sewer Forecmain Twinning Project	York Region
Laura	Bradley			York Telecom (same legal entity as York Region)
Ian	Fleming	GIS Specialist		Zayo
Joe	Pimentel			Zayo
David	Urbach			Zayo Group

Appendix I.2 – Public Consultation - Spring 2021

April 7th, 2021 – Royal Orchard Community Virtual Open House

Newsletters

From:
To:
Subject:
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[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Metrolinx <no-reply@community.metrolinx.com>
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To: Michael Paolucci <Michael.Paolucci@metrolinx.com>
Subject: York Region Newsletter - March 26, 2021

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YORK REGION

Updated Plans for Toronto's Yonge North Subway Extension Released



Click to watch a message from the project's leader, Stephen Collins.

Last week Metrolinx unveiled the latest plans for the Yonge North Subway Extension, taking the line north into York Region, from Finch Station to Richmond Hill.

The release of the [updated business case](#) is an important step forward for the project, which calls for roughly eight kilometres of new subway service on Line 1. A flagship project in Metrolinx's innovative Subway Program, the Yonge North Subway Extension transit connections will open up new travel possibilities in every direction across the region's growing transit network.

Starting April 7, Metrolinx will begin to hold virtual public meetings, in addition to other engagement opportunities, to seek out input on the project to include wherever possible as planning continues, including environmental assessments.

[Read more about Metrolinx's latest analysis on this project, and what comes next.](#)

UPCOMING VIRTUAL OPEN HOUSE

Residents of the Royal Orchard community are invited to join us for a Virtual Open House on April 7, 2021, and can register to participate on

Metrolinx Engage [here](#).

STAY CONNECTED

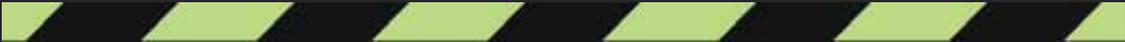
To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt).

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:

Twitter – [@YongeSubwayExt](https://twitter.com/YongeSubwayExt)

Instagram – [@YongeSubwayExt](https://www.instagram.com/YongeSubwayExt)

Facebook – [Yonge Subway Extension](https://www.facebook.com/YongeSubwayExtension)



**Rutherford Road Closure in
Effect Until March 29**

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Updated plans for Toronto's Yonge North Subway Extension released

MARCH 18, 2021

The latest analysis from Metrolinx reveals how the project will serve the heart of major growth centres and significantly cut travel times – creating a critical and long awaited extension of our transit network.

Updated plans for the Yonge North Subway Extension show how the project will make commutes faster and easier for tens of thousands of people travelling between York Region and Toronto.

The release of an updated business case today- [you can find that here](#) – is an important step forward for the project, which calls for roughly eight kilometres of new subway service on Line 1, extending north from Finch Station to Richmond Hill. A flagship project in Metrolinx's innovative Subway Program, these new Yonge North Subway Extension transit connections will open up new travel possibilities in every direction across the region's growing transit network.

One of the more noticeable and innovative changes in the updated plan is how the line will run at ground level in the northern part of the extension, linking up with the CN railway corridor in the area of Langstaff Road.

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👤 Testing 1, 2, 3 👤

Starting this week, 6 Eglinton Crosstown LRT vehicles will make their journey to the city's east end, with track testing along Eglinton between June & December. Read about the milestone here: bit.ly/3bPbkKX #MetrolinxFYI





Adjusting the route of the line in this area will better position the project to serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, which are poised for significant development. Creating stronger connections here will mean better connections to transit, including the Richmond Hill GO train line, and less traffic congestion as communities grow.

This shift will also ensure the project can be built in less time by minimizing lengthy and disruptive excavations, in turn reducing inconveniences to neighbouring communities.

The adjusted plans also protect for further extension of the line in the future by positioning the northern end of the project along a pre-existing rail corridor.

As jurisdictions look at ways to manage the impacts of COVID-19, the thousands of jobs and over \$3.6 billion worth of economic benefits this project will generate will also help stimulate the economy. During construction, the project is expected to support the equivalent of 4,300 full-time jobs each year, leading to new opportunities for businesses and workers that provide the services and equipment needed to build and operate the extension.

Transforming your commute

The Yonge North Subway Extension will bring a world-class level of convenience and a better quality of life to the communities it serves. The extension will eventually accommodate 94,100 boardings each weekday and put 26,000 more people within a 10-minute walk to a station. The project is expected to reduce commute times to downtown Toronto by as much as 22 minutes.

RECENT POSTS

Get an update on the first batch of Eglinton Crosstown LRT vehicles as they begin their testing journey May 27, 2021

Bay Street pedestrian walkway at Union Station reopens May 26, 2021

Residents can get involved as Metrolinx holds live virtual event next month for Davenport Diamond guideway and greenway projects May 26, 2021

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The extension will also offset traffic congestion as drivers get out from behind the wheel in favour of using the subway. It's predicted that the extension will reduce the total distance travelled by cars during the morning rush hour by 7,700 kilometres, leading to a reduction of 4,800 tonnes in auto-related greenhouse gas emissions each year.

The new path forward

Planning teams investigated three options for the route, or alignment, the extension will follow.

One option looked at the project as initially proposed, while teams explored new routes for the northern portion of the alignment in the other two.

Ultimately, the alignment that is moving forward for further study places the northern section of the extension at the surface along the existing CN Railway corridor, instead of tunneling all the way to Richmond Hill.

Under this proposed plan, the line curves away from Yonge Street near Centre Street and runs underground to the proposed subway tunnel portal south of Langstaff Road, aligning with the CN Railway corridor. This approach eliminates the need for time-consuming and disruptive tunneling and station excavations through the northern segment of the extension and limits the need for large, disruptive excavation sites for underground stations and exit buildings. This allows Metrolinx to limit property needs in areas of the surface-level alignment. By using a dedicated railway corridor that already exists, the project can be finished sooner with fewer hydro, natural gas, and water service disruptions for the community during construction.

Surface-level benefits for stations

Since building above ground is also less costly, this approach maximizes the number of stations included in the project. It also positions the northern

stations at sites that provide better transit connections and more opportunities for nearby communities to grow and evolve.

The station previously referred to as Richmond Hill Centre has been tentatively re-named High Tech Station and moves slightly south-east of the original site. It will be built at surface level, beneath the bridge along High Tech Road that spans the CN rail corridor. High Tech Station will put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

The station previously referred to as Langstaff in previous proposals now moves east and slightly north, to be built at surface level between Highway 7 and Highway 407. This station is tentatively called Bridge Station.

A major benefit of Bridge Station is that it will provide a convenient connection to the Richmond Hill GO train line and many local and GO Transit bus services. It will also link the Richmond Hill Centre and Langstaff Gateway urban growth centres, at roughly the midpoint of each.

These two future communities share more than the boundary of Richmond Hill and Markham. They are united by a vision of transforming into unique urban cores along the Yonge Street corridor.

"Bridge Station maximizes the potential for new communities to grow by bringing the subway closer to development areas," says Becca Nagorsky, Principal Sponsor of Planning and Development with Metrolinx.

And while these plans are critical in helping Richmond Hill Centre and Langstaff Gateway become modern, vibrant communities, the convenient access to the region's transportation network via Highway 7 and Highway 407 also plays an important part. However, the overpasses, barriers and ramps that make up the highway infrastructure also divide the two halves of this burgeoning hub and present age-old challenges for development next to major highways.

The Bridge Station site, located right between those highways, maximizes the development potential of land that might otherwise go unused and preserves valuable nearby development space that will bring more opportunities for these areas to flourish.

Placing the station between two important transportation arteries also makes for stronger connections to other forms of rapid transit, giving residents convenient access to local and regional buses serving York Region and the GTA.

"It vastly improves bus-to-subway transfers by putting the subway station in the path of the Highway 7 VIVA rapidway," Nagorsky explains.

"That means buses don't have to divert off their routes in order to connect to the subway."

Station locations

While all six previously envisioned stations were studied in the business case, detailed analysis shows that the \$5.6 billion funding envelope announced for the project can accommodate four stations, if the extension follows the newly proposed alignment.

Steeles, Bridge and High Tech stations were determined to be 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.

"The stations at Steeles Avenue and in the Richmond Hill Centre area, Bridge and High Tech, contribute a large portion of the extension's ridership," Nagorsky says.

"That's particularly true of the riders who will access the subway by bus."

Metrolinx is working with municipal partners to determine the best location for the fourth station as planning work continues. Metrolinx will also explore innovative funding partnerships that could support a fifth station as the analysis is refined.

Local expertise matters

Metrolinx and Infrastructure Ontario are working with the York Region Rapid Transit Corporation and the TTC, along with municipal partners in Toronto, Vaughan, Markham and Richmond Hill to bring the best ideas to the table and find innovative solutions at every turn.

"Input from our partners has been vital to ensuring we understand the needs and aspirations of each municipality," says Stephen Collins, Metrolinx program sponsor for the Yonge North Subway Extension.

"Given their role in leading the project prior to Metrolinx assuming responsibility, their knowledge and background was helpful in accelerating our understanding of the corridor," he says.

Collins adds that planning and design work previously completed by the partners was carried forward to the updated business case, including analysis of the Yonge Street corridor.

Another example of how Metrolinx is leveraging the experience and expertise of their municipal partners to make the project better is through local insights on how to integrate the extension into the wider transit network.

For example, planning data supplied by the TTC and the City of Toronto is being used to anticipate how expanding access to Line 1 subway service will affect the overall customer experience on the line, especially during peak travel periods. That helps the project partners design the Yonge North Subway Extension with the big picture in mind.

This project – along with its three cousins in the Subway Program portfolio and the many other transit [projects underway across the region](#) – will spread demand across the network as it expands.

What's important to note is that the extension won't come online until the Ontario Line begins operation.

When the [Ontario Line](#) goes into service, crowding could be reduced by an estimated 14 per cent on the busiest stretch of Line 1. Transfer stations like Bloor/Yonge could see crowding relief by up to 17 per cent.

The TTC is also working on system improvements throughout its network that will help ensure more frequent service and ease congestion on platforms.

What's next?

Very soon, Metrolinx will hold virtual public meetings and other engagement opportunities to seek out input on the project to include wherever possible as planning continues, including environmental assessments.

The next step of the [analysis for the project](#) is to confirm the benefits of the extension and refine designs and delivery plans through the Preliminary Design Business Case.

To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt).

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:

Twitter – [@YongeSubwayExt](#)

Instagram – [@YongeSubwayExt](#)

Facebook – [Yonge Subway Extension](#)

Story by James Moore, Metrolinx senior advisor, Communications and Public Affairs.

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Environmental assessment for the Ontario Line – A thorough review →

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A launch pad to explore the region: a closer look at Bridge Station

APRIL 6, 2021

The intriguing concept behind the Yonge North Subway Extension’s northern transit hub will allow riders in York Region to easily tap into more travel options than ever before.

One of the most obvious ways the Yonge North Subway Extension will make it easier to get around is by providing one seamless subway ride from Richmond Hill to downtown Toronto and any destination in between. Those convenient northbound and southbound subway trips are important benefits of extending TTC Line 1 service from Finch Station to Richmond Hill, but the project will open up many more travel possibilities in York Region and beyond thanks to a planned transit hub now referred to as Bridge Station.

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👤 Testing 1, 2, 3 👤

Starting this week, 6 Eglinton Crosstown LRT vehicles will make their journey to the city’s east end, with track testing along Eglinton between June & December. Read about the milestone here: bit.ly/3bPbkKX #MetrolinxFYI





Quicker journeys – Bridge Station will offer up quick connections to transit options. (Metrolinx photo)

Placed between the Highway 7 and Highway 407 corridors, the planned Bridge Station transit hub will offer fast and simple connections to York Region Transit and regional GO buses that travel on those major roadways, as buses won't have to divert far off their routes in order to connect to the subway. The station will also provide an easy transfer to the Richmond Hill GO train because it will be connected to the existing Langstaff GO station.

“By putting the station right under Highway 7 and Highway 407, riders will be able to access transit options that will allow them to tap into the entire regional transit network.”

METROLINX ACTING PROJECT PLANNING DIRECTOR, JOSEPH EHRlich

Transferring between buses or trains will be simple and quick for riders because the station is planned to be built at-grade along the existing CN Railway corridor,

RECENT POSTS

Get an update on the first batch of Eglinton Crosstown LRT vehicles as they begin their testing journey May 27, 2021

Bay Street pedestrian walkway at Union Station reopens May 26, 2021

Residents can get involved as Metrolinx holds live virtual event next month for Davenport Diamond guideway and greenway projects May 26, 2021

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meaning there will be no need for lengthy descents to underground platforms. This will make it easier for people to transfer to other modes of transportation to get where they need to go.

“Bridge Station’s function as a transit hub in the northern part of the extension is a major benefit for riders,” says Metrolinx acting project planning director Joseph Ehrlich.

“By putting the station right under Highway 7 and Highway 407, riders will be able to access transit options that will allow them to tap into the entire regional transit network.”

That means it’ll be easy to get to jobs located to the east, near highways 407 and 404, or destinations to the west like York University and Pearson Airport. A simple transfer to the VIVA bus rapid transit system will make getting across York Region more convenient than ever. Bridge Station will also give customers in northern York Region new travel options when they ride the Richmond Hill GO train from places like Aurora and Newmarket.

The innovative Bridge Station concept also helps support community growth while offsetting traffic congestion. By 2041, the project is expected to serve 94,100 riders each day, cutting the time spent commuting in Toronto and York Region by a combined 835,000 minutes each day. The station will link the Richmond Hill Centre and Langstaff Gateway Urban Growth Centres, at roughly the midpoint of each. These two areas are on the boundary of Markham and Richmond Hill and are poised to become a bustling centre for York Region.

Bridge Station works as a pair with High Tech Station to serve these burgeoning neighbourhoods. High Tech station will also be built at ground level along the railway corridor north of Bridge Station at – unsurprisingly – High Tech Road. Studies show High Tech Station will bring the subway within a five-minute walk for more than half of the people who will live in Richmond Hill Centre by 2041, giving them more fast and reliable options to get to where they need to go.

“We’re building the extension for the people who live and work in these communities today, as well as the ones who will be there in the future,” says Ehrlich.

Story by James Moore, Metrolinx senior advisor, Communications and Public Affairs

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Social Media Posts



Yonge North Subway Extension

April 5 · 🌐

🙄 Do you have questions about the Yonge North Subway Extension? We're here for you. 🗣️

Residents of the Royal Orchard community in the City of Markham are invited to join us at a live Virtual Open House on April 7, from 6:30pm to 8:00pm.

A panel of our project team experts will share the latest project information and answer questions.

📍 Register here: www.metrolinxengage.com/YongeSubwayExtensionLive

More Virtual Open House events will be announced soon. Please stay tuned to this channel for updates.

**We're here
for you
each step
of the way**





Yonge North Subway Extension

April 7 -



Reminder.

A live Virtual Open House for residents of the Royal Orchard community in the City of Markham goes from 6:30pm - 8:00pm tonight.

A presentation will be followed by a question-and-answer session with our project experts.

Tune in here:

<https://www.metrolinxengage.com/en/YongeSubwayExtensionLive>

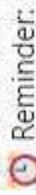
METROLINXENGAGE.COM

Yonge North Subway Extension LIVE - April 7, 2021 | Metrolinx Engage

Agenda6:30: Meeting Begins/ Opening Remarks6:35: Yonge North Subway Extension Project Update6:50: Questions and Answers7:55: Wrap up & Closing RemarksFormat & AccessibilityQuestions will be answered based...



Yonge North Subway Extension @YongeSubwayEXT · Apr 7



Reminder:

A live Virtual Open House for residents of the Royal Orchard community in @cityofmarkham goes from 6:30pm - 8:00pm tonight.

A presentation will be followed by a question-and-answer session with our project experts.

Tune in here: metrolinxengage.com/en/YongeSubway... #YorkRegion





Yonge North Subway Extension @YongeSubwayEXT · Apr 5

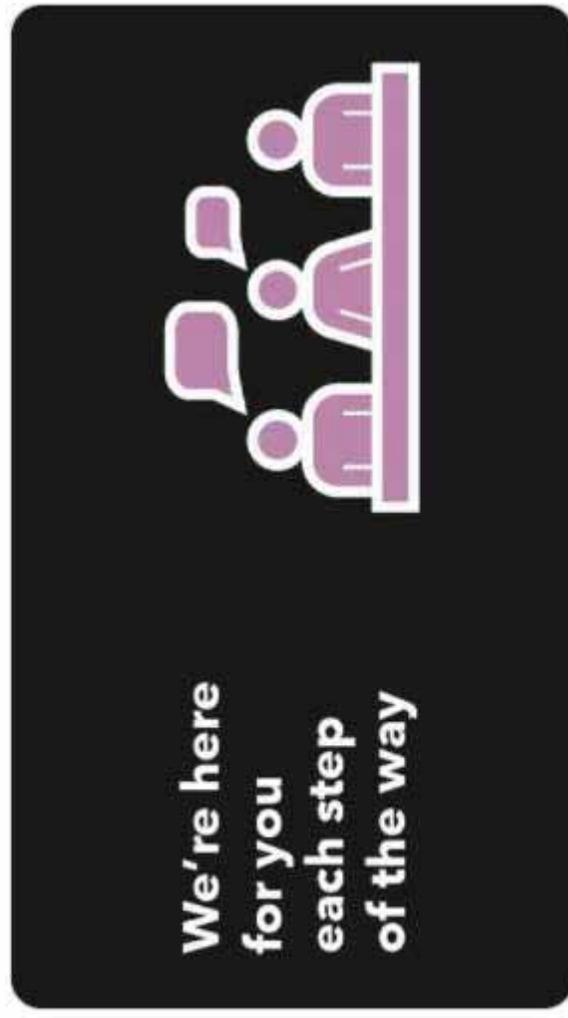
...

🗨️ Got questions? We've got answers!

Residents of the Royal Orchard community in @cityofmarkham are invited to join us for a live Virtual Open House on 6:30pm - 8:00pm on April 7.

Get the latest project details and ask us anything!

📍 Register here: metrolinxengage.com/en/YongeSubway...



Notices and Flyers

Looking for more details on updated plans? We're here for you.

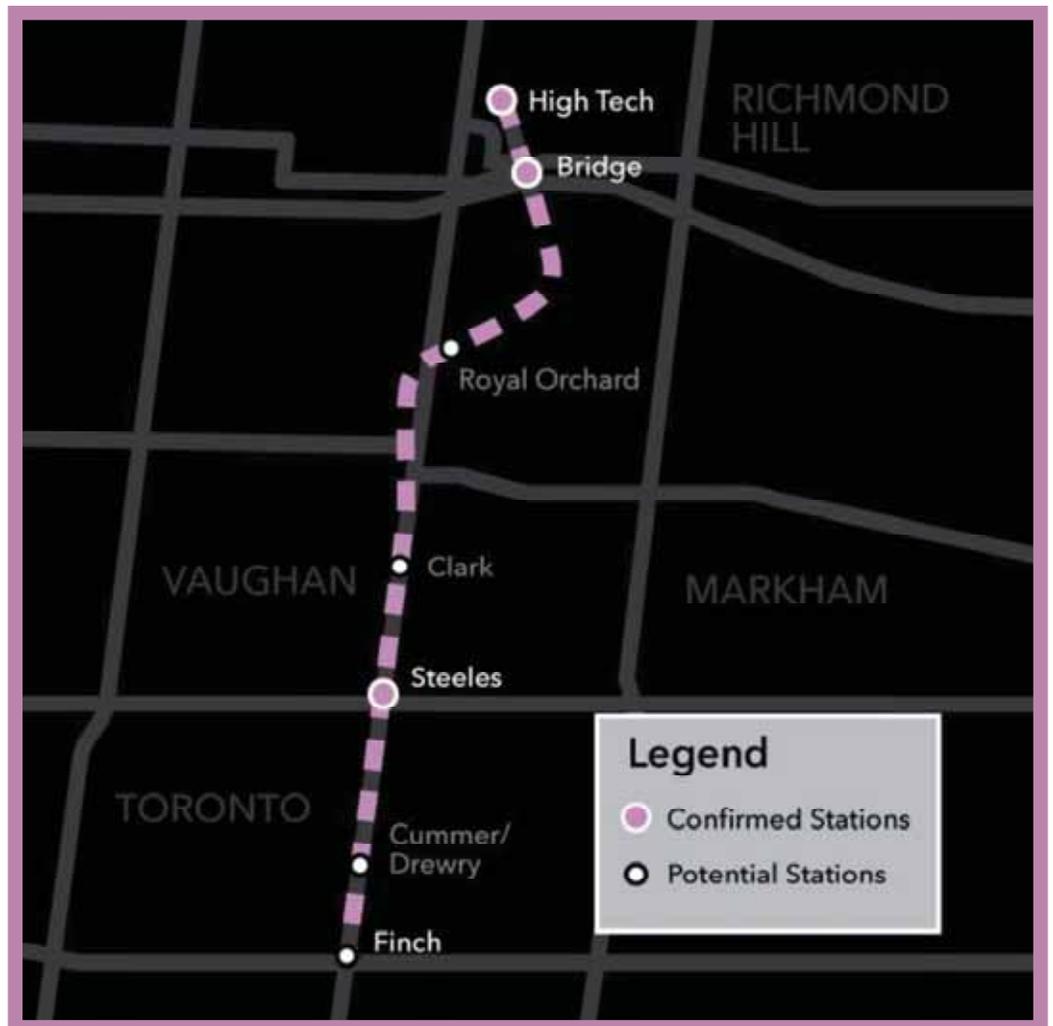
March 29, 2021

We know you probably have some questions about the latest plans for the Yonge North Subway Extension, and we're here to help you find the answers.

This important rapid transit project includes four new stations along an eight-kilometre extension of TTC Line 1. It will provide you with one seamless subway ride between Richmond Hill and downtown Toronto, making it faster and easier for you to get around.

The extension is just one of many transit improvements underway across the Greater Golden Horseshoe that will open up new travel possibilities in every direction.

The updated plans take the route of the subway to the surface within the existing CN railway corridor south of Langstaff Road, where it will travel north at ground level on its way to the Richmond Hill Centre area.



Connect with us:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt)

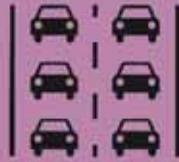
YongeSubwayExt@metrolinx.com

Twitter: @YongeSubwayExt **Facebook:** @YongeSubwayExt

Let's start the conversation about what these plans mean for your community:



Riders will save up to 22 minutes on a trip from York Region to downtown Toronto, giving them more time back in their days.



More people taking transit will curb local road congestion, with the total distance travelled by cars during morning rush hour going down by 7,700 km.



A major transit hub at Bridge Station will make it easier to travel in all directions, with connections to GO trains and buses and York Region Transit and Viva Next bus services.

Join the conversation

We want to hear from you, and we're eager to connect with you throughout the life of the project so that you can share your input with us.

Please join us for our first **virtual open house** for the Royal Orchard community so that you can hear from project experts, ask questions, and share feedback as planning work continues.

Date: Wednesday, April 7, 2021

Time: 6:30 p.m. – 8:00 p.m.

Registration: Please visit MetrolinxEngage.com/YongeSubwayExtensionLive

**Alternatively, you can email YongeSubwayExt@metrolinx.com or call us at 416-202-7000 to register.*

You will learn about:

- The **proven technology** available to limit noise and vibration
- How we'll tunnel deep enough to **minimize any impacts** experienced in homes above
- How we'll connect with you to understand your concerns and **answer your questions**

In the meantime, we're here for you to answer any questions you have.

For the latest information on the project, please visit Metrolinx.com/YongeSubwayExt. There, you'll be able to find answers to frequently asked questions and you can sign up for our e-newsletter to have updates delivered right to your inbox.

We look forward to connecting with you over email, by phone, or on social media as we move forward with this important project.

Connect with us:

Metrolinx.com/YongeSubwayExt

YongeSubwayExt@metrolinx.com

Twitter: @YongeSubwayExt **Facebook:** @YongeSubwayExt

Early Works - Utility Scans and Noise Monitoring in Your Community

March 29, 2021

What is the Yonge North Subway Extension Project?

The Yonge North Subway Extension will bring roughly eight kilometres of new subway service on TTC's Line 1, extending north from Finch Station to Richmond Hill. A flagship project in Metrolinx's innovative Subway Program, it is scheduled to begin construction by 2023, and be in-service by 2030. As part of the early preparation and exploration work for this project, there will be surveying crews working in your area for approximately 3-4 weeks, beginning April 5, 2021.

What is happening?

Starting on Monday April 5, Metrolinx contractors will be conducting topographical surveys, utility markings, and noise/vibration monitoring in your community. They'll be using surveying equipment mounted on a tripod, scanners to identify utility lines, and spray paint to mark those lines on the sidewalk or right-of-way. Workers will also set up noise and vibration sensors to gather information about noise levels in your community.

What is the timing and duration? Work hours will be 9:00am to 5:00pm, Monday to Friday starting **April 5 in the commercial area on Yonge Street, and on April 12 near the residential streets** listed below. This will continue for about 3-4 weeks.

Where is this happening? Along the subway alignment between John Street in the City of Markham and High Tech Road in the Town of Richmond Hill. All work will be **non-intrusive** and confined to **public property only**. If there's a need for access to any private property, we'll be back to ask homeowners for their permission.

You can expect to see workers near the site of the potential station at Royal Orchard, as well as on Royal Orchard Boulevard, Silver Aspen Drive, Colonsay Road, Donaldbain Crescent, Thorny Brae Drive, Kirk Drive, Banquo Road, and Shieldmark Crescent. You may see workers in bright-coloured construction vests in your neighbourhood.

Why is this work necessary?

This is an important stage of the planning and design work for Yonge North Subway Extension. We're trying to learn as much as we can about the ground and soil quality conditions in the area. This work is necessary to inform our analysis and project plans.

Cet avis de travaux de construction est disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à YongeSubwayExt@metrolinx.com

Connect with us:

YongeSubwayExt@metrolinx.com / 416-202-7000

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Information Panels



YONGE NORTH SUBWAY EXTENSION

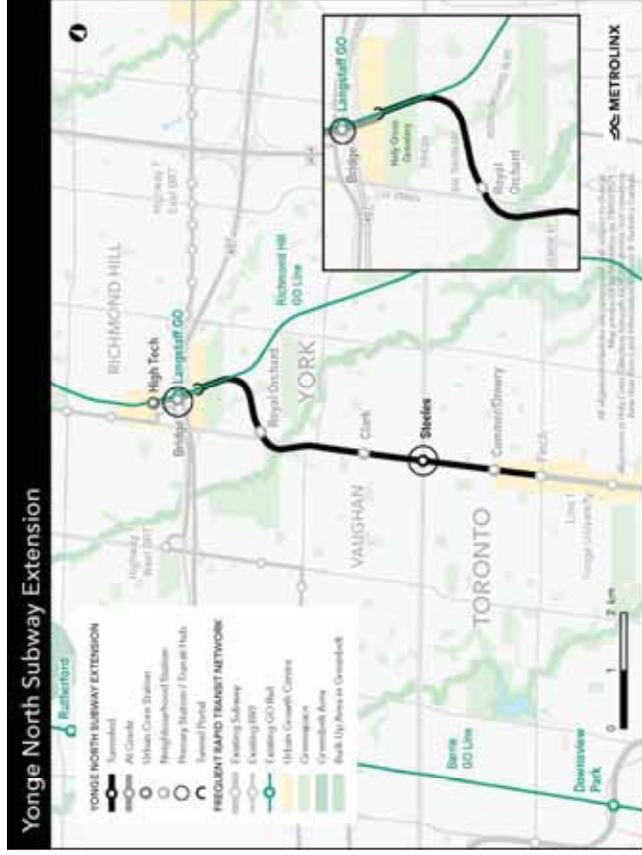
Initial Business Case - Project Update

Stephen Collins, Program Sponsor, YNSE
Rajesh Khetarpal, Vice President (A), Community Engagement

April 7, 2021

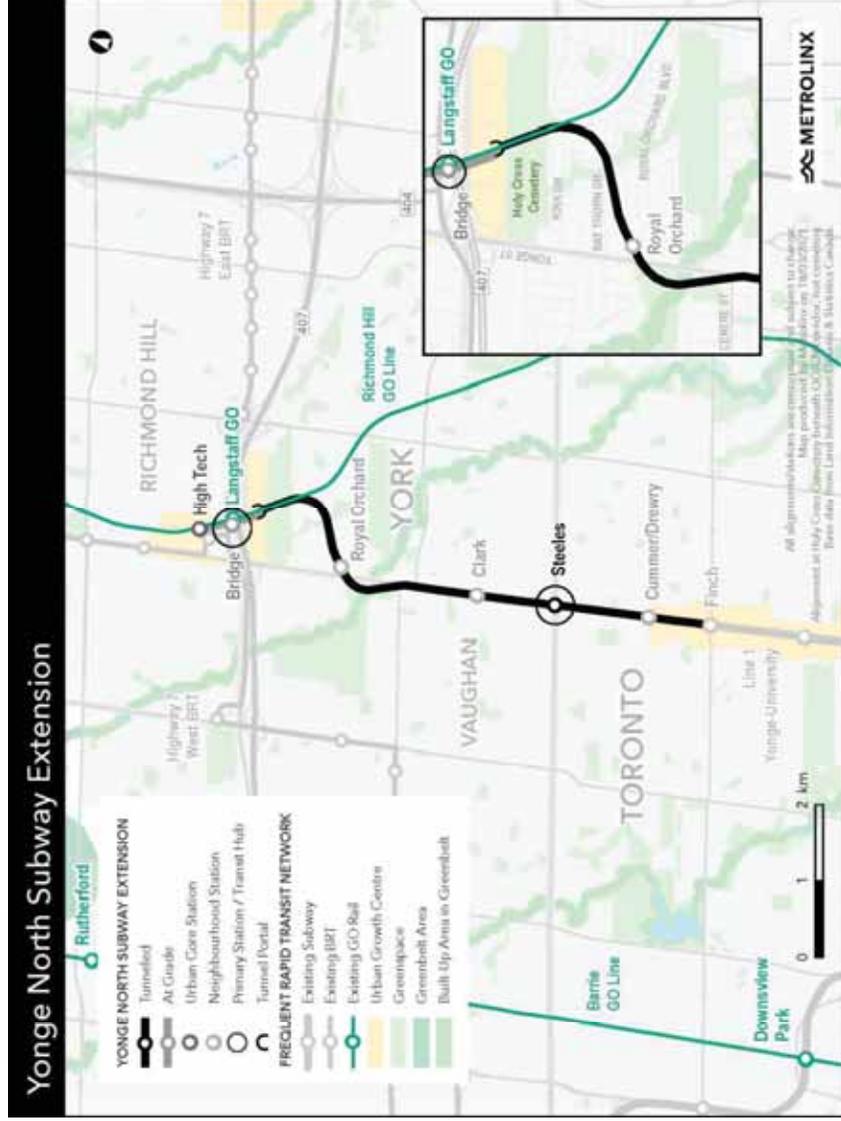
BETTER TRANSIT CONNECTIONS FOR YORK REGION & TORONTO

- Four new stations along an approximately eight-kilometre extension of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a future rapid transit line along Steeles Avenue.



- Bridge Station will **conveniently connect** with GO train, GO bus, and local transit service, including VIVA BRT.
- High Tech Station will **serve future communities** envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to **evaluate and determine** the best location for the fourth station as planning work continues.

BY THE NUMBERS

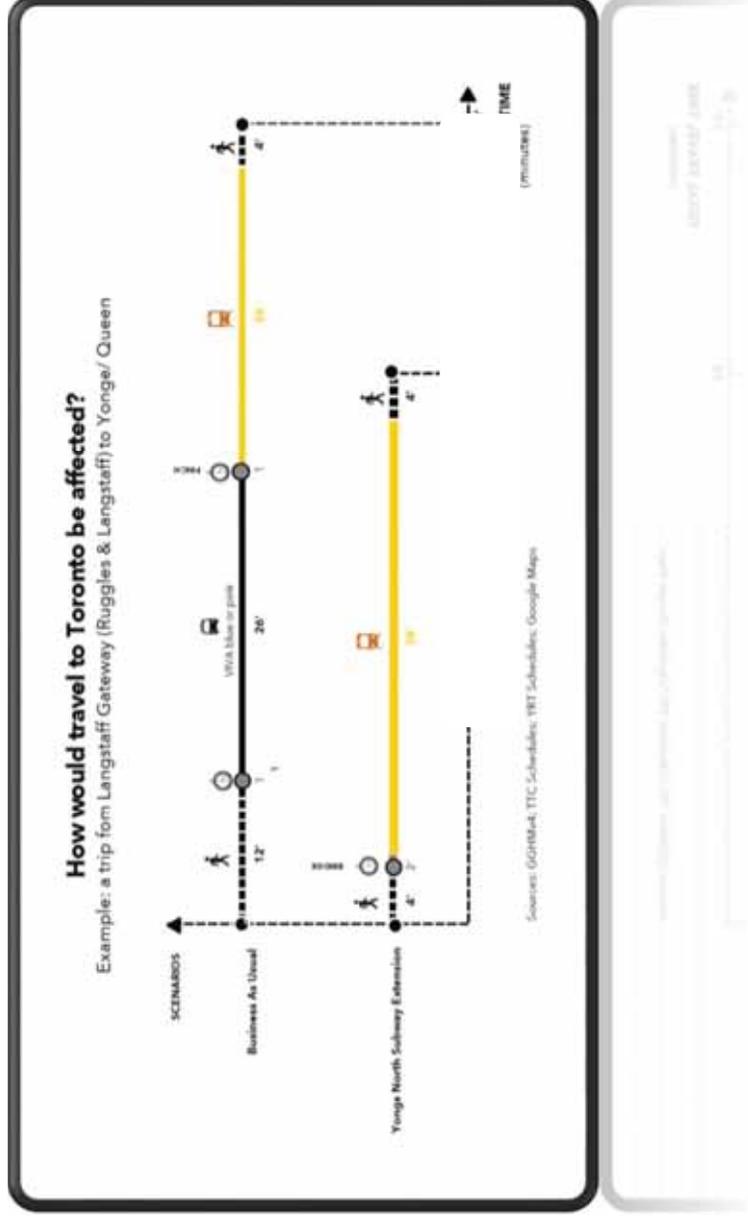


Route length	~8 km
Ridership	94,100 daily boardings
Improved access to transit	26,000 more people within a 10-minute walk to transit
Improved access to jobs	22,900 employees within a 10-minute walk to transit
Daily reductions in traffic congestion	7,700 km in vehicle kilometres traveled
Yearly reductions in greenhouse gas emissions	4,800 tonnes

KEY BENEFITS

The extension will save riders as much as 22 minutes on a trip from York Region to downtown Toronto

- Bridge Station **maximizes TOC opportunities** by connecting two communities in Markham & Richmond Hill that are poised for growth.
- Shifting the alignment in the northern section **reduces construction timelines and property needs** by using a dedicated rail corridor that already exists.
- The project will serve **94,100 riders each day** by 2041, cutting the time spent commuting in Toronto and York Region by a combined **835,000 minutes daily**.



Initial Business Case & Supplementary Analysis

INITIAL BUSINESS CASE ANALYSIS - ALIGNMENT OPTIONS

Option 1

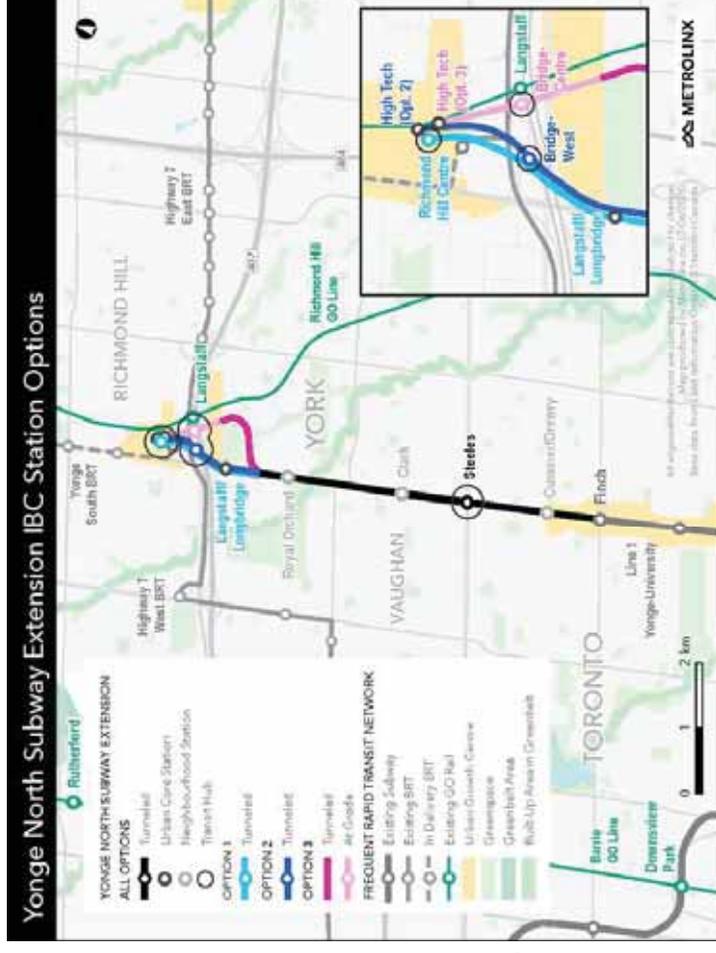
- Same alignment as approved EA, fully underground
- Funding envelope accommodates up to **3 stations**

Option 2

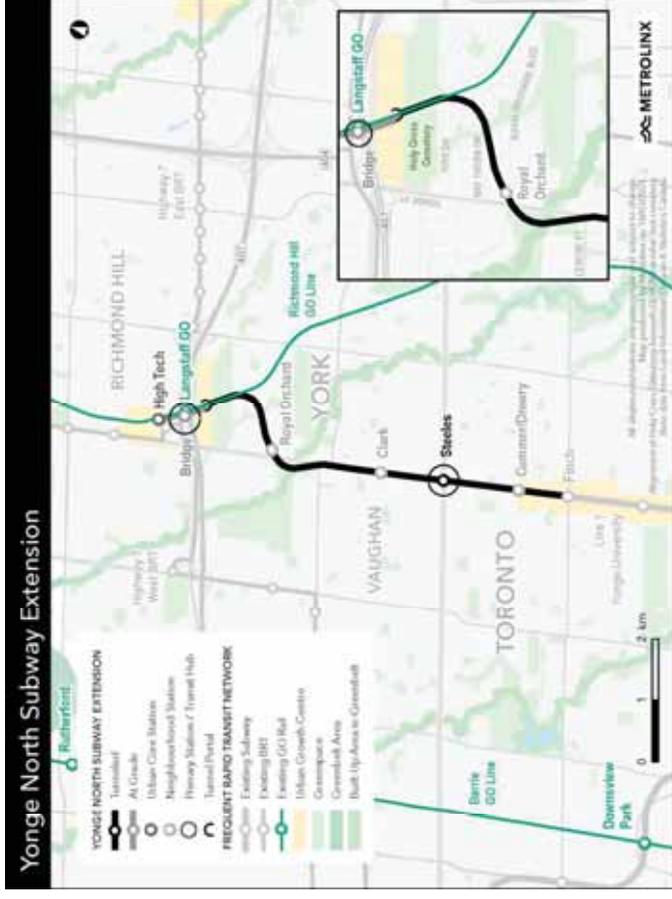
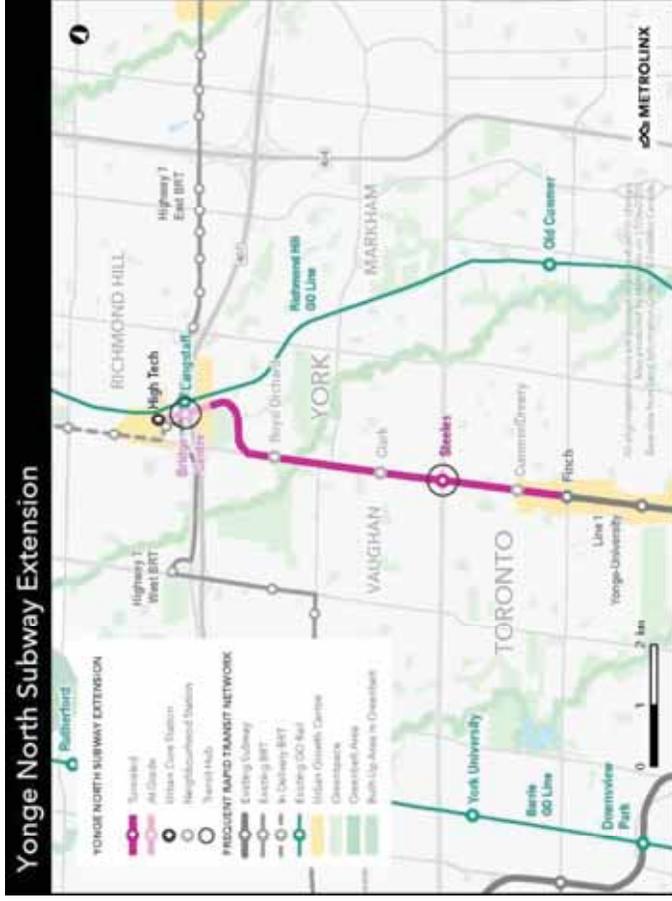
- Alignment curves east slightly to enable a different station placement, fully underground
- Funding envelope accommodates up to **3 stations**

Option 3

- Alignment 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



OPTION 3 - REFINEMENTS

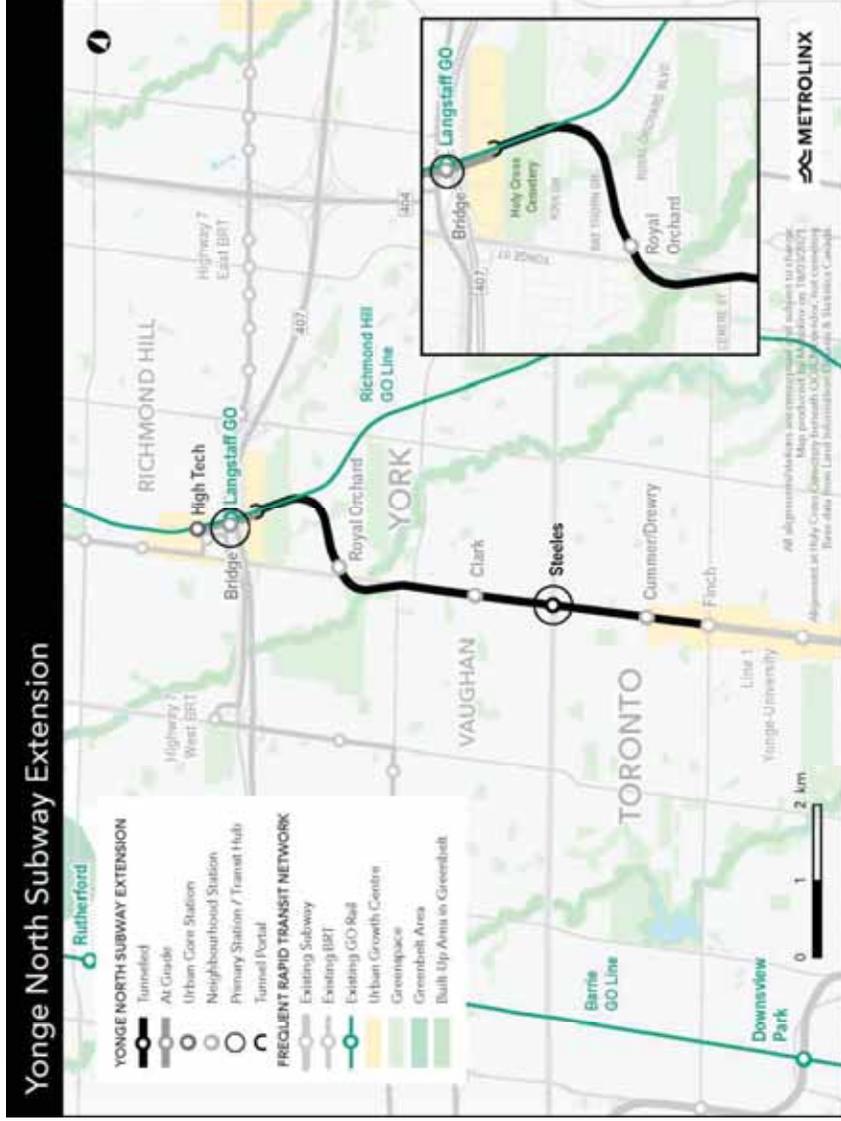


PRESENTED IN IBC

REFINED ALIGNMENT

- ✓ Key transit benefits
- ✓ Number of stations
- ✓ Design innovations
- ✓ Removes challenges of tunneling under Holy Cross Cemetery

APPROVED REFERENCE ALIGNMENT



- **Expected Benefit-to-Cost Ratio:** 0.79 (from 0.74 to 0.86)
- Potential for **highest number of stations** within \$5.6 billion project funding envelope
- **Primary Stations/Transit Hubs:** Steeles, Bridge
- **Complementary Urban Core Station:** High Tech
- **One Neighbourhood Station:** Cummer / Clark / Royal Orchard

* Further analysis on Neighbourhood Station selection to be conducted through next stage of business case process

ABOVE GROUND ALIGNMENT

Running the extension above ground along the CN railway corridor means we can finish the project sooner.

- At-grade subway lines have **been proven around the world** as a way to improve transit connections and strengthen communities
- Reduces the need for **complex, time-consuming, and costly** construction of tunnels and underground stations
- **Cuts down on disruptions** of hydro, natural gas, and water service
- Positions northern stations to provide **better transit connections** and more opportunities for nearby communities to grow



BRIDGE AND HIGH TECH STATION

Bridge Station and High Tech Station will serve the highest density areas to make it faster for riders to use the subway, and better for supporting growth and curbing local traffic congestion.

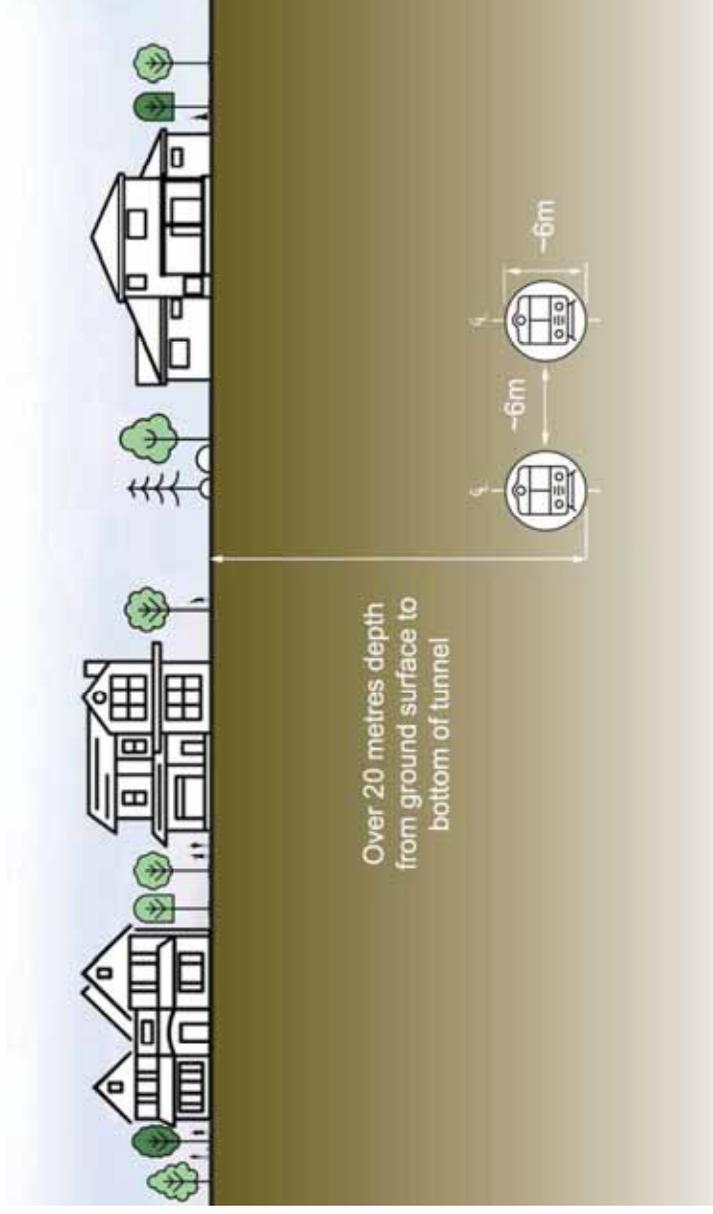
- **Fast and hassle-free** transfers to GO train/GO bus/local transit
- **Convenient access** to the subway at the heart of Richmond Hill Centre and Langstaff Gateway development areas
- More than half of Richmond Hill Centre residents will live within **walking distance** of High Tech Station by 2041
- Bridge Station site preserves nearby development space to allow the area to evolve into a **thriving urban centre**



TUNNEL DEPTH - ROYAL ORCHARD COMMUNITY

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension.

- Tunnels are proposed to be built at a depth where there would be **no direct impact** on the homes above
- **Modern, innovative tunneling technology** is available to help minimize impacts through construction and operations
- Exact tunnel depths will be determined through further study.



More detailed information about potential impacts and mitigations will be available as further design work is refined

NOISE AND VIBRATION MITIGATION - CONSTRUCTION

- We are preparing an addendum to the existing **environmental assessment (EA)** that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route.
 - The EA will study things like:
 - Noise and vibration mitigation
 - Soil and groundwater quality
 - The natural environment
 - Land use
 - Crews are already **collecting ground samples** along the route to inform this work.
- Metrolinx will **identify potential noise and vibration impacts** throughout the design and assessment phases, as well as study possible ways to mitigate these disruptions.
- We are committed to working with our neighbours to address any concerns and develop **mitigation plans**.



NOISE AND VIBRATION MITIGATION - LATEST TECHNOLOGY

We will work with your community to ensure a comprehensive array of measures are in place to address noise or vibration impacts.

These measures include but are not limited to:



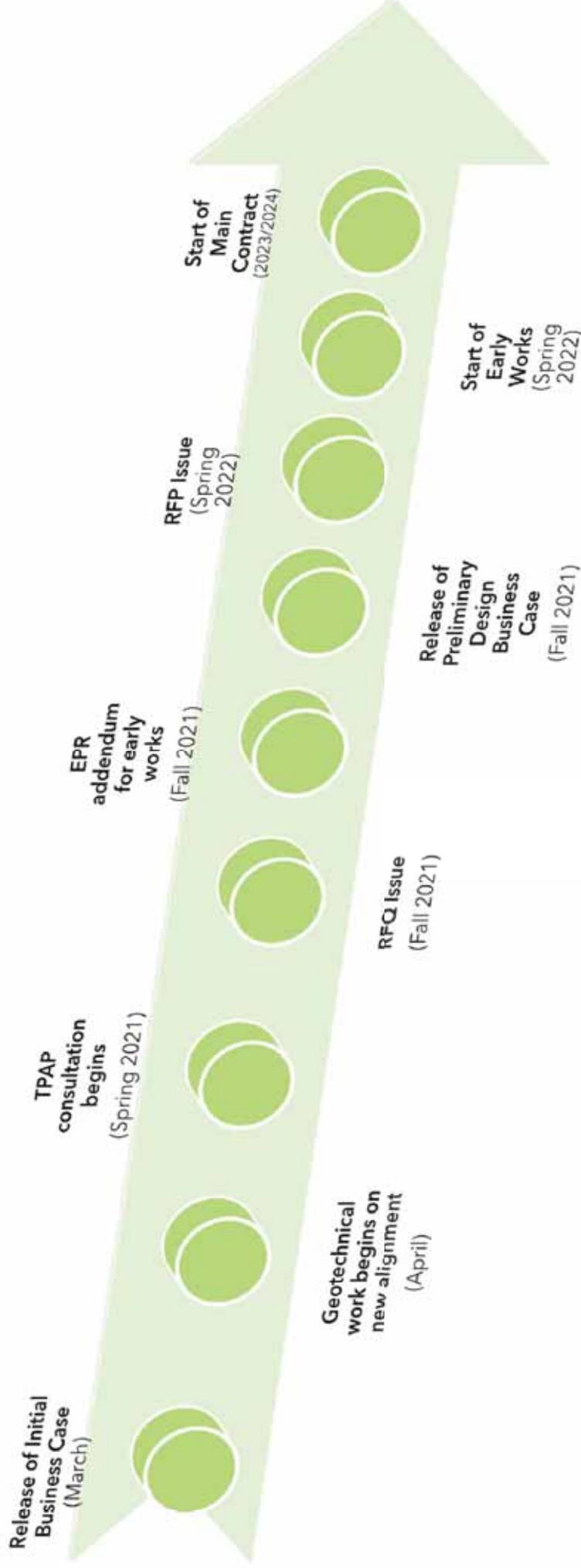
- **Resiliently supported rail ties** have an elastic pad under them to prevent them from coming into direct contact with the crushed rock that forms the track bed.
- **Ballast mats** provide a continuous layer of material that prevents vibration from being transmitted into the ground.
- **Floating slabs of concrete** are mounted on pads or steel springs and effectively reduce vibration because they are separated from the primary tunnel structure.
- **Highly resilient fasteners** hold the track onto the under-rail foundation and compress to absorb vibration.

EXAMPLES OF SUBWAYS UNDER HOMES AND ADJACENT TO PUBLIC USES

There are many projects in the world with subways beneath homes and sensitive surface structures (measurements taken from ground surface to bottom of tunnel)

- **Westside Subway Extension Metro Purple Line, Los Angeles, California (opening 2025)**
 - Tunnels directly below single family homes and challenging geologic conditions
 - Tunnel depth 21m to 24m
- **Northgate Link Extension - Seattle Washington (opening 2022)**
 - Tunnels directly below single family homes and Washington University Campus
 - Tunnel depth 26m under residential area
- **Toronto/York Spadina Subway Extension - Toronto/York Region, (2017)**
 - Tunnels directly below York University Campus
 - Tunnel depth average 17m, at York University 21m
- **Canada Line - Metro, Vancouver, British Columbia (2009)**
 - Passes under private residential properties adjacent to False Creek
 - Tunnel depth shallowest 13m to 23m

PROJECT MILESTONES



*Dates/timelines are subject to change

Communications, Community and Stakeholder Engagement

COMMUNITY & STAKEHOLDER ENGAGEMENT



OFFICIALS BRIEFINGS

- IBC Briefings for Elected Officials **Ongoing**
- Recent Council Presentations
 - Markham **March 22**
 - Richmond Hill **March 24**
 - York Region **March 25**
 - Vaughan **April 7**
- Pre-TPAP Briefings Elected Officials **April 2021**
- Indigenous Nations **April 2021**
- TPAP Presentations **May 2021**
 - Municipal Partners, Councils, TEO, TTC
- TPAP Update Briefings **June 2021-Jan 2022**

COMMUNITY ENGAGEMENT

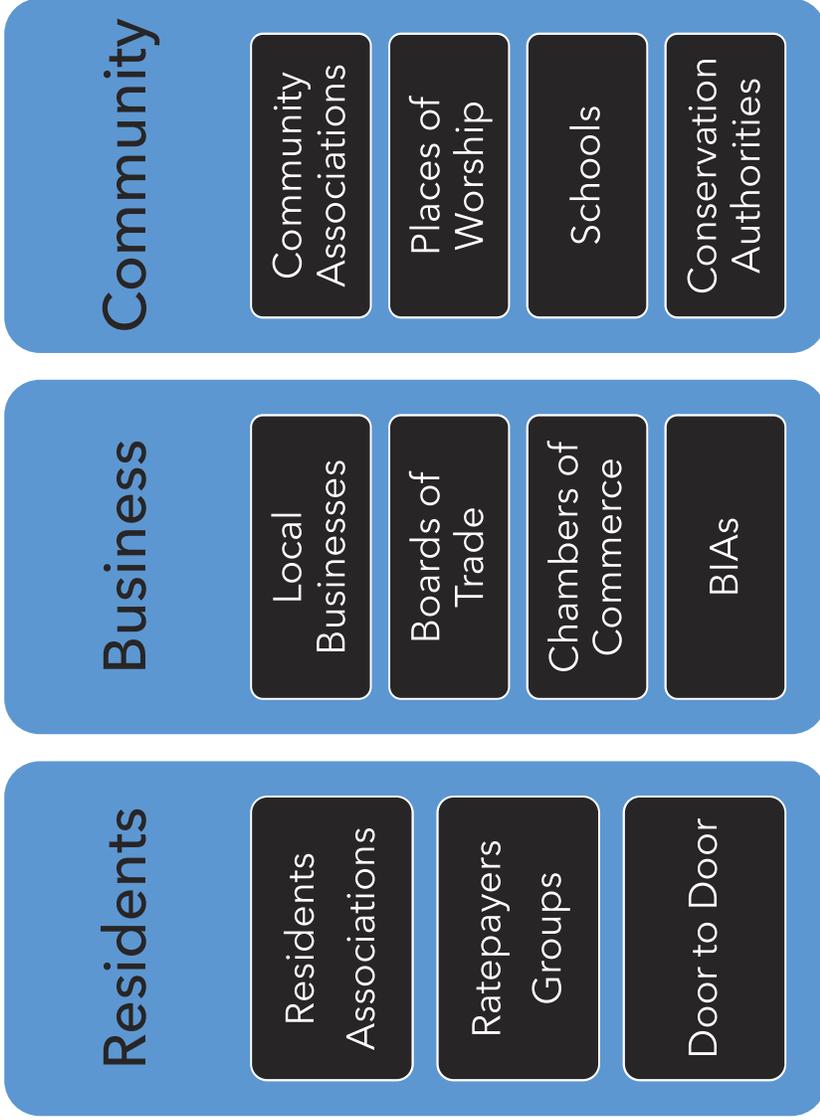
- Project Briefings to Community Groups **Ongoing**
 - Resident Groups, BIAs, Chambers of Commerce
- Door-to-Door Canvasses **Late March/April 2021**
 - Royal Orchard & Bayview Glen communities
 - Willowdale-Newtonbrook community
- Community Virtual Open Houses **April/May 2021**
 - Royal Orchard & Bayview Glen communities
 - Northern York Region
- Project Introduction Post Card **April/May 2021**
- Project Virtual Open House **May 2021**
- Project E-Newsletters **Bi-weekly**
- Form Construction Liaison Committees **Fall 2021**
- Community Walking Tours **Fall 2021**

TPAP PUBLIC CONSULTATION

- TPAP Addendum Notification **April/May 2021**
 - Announces upcoming TPAP
 - Virtual engagement portal
- Stakeholder pre-briefings **Late April/May 2021**
- Newspaper Ad **May 2021**
- Virtual Open Houses **May-Aug 2021**

Collaboration with Communications Partners (Municipal/Regional Communicators, TTC, YRRTC)

COMMUNITY & STAKEHOLDER ENGAGEMENT



Regional/Municipal Partners

Week of April 5:

- Royal Orchard Community Virtual Open House (April 7)
- Bayview Glen Community door-to-door canvass
- Ongoing briefings for resident, business and community groups

Week of April 12:

- Ongoing briefings for resident, business and community groups

Week of April 19:

- Bayview Glen Community Virtual Open House
- Project postcard mail distribution

Ongoing Metrolinx News articles

UPCOMING ACTIVITIES

Field work begins this spring:



- Noise & vibration monitoring
- Exploratory work for tunnels & launch shaft
- Utility investigations

Metrolinx's commitment to keeping communities informed

Residents near planned field work will receive **notification flyers** at least two weeks in advance

Updates on major field work will be distributed regularly via **email newsletter**

Major notices of work will be posted on the **Metrolinx** website

Construction Liaison Committees will open the lines of communication about all aspects of the project

NEXT STEPS

- Virtual Open Houses
 - Royal Orchard Community (April 7)
 - Bayview Glen Community
 - Northern York Region Communities
 - General York Region and City of Toronto
- Geotechnical Surveying in Royal Orchard Community (April 12 - early May)
- Markham Development Services Committee (April 26)
- Environmental Assessment Study

STAY CONNECTED - WE'RE HERE FOR YOU!

Subscribe:

- YongeSubwayExt@metrolinx.com
- 416-202-7000

Project Information:

- Metrolinx.com/YongeSubwayExt

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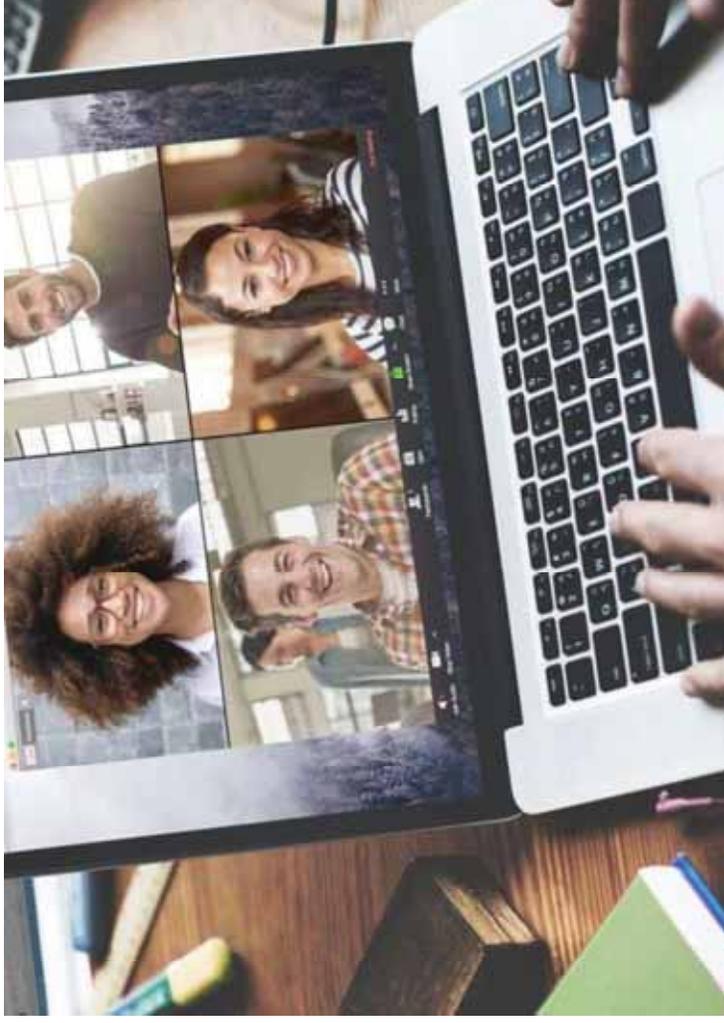
[@YongeSubwayExt](https://twitter.com/YongeSubwayExt)



[@YongeSubwayExt](https://www.instagram.com/YongeSubwayExt)



[Yonge North Subway Extension](https://www.facebook.com/YongeNorthSubwayExtension)



 **METROLINX**

Appendix

CREATING CONNECTIONS IN MARKHAM

UNIONVILLE GO STATION

Improving Station Access & Enhanced Accessibility

- 300 new parking spots, replacing stairs with ramps
- Safe pedestrian walkways through the parking lot
- More bicycle storage and New pedestrian tunnels

Enabling More Service

- A second track and a turnaround track so trains can travel both ways on the Stouffville line

Platform Improvements

- Canopies over the platforms with shelters
- A new island platform and a relocated east platform with new snow-melting systems

FORECAST COMPLETION 2021



MOUNT JOY GO STATION

Early Station Improvements

- Enhanced safety and communication features now complete
- Installation of tactile yellow tiles at the edge of the train platform
- New digital signs on the train platform



GO EXPANSION IN MARKHAM

- Future service on the Stouffville line includes **two-way all-day service** between Mount Joy and Union Station, and **fifteen minute service or better** between Unionville GO Station and Union Station.
- Metrolinx is currently pursuing road-rail grade separations at Kennedy Road and Denison Street.



Proposed Unionville Storage Siding as part of the New Track and Facilities TPAP

CREATING CONNECTIONS IN YORK REGION

In Construction:

- Bloomington GO Station (new)
- Rutherford GO Station and Grade Separation
- Unionville GO Station
- Lincolnville GO Station
- York vivaNEXT BRT
- Steeles Grade Separation

In Procurement:

- Barrie Contract 2 (Maple GO Upgrades)
- Barrie Contract 3 (King City GO Upgrades)
- Station upgrades at Aurora GO, Centennial GO, Markham GO, Mount Joy GO, East Gwillimbury GO, Stouffville GO
- GO Bus Expansion; Keswick to 404 Terminus at Woodbine

In Early Design:

- McNaughton Grade Separation (Vaughan)
- Wellington Grade Separation (Aurora)
- Network Electrification and infrastructure
- New rolling stock and locomotives

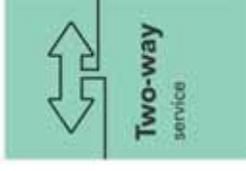


FORECAST COMPLETION
2021

GO EXPANSION IN YORK REGION

- On the Stouffville line, two-way all-day service between Mount Joy and Union Station, and fifteen minute service or better between Unionville GO Station and Union Station.
- On the Barrie line, two-way, all-day fifteen minute service or better between Aurora GO Station and Union Station

- Parking expansions, station enhancements, grade separations, electrification.



APPROVED REFERENCE ALIGNMENT

Refined Option 3 Alignment	
Strategic Case	
Strong Connections	<ul style="list-style-type: none"> 94,100 daily riders¹
Complete Travel Experiences	<ul style="list-style-type: none"> 835,000 person-minutes daily travel time savings compared to BAU 22 minutes saving on a trip from Langstaff Gateway area (Langstaff/Ruggles) to Downtown Toronto (Yonge/Queen) compared to BAU
Economic Case	
Total Economic Impacts (Benefits) (\$2020, Present Value)	\$3666.5 M
Total Costs (\$2020, PV)	\$4386.3 M to \$5135.5 M
Net Present Value (\$2020, NPV)	\$-1358.6 M to \$-607.9 M
Benefit-Cost Ratio	0.74 to 0.86
Financial Case (\$2020, PV)	
Total Revenue Adjustment	114.4 M
Capital Costs ²	\$4,625.0 M
Operating and Maintenance Costs	\$ -39.0 M
Total Costs	\$4,447.1 M
Deliverability and Operations	
Constructability Matters	<ul style="list-style-type: none"> Coordination with the York Durham Sewage System (YDSS) at Steeles East Don River Crossing Construction within the busy Yonge Street corridor Maintaining services on Line 1 during construction Interface with the Highway 7 and 407 Corridor
Property Impacts	<ul style="list-style-type: none"> No tunneling under Holy Cross Cemetery
Operations	<ul style="list-style-type: none"> Integrated into current Line 1 Operations Fully automated operation allows for higher service frequencies

PROPOSED MAJOR CHANGES TO PROJECT ELEMENTS CONSIDERED IN IBC

Steeles Station

Moving Steeles Bus Terminal from Below Steeles Avenue to at-grade integrated with development

- Original proposal planned the bus terminal below Steeles Avenue perpendicular to and above the subway station
- Value engineering recommended relocating to at-grade to reduce costs and minimize impacts to YDSS and construction disruption

East Don River

Tunneling below instead of bridging over the East Don River

- Original proposal planned a two level (upper for road - lower for subway) bridge spanning the river valley
- Value engineering recommended tunneling below the watercourse to reduce costs and disruptions during construction

Train Storage Facility

Moving the YNSE Train Storage Facility north of High Tech Road from below ground to at-grade

- Original proposal planned a 3-track, 12 train below ground storage facility
- Value engineering recommended bringing the facility to at-grade in order to reduce costs while maintaining similar functionality

YNSE Alignment

Changing the point where the subway alignment shifts off of Yonge Street

- Original proposal for the alignment to shift east of Yonge Street north of Holy Cross Cemetery
- Value engineering and peer review identified potential benefit increases and cost reductions from bringing the subway to at-grade adjacent to the CN corridor, which will also better serve the central portions of the Richmond Hill Centre and Langstaff Gateway Urban Growth Centre

Public Comments

From:
To:
Subject:
Date:
Attachments:

From: York Region
Sent: April 9, 2021 5:02 PM
To:
Subject: RE: Yonge-North Subway: STOP Option 3

Hi

Thank you for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

We expect to have more detailed information about potential impacts in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

As our analysis states, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – again, the exact details of the depth will be determined through further study.

We studied the possibility of curving the alignment north of the Royal Orchard community as part of our work. Our analysis showed that the curves this alignment would require would be too sharp to meet the minimum requirements for operational safety.

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. We will work with communities to ensure a comprehensive array of measures are in place to address noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

As part of our environmental assessment we are completing a comprehensive study of potential impacts to air quality and the natural environment, and how to limit them.

The results of the study will be shared publicly as part of the environmental assessment consultation process once they are available.

As we are in the early design stages for the project, there is still significant work to be done with many opportunities for you to share your input. Metrolinx is committed to

understanding your concerns and answering your questions.

If you'd like to learn more about the project and have your voice heard, I encourage you to sign up for the virtual open houses we will host in the weeks to come. If you'd like to participate, please sign up to receive email updates via our website:
Metrolinx.com/YongeSubwayExt

In the meantime, we're committed to sharing the latest details of our plans with you and that includes how we'll help you manage any impacts during construction and beyond.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region

Sent: April 5, 2021 4:17 PM

To:

Subject: RE: Yonge-North Subway: STOP Option 3

Hello

Thank you for sharing this email and the attached letter.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

From:

Sent: April 4, 2021 7:12 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Fw: Yonge-North Subway: STOP Option 3

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Hello,

Please see below and attached the letter that my husband and I (residents in the impacted Royal Orchard neighbourhood that will be impacted) have sent to Premier Ford with respect to stopping the recently announced Option 3 for the Yonge-North subway. The Royal Orchard Ratepayers Association, residents and Ward 1 Councillor (Keith Irish) are all fighting this proposal. The impacts on our community will be simply too great to justify having the subway run under our homes, our neighbourhood streets and Pomona Creek in Royal Orchard Park. Option 3 MUST be stopped and another Option pursued.

Sincerely,

From:

Sent: Sunday, April 04, 2021 6:33 PM

To:

Cc:

Dear Premier Ford, (a PDF of this email/letter is attached)

As were appalled to read the March 18 morning email from Keith Irish, our Markham Ward 1 Councillor, announcing that Metrolinx had proposed a new route for the Yonge-North subway line. The proposed new subway route would turn east at Royal Orchard and tunnel under our residential neighbourhood before turning north again to the rail line, finally emerging above ground close to the last 2 proposed subway stations. Metrolinx subsequently announced these new Yonge-North subway plans much later that day, which they have labelled as Option 3. Metrolinx's briefing to Markham Council on March 22 confirmed all of the information that was included within the Metrolinx announcement, as well as provided additional disturbing details.

The decision making process to arrive at Option 3 did not involve any consultation from the residents, and shows a completet disregard and lack of respect for their wishes. The Metrolinx presentation noted the **cost benefits analysis** that had been undertaken to support Option 3, an option which would bring reduced costs over previous options. However, it apparently did not consider the **IMPACTS** to the residents and their neighbourhood. If additional funding was required to continue with tunnelling north under Yonge Street, then seeking funding for the project should have been pursued instead of moving forward with the proposed Option 3.

Although residents such as ourselves do support the new subway line, we are NOT supportive of Option 3 (neighbourhood opposition is witnessed by the several hundred residents that have signed petitions to date). There will be significant impacts to residents and their homes during the construction phase but more importantly, the impacts of having a subway running under our homes, 20 hours a day, 7 days a week on a PERMANENT basis are simply not acceptable. Impacts would include:

a) **ongoing noise and vibration** From Metrolinx information provided to residents, the subway would run, on average .20 meters below homes, with the top of the tunnel 14 m from the surface. With 3 m of basement underground, this translates to only 11 m (roughly 33 feet) below our homes. Noise and vibration which may be minimized by new technologies will certainly not be ZERO as we now enjoy, and that is unacceptable. What guarantee do we have that noise and vibration will not increase in the future, far above the levels immediately after construction, as residents reported in 2019 along the existing Line 2 subway line in Toronto? <https://globalnews.ca/news/5005659/ttc-subway-vibration-noise/> What guarantee do we have that concrete foundations and other structural aspects of our home will not sustain damage during the construction phase and in the post-construction subway operative stage?

b) **reduction in property values and the possibility of residents not being able to sell their homes if they should desire to** Will buyers want a property with the subway running directly beneath their homes and if they do, will they pay what the equivalent home a few streets away would be worth WITHOUT the subway directly beneath?

c) Increased **stress** which impacts on other aspects of mental and physical **health**

d) **Air quality** issues (e.g. venting of subway to surface) with potential health impacts

In addition to the significant impacts on the residents and their homes, the new route proposes that the subway would tunnel under Royal Orchard Park and Pomona Creek. The threat to and potential degradation of this environment must be assessed as well.

Metrolinx also provided a list of 6 projects where subways were tunnelled 'under homes and sensitive public uses'. However, it is not possible to compare the proposed Royal Orchard tunnelling with any of the single family home options (comparison should also not be made to tunnelling under a work place). Differences in soil type and tunnelling depths, composition of the residential neighbourhoods and their environments, how the communities were impacted during and after construction, etc. would render such comparison impossible. Thus NO direct comparison of these projects to the Royal Orchard project can be made.

Based on all of the above, Option 3 needs to be rejected and a new route proposed/adopted that does not tunnel under any part of our residential neighbourhood or encroach on it in any manner. Option 3 is a far cry from the proposal that was announced in April 2019, a route which ran the subway underground Yonge Street, and not underground Yonge Street and residential neighbourhoods. <https://www.thestar.com/news/gta/2019/04/11/york-region-applauds-announcement-of-yonge-north-subway-extension.html>

It was truly a Yonge-North subway line NOT a Yonge-North/Royal Orchard subway which is what is now proposed under Option 3. If the subway has to be diverted east, why not select a route further north on Yonge Street that would run for example, under the Holy Cross Cemetery or a bit further north and then east or some option that does not directly involve tunnelling under a residential neighbourhood?

The ongoing COVID-19 pandemic has brought significant stress to everyone, and now residents in our neighbourhood are faced with this added stressful situation which should never have happened. Based on Metrolinx's March 18 presentation to Markham Council, our stress level will soon rise even further (if that is possible) as Metrolinx plans to undertake

'exploratory work' in our neighbourhood starting this spring. At a time when residents are being asked to stay home as much as possible due to the pandemic, we will be subjected to this disruption as well. This work should be halted. Ultimately it will not be needed once Option 3 is rejected and a new route is proposed/adopted.

Sent from Windows Mail

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From:
To:
Subject: Yonge North Subway Extension Response
Date: April 14, 2021 1:17:02 PM

Hi

Thank you for reaching out with your question on the Yonge North Subway Extension.

We studied the possibility of curving the alignment north of the current reference alignment as part of our work. The Option 3 alignment presented in the Initial Business Case follows a route along Kirk Drive, which requires tunnelling at a shallower depth below the community and a portion of Holy Cross Cemetery in order to connect to the CN Railway corridor and the location of Bridge Station. We also studied the possibility of curving the alignment north of Holy Cross Cemetery and our analysis showed that the curves would be too sharp to meet the minimum requirements for operational safety.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

We expect to have more detailed information about potential impacts in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

As our analysis states, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – again, the exact details of the depth will be determined through further study.

As we are in the early design stages for the project, there is still significant work to be done with many opportunities for you to share your input. Metrolinx is committed to understanding your concerns and answering your questions.

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From:

Sent: April-07-21 11:01 PM

To:

Subject: Form submission from: Contact

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Submitted on Wednesday, April 7, 2021 - 23:00

Submitted by anonymous user:

Submitted values are:

Your name:

Your e-mail address:

Subject: Rationale for selection of Option 3

Message: Was an option 4 of constructing the turn just north of Kirk (ie under the Good Life Fitness facility & along the edge of the cemetery) considered at all? Will Metrolinx adjust its course accordingly, if our engineers can show that this route can achieve the necessary horizontal connectivity?

The results of this submission may be viewed at:



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From:
To:
Subject: FW: Yonge North TTC Subway Extension - Inquiry
Date: April 14, 2021 1:12:45 PM

From: York Region
Sent: April 14, 2021 10:17 AM
To:
Subject: RE: Yonge North TTC Subway Extension - Inquiry

Hi

Thanks once again for reaching out about the Yonge North Subway Extension.

The project includes four new stations with three of the proposed locations at Steeles Ave, Highway 7 and Highway 407, and High Tech Rd.

Thank you for sharing your thoughts on where the fourth station should be included. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

If you'd like to read more about our plans have a look at our [project page here](#).

To your question about further Virtual Open House opportunities, our intention is to continue these on a frequent basis to provide communities along the alignment many opportunities to have their voices heard. We're early in the process and have only just completed our first Virtual Open House with another planned for Richmond Hill residents next week.

Going forward we will continue hosting more of these. If you haven't already, I'd encourage you to sign up to our distribution list [here](#). You'll be able to hear about the all the virtual engagement opportunities once they are scheduled.

Otherwise, if you would like to discuss one-on-one, I or a member of my team would be happy to set up some time to meet with you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi Michael,

Thank you for your response and I also want to let you know that I will be looking forward to your full response regard the Yonge North TTC Subway Extension.

Yours Truly,

On Mon, Apr 12, 2021 at 11:35 AM York Region <YorkRegion@metrolinx.com> wrote:

Hello

Thank you for getting in touch with your questions on the Yonge North Subway Extension.

I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: April 11, 2021 11:56 PM
To:
Subject: Yonge North TTC Subway Extension - Inquiry

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Hi Metrolinx Staff,

I am a resident living in the neighbourhood, more specifically in the in that and my question is I am very interested and intrigued about whether my community will have a TTC station being built to have

easier access to public transportation. And if there will be a Town Hall for us residents in the Yonge and Clark area to express our interests in the upcoming project as it would be beneficial for us in the community to have a station available.

If you can provide me with more information about this exciting project that would be greatly appreciated and thank you very much for your time.

Yours Truly,

--

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From:
To:
Subject:
Date:

From: York Region
Sent: March 19, 2021 4:46 PM
To:
Subject: RE: Line 1 Subway extension announcement

Hello

Many thanks for getting in touch with your thorough and thoughtful email on the Yonge North Subway Extension. I appreciate you taking the time to share your opinion on the project. If you'd like to read more I'd encourage you to have a look at the project website at www.metrolinx.com/yongesubwayext.

Stay tuned for more updates through our e-newsletter as the project develops. We'll have many opportunities for engagement on this project in the weeks and months to come.

For example, if you live in the project area we'll be setting up working groups with members of the public and our project team known as Construction Liaison Committees.

As we work through design and into construction this group will be a venue to review designs, hear concerns, answer questions, and keep the community updated on the project at every turn.

All the best,

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Good Day to Whom it may concern:

I just previewed the newsletter and want to make some layperson comments.

So glad to see that Line one is expanding north beyond the city limits. Also you are staying on the same track (standardized hopefully following ISO standardization), which is the well established rapid main line as with Line 1 and Line 2 and Line 4.

So line 1 will go from Vaughan Centre south and around up to Richmond Hill. I think this is great news, seamless as best can be expected. Just like banking and Nasa which follows the standardized pathways.

Going below and above ground I guess the permutations and combinations comes down to money, maintenance, especially in the winter time, and the other elements, data to support the stations that have the numbers to support building these stations or wait until the future demand for the stations. But get the line built and connect the dots that demand is there for the stations.

Thanks for this venue to allow myself to express my opinions.

Respectfully Yours.

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From:
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 11:55 AM
To:
Subject: RE:

Hello ,

Thank you for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released. This important and much-needed rapid transit project will open up new travel possibilities in every direction across the region's growing transit network.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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We are opposed to the extension of the subway deviating from Yonge St. at Royal Orchard Blvd. and cutting under an established neighbourhood for no reduction in route length. There is open land at Langstaff Rd. which can be used without disrupting an existing housing development.

Sincerely,

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From: [York Region](#)
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 11:56 AM
To:
Subject: RE: Yonge North Subway Extension

Hello ,

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Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

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In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:

Sent: March 18, 2021 2:17 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Yonge North Subway Extension

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I am absolutely opposed to any alignment of the Yonge Subway Extension that does not adhere to Yonge Street.

I am therefore opposed to any route that sees the subway travelling underground below a section of homes in the Royal Orchard neighbourhood.

STAY UNDER YONGE ST.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From:
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 11:56 AM
To:
Subject: RE: Royal orchard

Hello ,

Thank you for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released. This important and much-needed rapid transit project will open up new travel possibilities in every direction across the region's growing transit network.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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-----Original Message-----

Sent: March 18, 2021 6:52 PM

To: York Region

Subject: Royal orchard

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I just received your update ... you can't go under our neighbourhood!!!

That was never in the plans that I have seen in the past . The subway was always to go straight up Yonge street.

Royal orchard Neighbourhood is a very special community and we have made this our home for the last 23 years and we planned on retiring here. This subway route will cause us a lot of grief due to noise and underground vibrations and loss of property value.

We will not allow this to happen.

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From:
To:
Subject: FW: Objection to pathway of new Finch North extension
Date: April 14, 2021 1:29:49 PM

From: York Region
Sent: March 22, 2021 11:58 AM
To:
Cc:
Subject: RE: Objection to pathway of new Finch North extension

Hello

Thank you for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released. This important and much-needed rapid transit project will open up new travel possibilities in every direction across the region's growing transit network.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:

Sent: March 19, 2021 4:56 PM

To: _____

Subject: Objection to pathway of new Finch North extension

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To whom it may concern,

I object to the Metrolinx subway extension, North from Finch to Hwy 7 being routed under homes on Royal Orchard .My ideal would be for the subway to follow Yonge Street to Hw 7.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From:
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 1:44 PM
To:
Subject: RE: New Young line

Hello,

Many thanks once again for getting in touch with this question on the Yonge North Subway Extension (YNSE).

Last week Metrolinx released our Initial Business Case for the YNSE, which includes preliminary designs for the project. The business case describes an approach that will open up new travel possibilities in every direction across the region's growing transit network. If you'd like to see our updated plans have a look at the article [here](#).

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time for a phone or virtual video conversation with you as soon as you would like.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi

I live at In the Royal Orchards neighbourhood. Is there a detailed map of weather or not my house would be expropriated for installation of the subway. I saw something on cp24 today and it looks like it goes right through my house. Can you send me detailed plans as this affects my family home.

Thank you,

On Mon, 23 Nov 2020 at 14:59, York Region <YorkRegion@metrolinx.com> wrote:

Hi ,

The stations have not been finalized yet, as the initial business case (IBC) has not yet been released. The two stations that are confirmed will be (Yonge and Steeles), and one at the northern terminus in Richmond Hill near Hi Tech Road. Once the IBC is released in coming months, we would be happy to share the station locations with you.

If you are interested in receiving regular updates, we would be happy to add you to our upcoming e-newsletter.

Thank you,

From:

Sent: November-11-20 12:39 PM

To:

Subject: New Young line

Hi,

Just wondering where the stations will be along this line?

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 1:53 PM
To:
Subject: RE: Tunneling under our homes? Metrolinx's Yonge North Subway Extension Plans

Hi

Thank you once again for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From: York Region
Sent: March 19, 2021 4:44 PM
To:
Subject: RE: Tunneling under our homes? Metrolinx's Yonge North Subway Extension Plans

Hello

I received your inquiry below on the Yonge North Subway Extension from our colleagues at Metrolinx. First off, I want to thank you for thoughtful email sharing your concerns with the project.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: Thursday, March 18, 2021 10:33 AM
Subject: Tunneling under our homes? Metrolinx's Yonge North Subway Extension Plans

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Hello Premier Ford, executive leads at Metrolinx, Mayor Scarpitti, MPP Martow, Chairman Emmerson and Minister Mulroney,

Our neighbourhood received this note this morning, and to say we are worried about our homes, our house values, and our future is an understatement.

While MX committed to not expropriate homes for an above ground route, they did not yet commit to adhere to keeping the extension tight North along Yonge St.

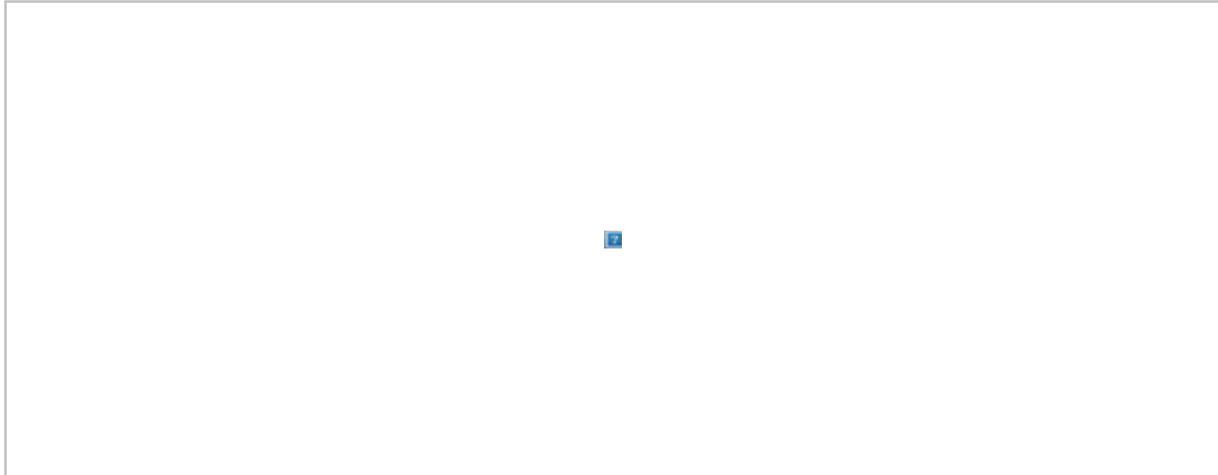
To tunnel under our homes cannot be something you should be considering, this is our community, where we raise our children, where we sleep and where we work and grow. This community and our homes are our future, for many it's our retirement and life savings in the value of our real estate. Keeping the extension north along Yonge will truly add value to this community and you will have our support. But to divert East, disrupt and devalue, you will not receive support and can plan on resistance from our entire community and beyond.

Please help us understand how our voices can be heard, we love where we live, we value our futures and don't want to have what we have all worked so hard for to be taken away from us. We are families, friends and humans, and we are your neighbours too.

With respect & on behalf of my neighbours and community,

----- Forwarded Message -----

From:
Sent: Thursday, March 18, 2021, 8:04:43 a.m. EDT
Subject: Markham Ward 1 Bulletin: Metrolinx's Yonge North Subway Extension Plans



Dear Resident,

Late yesterday afternoon I received a confidential briefing by Metrolinx on their initial business case for the Yonge North Subway Extension.

While the subway extension has still not been fully funded and approved, it remains one of four top priorities in the Province of Ontario's Transit Plan. A final capital cost funding commitment by the federal government is still required before the project can proceed.

The key elements from yesterday's briefing are:

- The subway will be constructed underground from Finch Station to the Langstaff GO station/Richmond Hill Centre
- Three new subway stations will be constructed: Steeles Avenue (at Yonge), a "Bridge" station nestled in-between Highways 7 and 407 near the existing Langstaff GO station, and a "High Tech" station near the Silver City movie theatre in Richmond Hill
- Consideration, but no final determination yet, of at least one more subway station: Cummer Avenue/Drewry Avenue (at Yonge) in Toronto, or Clark Avenue (at Yonge) in Thornhill, or Royal Orchard Blvd. (at Yonge) where the Food Basics plaza is located

Most notable, however, is the **proposed alignment of the subway** as it travels north of Centre Street/Thornhill Summit Drive in Thornhill. Metrolinx is proposing that it swing east close to Royal Orchard Blvd. at an initial depth of 30 metres below ground and travel northeast below homes (at depths that vary between 15 and 30 metres) under Donalbain Crescent and portions of Thorny Brae Drive and Banquo Road as it continues through the neighbourhood before turning north (still underground) at Kirk Drive near the southern portion of St. Anthony Catholic Elementary School. It will continue travelling underground along the existing CN Railway/GO Train corridor as it proceeds north to the proposed Bridge station.

I am opposed to any alignment that does not adhere to Yonge Street. I am therefore opposed to any route that sees the subway travelling underground below a section of homes in the Royal Orchard neighbourhood.

Metrolinx has assured me they will consult with the public regarding its plans and hold community meetings. Those details are still to be determined.

In the meantime, here is how you can help:

- If you feel as I do, please sign the [petition](#) expressing your opposition to subway tunnelling under homes in Thornhill's Royal Orchard neighbourhood.
- Direct questions and comments to Metrolinx at: YongeSubwayExt@metrolinx.com or 416-202-7000.
- Livestream (from the City of Markham website) the March 22 General Committee of Markham Council at 9:00 a.m. to hear a presentation from Metrolinx on its Initial Business Case for the Yonge North Subway Extension. If you would like to address the Committee, please notify the City Clerk in advance by email to clerkspublic@markham.ca. Each deputant will be given up to five minutes to speak.

For more information from **Metrolinx** on the Yonge North Subway Extension, please visit: metrolinx.com/yongesubwayext.

Sincerely,



Keeping you Informed & Connected: Announcing MarkhamWard1.ca

This newly launched website, www.markhamward1.ca, brings residents a wealth of local information and news. It also gives you an opportunity to let Councillor Irish and Markham Council know how you feel about important issues facing our community. Visit often and keep up-to-date.

Contact Centre

If you have an issue regarding municipal service, programs and general inquiries (by-law complaints, garbage pick-up, graffiti, illegal dumping, property standards) please contact the city at 905-477-5530 or customerservice@markham.ca.

From:
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 3:54 PM
To:
Subject: Yonge North Subway Extension Inquiry

Hello

I received your email regarding the Yonge North Subway Extension from my colleagues in the Metrolinx Contact Centre. I wanted to reach out to you directly and speak to the concerns you shared about the updated plans that were recently released for this project.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From:
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 3:54 PM
To:
Subject: Yonge North Subway Extension Inquiry

Hello

I received your email regarding the Yonge North Subway Extension from my colleagues in the Metrolinx Contact Centre. I wanted to reach out to you directly and speak to the concerns you shared about the updated plans that were recently released for this project.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Sign up to the York Region and Simcoe County e-newsletter [here](#)

CSR Comment:

To whom it may concern

Metrolinx, has planned to bring the subway underground under residential homes instead of using the Yonge st corridor. This is the worst possible plan , who is the urban planner that came up with this terrible idea. The neighborhood already is plagued by vibrations and sound from heavy freight trains, and do not need the addition of noise and vibrations from a subway as well. This is a prestigious neighbourhood, and the subway will be a negative impact to homeowners that you tunnel under. To cut costs you will destroy the well being of people, as sleep disturbances from the noise and vibrations will be unavoidable. There is commercial land, and a cemetery just north of this neighbourhood where a subway route will not affect homeowners and makes more sense to construct. It makes absolutely no sense to go with option three.

Thank you ,

a very concerned resident.

From:
To:
Subject:
Date:

From: York Region
Sent: March 22, 2021 4:22 PM
To:
Subject: RE: How far north is the subway go ? How many stations north of Finch will be built

Hello,

Thank you for getting in touch with your questions on the Yonge North Subway Extension (YNSE).

Last week Metrolinx released our Initial Business Case for the YNSE, which includes preliminary designs for the project. The business case describes an approach that will open up new travel possibilities in every direction across the region's growing transit network. If you'd like to see our updated plans have a look at the article [here](#).

The furthest north station in our preferred alignment would be serving the Richmond Hill Centre area at High Tech Road.

The project includes four new stations, including a station at Steeles Avenue that will connect with local bus routes that serve Toronto and York Region, as well as a future TTC rapid transit line proposed to connect communities along Steeles Avenue. While stations at Steeles, Bridge and High Tech are proposed, Metrolinx is working with partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

We will be hosting virtual open houses in the weeks and months to come for members of the community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

From:
Sent: March 20, 2021 1:24 PM
To:
Subject: How far north is the subway go ? How many stations north of Finch will be built

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Please let me know I have to decide to move to this area and especially where will be stations on what

locations

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From:
To:
Subject:
Date:

From: York Region
Sent: March 23, 2021 10:46 AM
To:
Subject: RE: Royal Orchard Station

Hello

Thank you for getting in touch with your questions on the Yonge North Subway Extension (YNSE).

The project includes four new stations, including a station at Steeles Avenue that will connect with local bus routes that serve Toronto and York Region, as well as a future TTC rapid transit line proposed to connect communities along Steeles Avenue.

I appreciate you sharing your thoughts on where the fourth station should be included. While stations at Steeles, Bridge and High Tech are proposed, Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

I've just signed you up to our distribution list Tim. We will be hosting virtual open houses in the weeks and months to come for members of the community. Stay tuned for updates for the dates and times of these engagements. Otherwise, have a look at www.metrolinx.com/yongesubwayext for more information.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi Metrolinx,

I live near Yonge and Royal Orchard. I would like you to build a subway station there please.

Can you add me to your mailing list for anything related to the Yonge Subway Extension?

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From:
To:
Subject:
Date:

From: York Region
Sent: March 23, 2021 11:31 AM
To:
Subject: RE: Yonge Subway Extension-Revised rout Plan

Hello

Thank you once again for reaching out with your thorough inquiry about the Yonge North Subway Extension.

The project includes four new stations, including a station at Steeles Avenue that will connect with local bus routes that serve Toronto and York Region, as well as a future TTC rapid transit line proposed to connect communities along Steeles Avenue.

The two stations along the surface-level section, Bridge and High Tech, will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus. This is because they will serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, which are poised for significant development. Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

I appreciate you sharing your thoughts on where the fourth station should be included. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

To get the most up-to-date information about the project delivered to your inbox, you can visit [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt) to sign up for our e-newsletter. Please also stay tuned for details of the virtual open houses we'll host in the weeks and months to come.

For example, we'll be setting up working groups with members of the public and our project team called Construction Liaison Committees.

This group will be a venue to review designs, hear concerns, answer questions, and keep the community updated on the project at every turn. We're looking to launch the committees in Fall of this year. Please let me know if you are interested in participating and we can keep you posted on its formation.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region

Sent: March 19, 2021 4:43 PM

To:

Subject: RE: Yonge Subway Extension-Revised rout Plan

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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Good afternoon,

I am writing to offer my comments regarding the future Yonge subway North extension to HW7. I have personally been interested for many years about future subway, and LRT projects in the GTA. I have been particularly interested in getting a subway Yonge extension north to Markham and

Richmond Hill.

For me I do use the subway from time to time even if I am currently retired. I often have to drive to the Finch station to take the subway for medical appointments at key hospitals on University. This requires me to pay \$5.00 each time for the parking at Finch.

So to be able to take the subway closer to home would be much easier and would not have to pay for parking. Of course by the time the subway is fully completed, it will likely take 8-10 years. As it relates to the future development you have indicated in your email message. I did a quick assessment of the proposed route plan proposed by Metrolink.

1) I'm surprised to read that the plan is to have 3 main stations initially as you described and not at 5 or 6 proposed years ago which would have included (Cummer, Clark, and Royal Orchard).

2) Not to have a 4th station, would create a large distance gap between Steeles and the Langstaff GO station (4.4 km) (Yonge Subway Ext 7 Exhibit)

3) If Metrolink decides to have one at Cummer, I believe this choice would not be logical and would not serve Ward 1. The distance between Finch and Cummer is (837m) (Yonge Subway Ext 3 exhibit)

4) Cummer to Steeles is (1.22 km) Exhibit 4. Steeles to Clark (1 km) Exhibit 5. Steeles to Royal Orchard is (2.81 km) Exhibit 6. So as you can see it does not make any sense to have a station at Cummer .

5) As it relates to the proposed realignment of the line which would affect the streets you mentioned, it looks like the province is trying to save money on using the CN line further south at around (Romfield Park) and ultimately reach the Langstaff station. Exhibit 1.

6) Why not use a more direct line from Centre street which would run more northerly passing through the (Holy Cross cemetery)? To me it would make more sense. Of course, I'm not an engineer, and would not know the cost of using this direction. There might also be more issues with the actual geological terrain below the grade. I had noticed in the last 2 years that contractors were taking ground samples on Yonge street and various other locations for that purpose. Whatever happens, we need to ensure that a 4th and or 5th station is built north of Steeles. If only one station is chosen north of Steeles, either Clark or Royal Orchard would make more sense. In passing, the distance between Clark and Royal Orchard is 1.77 km. Again why have a station at Cummer for an additional 800 metres?

At the end we want to make sure that a subway extension is started in our lifetime! I will sign the petition to ensure that Metrolink reconsiders the proposed option you have addressed in your message..

From:
To:
Subject:
Date:

From: York Region
Sent: March 23, 2021 2:46 PM
To:
Subject: RE: Feedback on Yonge North Subway Extension

Hi

Many thanks for getting in touch with your comments on the Yonge North Subway Extension.

I appreciate you sharing this feedback on how best to design the proposed stations within this project.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments.

Very soon, we will be hosting virtual open houses for members of your community. If you'd like to participate, please sign up to our e-newsletter at www.metrolinx.com/YongeSubwayExt to have the details delivered to your inbox as soon as they're available.

In the meantime, if you would like to connect one-on-one, we would be happy to set up some time to meet with you.

I'd like to thank you again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: March 23, 2021 1:16 PM
To:

Subject: Feedback on Yonge North Subway Extension

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For the platforms, I suggest that High Tech, Langstaff/Longbridge and Royal Orchard stations have centre island platforms while Clark, Steeles and Cummer stations have side platforms because personally I don't think that all of your extensions should always have centre island platforms only. also i think that maybe at least 1 or 2 stations can have a underpass just like Dundas and Queen stations

From:
To:
Subject:
Date:

From: York Region
Sent: March 25, 2021 9:34 AM
To:
Subject: RE: TTC Line 1 Extension

Hello

Thank you once again reaching out with your concerns on the Yonge North Subway Extension updated plans recently released.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

We will be hosting virtual open houses in the weeks and months to come for members of your community. If you'd like to participate I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext

In the interim, if you would like to discuss 1:1, I or a member of my team would be happy to set up some time to meet with you.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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From: York Region
Sent: March 19, 2021 4:43 PM
To:
Subject: RE: TTC Line 1 Extension

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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-----Original Message-----

From:
Sent: March 18, 2021 2:58 PM
To:
Subject: TTC Line 1 Extension

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Good Afternoon,

I am writing to express my

opposition to aspects of the proposed subway extension to Richmond Hill.

I note that three options for line routing have been proposed. Option 3 having been amended. I am absolutely opposed to option 3. This route will bring additional vibration and noise into my neighbourhood. This area of Thornhill is already impacted by the many railway lines passing through it. Freight train traffic will only increase once the 407 Rail Freight Bypass is completed. I note that it was 2016 when it was announced that an agreement in principle between CN and Metrolinx provided for construction of the 'Missing Link'.

Of the three proposed tunnel routes for the subway to Richmond Hill, only options 1 and 2 should be considered. Option 1 allows for more stations and the least impact upon existing residential areas. But at the greatest financial cost. Although Federal Infrastructure Grants may help defray costs. Option 1 also allows for staged construction of stations as population density increases in the future. Option 1 is most future friendly. And my preferred choice.

Option 2 is a compromise choice, fewer stations but less financial cost, and it would leave existing residential neighbourhoods largely free from the negative impacts of additional noise and vibration. Option 2 is my alternate choice.

I hope my concerns are not ignored. This neighbourhood is already dealing with existing railway traffic, which will increase as east/west freight train traffic is rerouted out of Toronto. And future high density residential development will add to the vehicle traffic congestion on what were designed as residential streets.

Sent from my iPhone

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From:
To:
Subject:
Date:

From: York Region
Sent: March 25, 2021 11:51 AM
To:
Subject: RE:

Hi

Thanks for getting in touch once again and discussing your concerns with us further.

I appreciate the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

Like I mentioned in my previous email, we will be hosting virtual open houses very soon for members of your community. If you haven't already, I'd encourage you to sign up to our distribution list at www.metrolinx.com/yongesubwayext and stay tuned for our updates.

I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Thank you for this explanation. The part of the proposal that upsets me the most however, is the proposal to tunnel under our residential community. I cannot believe that this would not result in noise and vibration for those citizens living above the tunnel. Surely staying below Yonge St. is a better option. Sincerely,

Sent from [Mail](#) for Windows 10

From: [York Region](#)

Sent: Monday, March 22, 2021 3:14 PM

To:

Subject: RE:

Hello

Thank you once again for reaching out about the Yonge North Subway Extension.

The project includes four new stations, including a station at Steeles Avenue that will connect with local bus routes that serve Toronto and York Region, as well as a future TTC rapid transit line proposed to connect communities along Steeles Avenue.

The two stations along the surface-level section, Bridge and High Tech, will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus. This is because they will serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, which are poised for significant development. Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

By 2041, 26,000 more people will live within a 10-minute walk of a subway station along the extension, giving them more fast and reliable options to get to where they need to go. Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

To get the most up-to-date information about the project delivered to your inbox, you can visit [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt) to sign up for our e-newsletter. Please also stay tuned for details of the virtual open houses we'll host in the weeks and months to come.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From: York Region
Sent: March 19, 2021 5:12 PM
To:
Subject: RE:

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: March 19, 2021 4:53 PM
Subject:

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I just had a look at your proposed re-routing, which I oppose, and your possible reduction of subway stations to 3. If it is to be 3, why on earth would you choose to put 2 Of the 3 where there are no people living?

Sent from [Mail](#) for Windows 10

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From:
To:
Subject:
Date:

From: York Region
Sent: March 25, 2021 12:01 PM
To:
Subject: RE: Yonge North Subway feedback

Hi

Thanks again for reaching out with your comments and concerns about the Yonge North Subway Extension.

The project includes four new stations with three of the proposed locations at Steeles Ave, Highway 7 and Highway 407, and High Tech Rd.

Thank you for sharing your thoughts on where the fourth station should be included. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. Further discussions would be pursued with regional, municipal and development stakeholders to explore innovative funding solutions to enhance the final project scope.

Your comments regarding controlling cost as we deliver large infrastructure projects are well taken. The Yonge North Subway Extension uses innovative solutions to ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within the initial funding envelope of \$5.6 billion. Our planners considered a range of factors to make the Yonge North Subway Extension as easy as possible to access, for a wide number of people.

Running the extension at ground level along the existing CN railway corridor means we can finish the project sooner and reduces the need for complex, time-consuming, and costly construction of tunnels and underground stations.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

Very soon, we will be hosting virtual open houses for members of your community. If you'd like to participate, please sign up to our e-newsletter at www.metrolinx.com/YongeSubwayExt to have the details delivered to your inbox as soon as they're available.

In the meantime, if you would like to connect one-on-one, we would be happy to set up some time to meet with you.

I'd like to thank you again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region

Sent: March 24, 2021 11:57 AM

To:

Subject: RE: Yonge North Subway feedback

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi there,

As a resident at Royal Orchard, I urge you to consider finding a means to include a station at Yonge and Royal Orchard. Clark should also be built.

In terms of alignment, it's best to stick with Yonge Street.

Moreover, find a way to control the wildly escalating transit building costs in our province. Have you considered cut and cover and/or elevated to lower costs? Perhaps this line doesn't have to be buried so deeply.

If we found a way to lower our extreme transit building costs (over \$700 million per km of subway which is ridiculous by global or our own recent transit expansions) then we could have more stations on this extension.

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From:
To:
Subject:
Date:

From: York Region
Sent: March 26, 2021 1:17 PM
To:
Subject: RE: YNSE Initial Business Case Comments

Hello

I'm wondering if you're able to meet for a quick call with our team to speak through your questions on the Initial Business Case. If so, how is Monday between 3:30-4:00 or 4:00 to 4:30?

Michael

From: York Region
Sent: March 23, 2021 12:41 PM
Subject: RE: YNSE Initial Business Case Comments

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: March 20, 2021 11:24 PM
To:
Cc:
Subject: YNSE Initial Business Case Comments

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Dear Metrolinx YNSE Team:

I read through your Initial Business Case provided Friday March 19th. In it you introduced an option 3 routing for the final meters of the subway extension. As a resident of the neighbourhood that Option 3 may impact I paid special attention to it in your report. First, may I point out that the location of Option 3 in the email link and the location described in the Business case are different. The mapping in the email link showed the route moving east along Baythorn to the CN tracks. In the Business Case it describes it as moving along Kirk Drive to the CN tracks but the mapping in the Business Case is surprisingly vague, compared to the one in the email link. **I would like clarification as to which route is under consideration for Option 3.**

I was looking for some detail about the rationale for identifying Option 3 in your document, other than how it may help an neighbour yet to be built. There are no specifics, and virtually **no mention of the potential impacts or constructability for Option 3 in this document.** This is an established neighbourhood since the early 1970s. How can the needs of one neighbourhood not built be more important than the needs of an established neighbourhood? I lived through the tunnelling and subway building for the Downsview to Hwy 7 line – it was a highly intrusive undertaking. The CN Line corridor in this neighbourhood is raised with backyards to the tracks along its length until it enters the cemetery. How can this be considered plausible for an above ground route? To meet grade I would anticipate an increasingly shallow tunnel under the neighbourhood as it comes to surface.

As I read your business case, the rationale for Option 3 is the cost to meet the budget and to better service the Langstaff Neighbourhood (yet to be built). All other parameters seem to be better met by Option 1. I find it interesting that Table 36 shows property acquisition costs to be comparable between Option 1 and 3. How can that be possible with the potential impact on our neighbourhood?

I recently received a notice dropped to my home from a concerned party alerting us to the potential for the subway route to come through the Kirk Drive neighbourhood. This was followed up rapidly by a Community Update notice dated February 4th 2021 from Metrolinx indicating that the information we received was “false, misleading, and unfortunate”. You assured us that there were no plans to “run the extension above ground through existing residential neighbourhoods”. Who is being misleading now? While the route may not be entirely above ground I am dumbfounded that this is an option – one that does not seem to have been supported by any technical evaluation.

I have been a big proponent of the need for this subway extension. However, I am registering my opposition to Option 3 and seeking clarification of the actual routing location, as well as technical information that further describes the how Option 3 could be constructed and what impact that would have on this neighbourhood.

From:
To:
Subject:
Date:

From: York Region
Sent: March 26, 2021 1:52 PM
To:
Subject: RE: yonge subway extension questions

Hi

We were able to confirm that the survey work you listed was not completed by Metrolinx.

I know you spoke to my colleague Azim on this, but going forward and into the future there will be some survey work completed in the Royal Orchard area. We'll keep you posted before it takes place in your area.

With regards to the alignment, the flyer you're referencing spoke about running the subway line above ground through the Royal Orchard community. The current plans for the project run the subway deep under the Royal Orchard community before reaching the surface south of Langstaff Road within the existing CN Railway corridor. The tracks would travel north at ground level, terminating at High Tech Road.

I fully understand your concern with the proposed alignment running underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

Very soon, we will be hosting virtual open houses for members of your community. I know you've already signed up for our distribution so stay tuned to have the details delivered to your inbox as soon as they're available.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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Hi Michael,

Wondering if you found out anything further about these markers?

Since our correspondence below the Business Case for Alternative 3 has been made public. I noticed from the aerial photos in the Business Case that new route crosses the Pomona Creek ravine between 35 and 39 Thorny Brae so it would appear that all these markers are in fact for the 3rd alternative? I have since found more of these markers, either survey nails or crosses etched into the curb marked with orange paint.

I was able to listen in on a part of the Markham Council meeting last Monday where a Metrolinx representative was present. I did catch the part where he, in answering a question, stated that the revised Alternative 3 was now the preferred route and words to the effect that nothing would now change that. Reminds me of the anonymous flyer that was sent around in February predicting that once the revised route 3 was officially announced as the preferred route that public hearings, expert opinions and residents concerns would not result in this route's deselection. That flyer also mentioned the survey crews and markers. So maybe that flyer was not so false and misleading as Metrolinx denounced it as? Makes you wonder what else in that flyer will turn out to be true as well.

Let me know what you find out.

Regards.

Hi Michael,

The survey markers were laid in January, 2021 as I was one of many residents that observed the survey crews at the time.

On my walk yesterday I noted the location of those that appear on my route:

- 106, 132 Kirk Dr.
- 8,16,14,22,24 Portree Cr.
- 35,39,78 Thorny Brae
- in the ravine behind 35 and 39 Thorny Brae there are several markers
- there may be other markers on streets I don't walk on

The markers are mostly survey nails driven into the concrete curb or roadway asphalt pavement. A couple are crosses etched into the curb surrounded by orange paint.

On another note, regarding the Toronto Star article, it stated that Alternative 3 would run from the vicinity of Yonge & Kirk to the CN Rail corridor. It also stated that it would run above ground for at least part of the way. It further stated that this alternative was being considered because it would save money. So the question residents have already been asking is, how do we get from Yonge & Kirk to the CN Rail line, above ground(?), through a residential area, without impacting it? Not sure how the upcoming business case, which may further promote this alternative, should make residents any less anxious.

From:

Sent: March 16, 2021 9:41 AM

To:

Subject: RE: yonge subway extension questions

Hi

A quick update on this, I looked in your inquiry and it doesn't appear we were conducting survey work in your area. As we discussed, feel free to provide me with the general locations and I can fully close the loop on my end.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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Hi Michael,

Thanks for someone at Metrolinx finally taking notice of our questions.

The next time I go for a walk I will note the addresses or intersections of these markers and send them to you. Just seems kind of coincidentally odd that with the talk of the Kirk route in the Fall that surveyors start showing up in the area in January. Maybe they were working on a municipal assignment totally unrelated to the topic at hand...or maybe not.

I'd suggest you let me get the information noted above in order to have a more fruitful conversation.

Regards.

From:
Sent: March 12, 2021 10:47 AM
To:
Cc:
Subject: RE: yonge subway extension questions

Hi

Thanks for the quick reply, my apologies for the technical issues. I've been testing the YongeSubwayExt email today and it looks like it's going through. I've copied here as well to ensure it's back up and running. Going forward please feel free to contact us directly at this email.

Are you free for a phone call today? Would like to understand where the survey area you've noticed is and I can look into it.

Let me know if you're available and I can give you a call.

Michael

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Thanks for your reply.

FYI the email I had sent to the YongeSubwayExt@metrolinx.com came back as undeliverable 3 times.

I had also left a voice message at the telephone number on the flyer. It has a recorded answer but I never heard back from anyone so I can see that the claim that Metrolinx is unresponsive has some merit. I finally had to send my email to the news mailbox address on your homepage.

In any case I hope that in future Metrolinx is more forthcoming because a lot of residents have been unnerved by that Toronto Star article by Ben Spurr. The silence from elected officials, other than Mr. Irish, has not been reassuring either.

Perhaps you could answer one question in the meantime. There have been survey crews spotted throughout the area earlier this year. Their survey markers are "everywhere". I see them when I go for my morning walks. What are these all about?

Regards.

From:
Sent: March 12, 2021 9:18 AM
To:
Subject: RE: yonge subway extension questions

Hello

Thank you for reaching out to us about the Yonge North Subway Extension. We appreciate your patience and the opportunity to respond.

We want to assure you there are no plans to run the subway extension above ground through

residential neighbourhoods. We distributed the attached flyer to the community on February 4 to clear up this misinformation.

We'll have more to say about the latest plans for the project soon, when we finalize the Initial Business Case. We'll share details including routes that are being considered as part of our planning and analysis.

After the Initial Business Case is released, we hope you'll join us at the online engagement seminars we will host so members of the community can provide input like the thoughts you shared. We'll announce details on timing as soon as they become available.

If you have any additional questions, concerns, or feedback in the meantime, do not hesitate to reach our community engagement team at YongeSubwayExt@metrolinx.com. You can also write to this address to request to be added to the email list to receive the latest news on this project.

Thank you again,

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

[Sign up to the York Region and Simcoe County e-newsletter here](#)

From:
Sent: February 24, 2021 10:01 PM
To:
Subject: yonge subway extension questions

Hi,

I had received Councillor Keith Irish's letter and the Toronto Star article describing how Metrolinx is considering a third, above-ground, route running from Yonge & Kirk to the CN Rail line. Reading Mr. Irish's letter and the newspaper article alarmed me to say the least.

Your Community Update flyer does not shed any reassuring additional light on this above ground alternative. Your flyer does not address how an above-ground subway running along Kirk Dr. from Yonge to the CN Rail line would NOT affect homeowners in this corridor. All you tell us is that METROXLINX *"is very excited to be advancing an updated business case"*. That's really nice that YOU are "excited"; it does not give us any reason not to be worried about what you're planning behind closed doors.

Do us a favour and immediately clarify what you have in mind for our Thornhill community.

From:
To:
Subject: FW: The Yonge Line Extension and Longstaff Road
Date: April 14, 2021 1:33:34 PM

From: York Region
Sent: April 1, 2021 11:01 AM
To:
Subject: RE: The Yonge Line Extension and Longstaff Road

Hello

Thank you once again for reaching out about the Yonge North Subway Extension.

I appreciate your question about the future configuration of Langstaff Road given Metrolinx's preferred alignment through the CN railway corridor. As a part of our plan, the subway tracks will emerge at the surface at the proposed subway tunnel portal south of Langstaff Road at the CN railway corridor. The path then travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre.

Since we are so early in the process the full design has not yet been completed. We are working with our municipal partners to evaluate all options at Langstaff Road. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments.

If you'd like to learn more about the project and have your voice heard, we will be a hosting virtual open house for the community on April 7th. If you'd like to participate I'd encourage you to register at www.metrolinxengage.com/YongeSubwayExtensionLive

I'd like to thank you again for getting in touch and sharing your questions. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From: York Region
Sent: March 30, 2021 9:32 AM
To:
Subject: RE: The Yonge Line Extension and Longstaff Road

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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From:

Sent: March 26, 2021 10:09 PM

To:

Subject: The Yonge Line Extension and Longstaff Road

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To Metrolinx:

This news on the proposed Yonge Line extension is very exciting and welcome news!

One question: If the subway line will be built alongside the railway tracks of the CN Bala subdivision - and become at-grade just south of Langstaff Road -- will Metrolinx include construction of a grade separation at Langstaff Road (over both the subway extension and the CN Bala subdivision, which also carries Metrolinx GO Richmond Hill trains), or will Metrolinx eliminate the Langstaff Road crossing altogether?

Many thanks for any information that you can give.

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From:
To:
Subject:
Date:

From: York Region
Sent: April 5, 2021 2:00 PM
To:
Subject: RE: Yonge North Subway Extension

Hello

Thank you for getting in touch about the Yonge North Subway Extension.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

The reason we are proposing to run the route deep underground through the Royal Orchard community is to take advantage of the existing CN railway. In doing so, we can ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within the initial funding envelope of \$5.6 billion. Our planners considered a range of factors to make the Yonge North Subway Extension as easy as possible to access, for a wide number of people.

The two stations along the surface-level section of the route, Bridge and High Tech, will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus. This is because they will serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, which are poised for significant development. Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

By 2041, 26,000 more people will live within a 10-minute walk of a subway station along the extension, giving them more fast and reliable options to get to where they need to go. Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

If you'd like to learn more about the project and have your voice heard, we will be hosting a virtual open house for the community on April 7th. If you'd like to participate I'd encourage

you to register at www.metrolinxengage.com/YongeSubwayExtensionLive

I'd like to thank you again for getting in touch and sharing your questions. Your feedback is very important to us.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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Hello,

I like to ask a simple question on the proposed subway line extension path. Why the line must turn and twist through Royal Orchard Path residential community rather going straight up along the Yonge street?

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From:
To:
Subject:
Date:

From: York Region
Sent: April 5, 2021 4:14 PM
To:
Subject: RE: stop subway under our homes

Hello

Thank you for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

If you'd like to learn more about the project and have your voice heard, we will be hosting a virtual open house for the community on April 7th. If you'd like to participate I'd encourage you to register at www.metrolinxengage.com/YongeSubwayExtensionLive

I'd like to thank you again for getting in touch and sharing your questions. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: April 4, 2021 7:42 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: stop subway under our homes

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Hello Sir or Madam

stop subway under our homes.

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From: [York Region](#)
To:
Subject:
Date:

From: York Region
Sent: April 5, 2021 4:15 PM
To:
Subject: RE: Royal Orchard - No to Option #3

Hello

Thank you for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

If you'd like to learn more about the project and have your voice heard, we will be hosting a virtual open house for the community on April 7th. If you'd like to participate I'd encourage you to register at www.metrolinxengage.com/YongeSubwayExtensionLive

I'd like to thank you again for getting in touch and sharing your questions. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: April 3, 2021 11:02 PM
To:
Subject: Royal Orchard - No to Option #3

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To whom it may concern,

I am aware of the Metrolinx plan to tunnel under dozens of homes in the Royal Orchard neighbourhood to build the Yonge North subway extension. I am very concerned about all of the short and long term impacts resulting from this plan, including noise, vibration, environmental impacts and long-term costs. Also, the homes being affected will certainly be negatively affected. Please reject this plan before it is too late!

The lasting legacy of the "Option 3" subway extension will not prove something to be proud of. Please select a better option.

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From:
To:
Subject:
Date:

From: York Region
Sent: April 5, 2021 4:18 PM
To:
Cc:
Subject: RE: Potential Stations

Hello

Thank you for reaching out with your comments and concerns about the Yonge North Subway Extension.

The project includes four new stations with three of the proposed locations at Steeles Ave, Highway 7 and Highway 407, and High Tech Rd.

Thank you for sharing your thoughts on where the fourth station should be included. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. Further discussions would be pursued with regional, municipal and development stakeholders to explore innovative funding solutions to enhance the final project scope.

Since we are so early in the process, the full design and the service planning have not yet been completed. There will be many opportunities to have your voice heard and questions answered from our project team.

If you'd like to learn more about the project and have your voice heard, we will be a hosting virtual open house for the community on April 7th. If you'd like to participate I'd encourage you to register at www.metrolinxengage.com/YongeSubwayExtensionLive

I'd like to thank you again for getting in touch and sharing your questions. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Subject: Potential Stations

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Hi

While I am only concerned about the potential station at Royal Orchid, you must realize that these stations are very important. The main reason the subway extension can be important is that it can eliminate the need to take a bus or car to get to it. If you do not install the potential stations, it can make the extension close to useless. As an additional benefit, property values will go up, increasing tax revenue. These stations can be built economically if you allow people using them to only board or depart from the first two cars of the train. Signs in the cars and at all stations north of the city could inform people of this limitation. If they are missed or ignored by someone there would be no big problem as they can get off at the next station and take a train back. Metrolinx deserves a lot of praise for the job it is doing.



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From:
To:
Subject:
Date:

From: York Region
Sent: April 8, 2021 2:04 PM
To:
Subject: RE: Possible extension of Subway

Hi

Thanks for getting in touch about the latest plans for the Yonge North Subway Extension.

We expect to have more detailed information about potential impacts in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

As our analysis states, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – again, the exact details of the depth will be determined through further study.

It is important to note that the two stations along the surface-level section of the route will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus. This is because they will serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, which are poised for significant development. Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

As we are in the early design stages for the project, there is still significant work to be done with many opportunities for you to share your input. Metrolinx is committed to understanding your concerns and answering your questions.

If you'd like to learn more about the project and have your voice heard, I encourage you to sign up for the virtual open houses we will host in the weeks to come. If you'd like to participate, please sign up to receive email updates via our website:
[Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

In the meantime, we're committed to sharing the latest details of our plans with you and that includes how we'll help you manage any impacts during construction and beyond.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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From:

Sent: April 6, 2021 9:45 AM

To:

Subject: Possible extension of Subway

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We are very concerned to hear that the Yonge Subway extension proposal includes an option to cross our neighbourhood. On looking at the map that you sent , it makes no sense to go across a well established housing area and the beautiful ravine when continuing up Yonge Street beyond Royal Orchard and east under land with no housing would be more practical. Also, placing a station between Hwy 7 and 407, a very short distance from the terminus station, makes no sense and shows a lack of planning in regard to the current transportation hub.

We have lived here for 47 years and have plans to stay in our home. Please add us to your list of people very opposed to this proposal.

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From:
To:
Subject:
Date:
Attachments:

From: York Region
Sent: April 8, 2021 2:15 PM
To:
Subject: RE: Yonge Subway Extension Objection

Hello

Thank you for reaching out with your concerns on the Yonge North Subway Extension (YNSE) updated plans recently released.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team.

If you'd like to learn more about the project and have your voice heard, I encourage you to sign up for the virtual open houses we will host in the weeks to come. If you'd like to participate, please sign up to receive email updates via our website:
[Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

I'd like to thank you again for getting in touch and sharing your questions. Your feedback is very important to us.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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To whom it may concern

I plan to challenge and take legal action along with the Ratepayers' Association regarding the Yonge Subway Extension option that has the subway extending through the Royal Orchard neighbourhood.

--

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From:
To:
Subject:
Date:

From: York Region
Sent: April 8, 2021 5:26 PM
To:
Subject: RE: Clark/Steeles Engagement

Hi

Thanks for reaching out, that's a good note for us.

We're early in the process and have only just completed our first Virtual Open House. Our intention is to continue these on a frequent basis and provide the community many opportunities to have their voices heard.

If you haven't already, I'd encourage you to sign up to our distribution list [here](#). You'll be able to hear about the all the virtual engagement opportunities once they are scheduled.

Otherwise, if you would like to discuss one-on-one, I or a member of my team would be happy to set up some time to meet with you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi there,

I'd like to learn more about the community engagement/participation opportunities with regards to

the Clark and Steeles stations. Will there be chances to voice our questions and offer input, like there have been for the Royal Orchard community?

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From:
To:
Subject:
Date:

From: York Region
Sent: March 31, 2021 9:40 AM
To:
Subject: RE: Suggestion

Hi

Many thanks for your patience and reaching out about the Yonge North Subway Extension.

In our preferred alignment, the two stations along the surface-level section, Bridge and High Tech, will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus. This is because they will serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, which are poised for significant development. Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

By 2041, 26,000 more people will live within a 10-minute walk of a subway station along the extension, giving them more fast and reliable options to get to where they need to go. Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Since we are so early in the process, the full design has not yet been completed and there will be many opportunities to have your voice heard and questions answered from our project team. The precise alignment will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments.

Very soon, we will be hosting virtual open houses for members of your community. If you'd like to participate, please sign up to our e-newsletter at www.metrolinx.com/YongeSubwayExt to have the details delivered to your inbox as soon as they're available.

In the meantime, if you would like to connect one-on-one, we would be happy to set up some time to meet with you.

I'd like to thank you again for getting in touch and sharing your questions. Your feedback is very important to us.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region
Sent: March 30, 2021 9:33 AM
To:
Subject: RE: Suggestion

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hello,

I suggest moving the high tech road station to a few hundred metres north of the high tech road, so these two stations have more distance and the high tech station can cover more residences and condo buildings.

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From:
To:
Subject:
Date:

From: York Region
Sent: March 31, 2021 12:29 PM
To:
Subject: RE: Yonge Subway Extension

Hello

Thank you once again reaching out about the Yonge North Subway Extension. I appreciate you sending this thorough email with your questions and concerns. Below I've provided responses to the key questions you've listed in your email.

Subway Alignment

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

The plans released earlier this month are moving forward with for further detailed planning and design work.

Aligning the northern part of the Yonge North Subway Extension with the CN rail corridor south of Langstaff Road will create better transit connections, minimize construction impacts, and protect project timelines. It will also ensure the project can accommodate more stations within the approved funding envelope of \$5.6 billion.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

Tunnel Depth and Noise/Vibration

The depth of the subway tunnels has not yet been confirmed, but our early analysis states the subway tunnels will be deep enough to minimize or avoid direct impacts on the homes above during construction and operation in the community.

We expect to have more detailed information about potential impacts in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

Metrolinx is committed to addressing any noise and vibration due to construction and

operation of the extension. We will work with communities to ensure a comprehensive array of measures are in place to address noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

Station at Royal Orchard

Thank you for sharing your thoughts on the need for a station at Royal Orchard. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

We're looking forward to hearing ideas and gaining insights from you and your neighbours throughout the many outreach activities we'll be conducting as we continue our planning work.

Damage Claim Process

Metrolinx has a claims process in the event of potential damages as a result of our construction. Ahead of any construction, Metrolinx would offer a pre-condition survey to property owners within a project's area to assess and document its current pre-construction condition. This survey is an industry standard used to set baseline conditions of properties located in close vicinity to a construction site. If you submit to Metrolinx a claim for damage to your property as a result of our construction, the pre-construction survey would demonstrate your property's original state.

What's Next

As you may know, we will be hosting a virtual open house for the Royal Orchard community on April 7th. If you'd like to participate I'd encourage you to register at www.metrolinxengage.com/YongeSubwayExtensionLive

In the interim, if you would like to discuss one-on-one, I or a member of my team would be happy to set up some time to meet with you. I'd like to thank you once again for getting in touch and sharing your concerns. Your feedback is very important to us.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region

Sent: March 30, 2021 9:28 AM

To:

Subject: RE: Yonge Subway Extension

Hello

Thank you for reaching out with your inquiry on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From:

Sent: March 26, 2021 5:15 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Yonge Subway Extension

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Hello,

I am writing to you in regards to the Yonge Subway extension, particularly the latest option that routes through the Royal Orchard community.

So as you can imagine, we are quite upset to learn of the latest plans. I have several questions that I hope you can help address.

- I have heard that the province is committing to funding in April, therefore is this new route (through Royal Orchard community) a forgone conclusion? If so, the least Metrolinx can do is guarantee a station at Royal Orchard and Yonge.

- Why can't the extension proceed up Yonge Street? If saving costs are the primary driver, then they should proceed under Holy Cross cemetery. I am aware of the sensitivity of this, but as someone who has family in the cemetery, I still believe this is a better route than under homes.

- If the latest route is a forgone conclusion, my thoughts shift to commitments from Metrolinx, the province of Ontario, and the city of Markham with respect to the following:

- Is 20 metres depth below the homes confirmed? If so, is it 20 metres below grade or basement?

- What impact will this have on the foundations of our homes and pools? **What guarantee and recourse will we have should there be damage?**

- Sound and vibration: will we hear or feel the trains? I saw the presentation with respect to the latest in dampening technology, if the dampeners are effective, I believe they will only be as good the commitment to maintaining them, the tunnels, and the trains. **Again, what we guarantee and recourse will we have if we feel and or hear the trains?**

I look forward to your reply.

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From:
To:
Subject:
Date:

Hi

Thank you for reaching out about the Yonge North Subway Extension.

We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route. This involves studying things like noise and vibration, soil and groundwater quality, the natural environment, and land use, and will build off the work done on previous environmental studies. The results of the study will be shared publicly as part of the environmental assessment consultation process once they are available.

If you'd like to learn more about the project and have your voice heard, I encourage you to sign up for the virtual open houses we will host in the weeks to come. Please sign up to receive email updates via our website: [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: April 13, 2021 12:59 PM
To:
Subject: Environmental assessment

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Can I please have a copy of the Yonge North Extension environmental impact assessment as soon as it is available even in draft.

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From:
To:
Subject:
Date:

From: York Region
Sent: April 19, 2021 3:00 PM
To:
Subject: RE: Justification for Option 3 revised

Hi

Thank you once again for reaching out with your questions on the Yonge North Subway Extension.

The supplementary analysis released alongside the Initial Business Case contains additional refinement and design we've completed as part of the business case process. Please have a look [here](#) for this study.

The refinements to the project deliver the same key benefits and design innovations while avoiding the challenges of tunneling under Holy Cross Cemetery. As well, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – the exact details of the depth will be determined through further study, but early studies suggest the bottom of the tunnels will be at least 20 metres below the surface in your community.

It is important to note the exact alignment of the Yonge North Subway Extension will evolve as planning work continues and community feedback is gathered.

We're at a stage now where we're bringing our initial plans for the project to the community, and we'll be refining those plans throughout the project's lifecycle as we gather more information and feedback. As we are in the early design stages for the project, there is still significant work to be done with many opportunities for you to share your input. Metrolinx is hosting a series of online open houses and we will have many more conversations in many different formats to make sure your voice is heard and to share timely updates with you. If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt)

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region
Sent: April 14, 2021 11:54 AM
To: ~
Subject: RE: Justification for Option 3 revised

Hello

Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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I have read the documentation on your website explaining options 1, 2, and 3. However, I see no reference to explaining the rationale for option 3 revised over the original option 3. Since it appears that the new plan has the subway going directly underneath my house I am very interested to learn the justification for the change in option 3.

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From:
To:
Subject:
Date:

From: York Region
Sent: April 19, 2021 3:10 PM
To:
Subject: RE: YNSE

Hello

Thank you once again for getting in touch and sharing your feedback on the Yonge North Subway Extension.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

Adjusting the route of the line in the northern section will better position the project to serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, while avoiding the sensitivities to tunneling under a cemetery and protecting the Royal Orchard community. Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

It is important to note the precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We're committed to sharing the latest updates of our plans with the community, and that includes making sure that all necessary noise and vibration solutions are put in place to keep things quiet and peaceful and to ensure your homes and your community remain sought-after places to live in. We're looking at solutions like high-grade rail fasteners that keep all the parts tightly together, rubber dampers that attach to the rails to absorb vibration, and large rubber mats that go under the tracks to absorb noises and vibrations. We will have more specific details about the exact solutions we'll be introducing in the coming months once we conduct and consult on environmental assessments, but our goal is to ensure no significant difference in noise and vibration levels compared to today.

We're at a stage now where we're bringing our initial plans for the project to the community through virtual open house events, and we'll be refining those plans throughout the project's lifecycle as we gather more information and feedback. Metrolinx is committed to understanding your concerns and answering your questions. We will have many more conversations in many different formats to make sure your voice is heard and to share timely updates with you. If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt)

In the meantime, we're committed to sharing the latest details of our plans with you and that includes how we'll help you manage any impacts during construction and beyond.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region

Sent: April 14, 2021 11:55 AM

To:

Subject: RE: YNSE

Hello,

Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:

Sent: April 13, 2021 1:25 AM

To:

Subject: YNSE

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Hello

Although I am not a homeowner on Royal Orchard, I am in the neighbourhood, and I do not agree with the subway running under anyone's home. I have lived in this area for almost 30 years, and love it as it is.

Firstly, I feel that a 20m depth (measured from the bottom of the tunnel) is not sufficient enough to **omit** vibrations and possible damage to the homes (when considering the height of the tunnel, and the depth of basements... plus the change in ground level).

Someone in the chat at last week's meeting mentioned that vibrations are felt at York University.

Others tell me that they felt vibrations at OISE at Uof T.

My suggestion - run the subway under Yonge, to Langstaff and then to Richmond Hill Centre.
Provide shuttle busses to Bridge station.
Please leave the homes as they should be - alone.

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From:
To:
Subject:
Date:

From: York Region
Sent: April 20, 2021 5:32 PM
To:
Subject: RE: Yonge North Subway Extension Response

Hi

Thank you for your follow up on this.

The extent of the alignment options we studied in detail are available through the Initial Business Case and the supplementary analysis. Routes that would run underground near the southern end of Holy Cross Cemetery were considered but not included in our detailed analysis because they would have required curves too sharp to reach the location of Bridge Station and meet the minimum requirements for operational safety.

The plans released last month are moving forward for further detailed planning and design work that's done under the Preliminary Design Business Case phase. The planning and design teams will continue to explore ways to enhance the alignment and the project as a whole as they move through the preliminary design phase and prepare the Preliminary Design Business Case for the project.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi Michael,

Thank you for your response, but unfortunately, it doesn't appear to be answering my 2-part question.

1. Why didn't you consider as an option, the southern side of the cemetery after turning east from Yonge St. just north of Kirk (at the "Good Life" fitness club)? This would largely avoid

your proposed community disruption.

2. Will you accept this option if our engineers and other technical experts can show that it will achieve the necessary horizontal connectivity to the CN Railway corridor?

From:

Sent: April 14, 2021 1:17 PM

To:

Subject: Yonge North Subway Extension Response

Hi

Thank you for reaching out with your question on the Yonge North Subway Extension.

We studied the possibility of curving the alignment north of the current reference alignment as part of our work. The Option 3 alignment presented in the Initial Business Case follows a route along Kirk Drive, which requires tunnelling at a shallower depth below the community and a portion of Holy Cross Cemetery in order to connect to the CN Railway corridor and the location of Bridge Station. We also studied the possibility of curving the alignment north of Holy Cross Cemetery and our analysis showed that the curves would be too sharp to meet the minimum requirements for operational safety.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

We expect to have more detailed information about potential impacts in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

As our analysis states, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – again, the exact details of the depth will be determined through further study.

As we are in the early design stages for the project, there is still significant work to be done with many opportunities for you to share your input. Metrolinx is committed to understanding your concerns and answering your questions.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

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Slido Live Question Period



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



3 weeks ago

Will it be located directly under Yonge St. or off to the east or west? How will surface traffic on and around Yonge be maintained? What about noise abatement?



Anonymous

3 weeks ago

6

What portion will be underground going north from Finch? Will construction be cut and cover or totally underground?



Anonymous

3 weeks ago

15

Offices downtown Toronto are emptying out due to the new normal, why is a subway extension even required, as there is less demand to travel downtown?

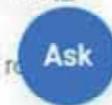


Anonymous

4 weeks ago

14

Your "Bridge station" diagram shows bus terminal access from Highway 7 only. How will bus routes from the south(Langstaff), and 407 GO bus access the terminal?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

The flyer says proven technology will limit noise and vibration. Technology proven where? Please quantify "limit" in terms of actual noise & vibration levels.



Anonymous

3 weeks ago

5

What happened to creating a parking lot under the hydro corridor at Longbridge? Does moving off Yonge St. exclude that proposal? Is the subway for everyone?



Anonymous

3 weeks ago

2

How much more costly will it be to sustain over-land line in our weather comparing to subway? Miser pays twice, have you heard that?



Anonymous

3 weeks ago

11

Why can't you cut across under the golf course to the south or under 407 to the north and avoid residential neighborhoods?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

3 weeks ago

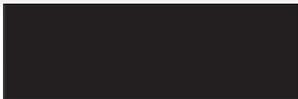
13

Why not drop Bridge Station? Only adds 4 minutes to Langstaff commuter walk. Frees up funds for under-ground High Tech Stn. and, therefore, Yonge St route.



1

When is construction to start? Is there a construction schedule to show the progress till completion?



1

Will there be a stop at Clark Avenue?



Anonymous

3 weeks ago

1

The flyer says that riders will save up to 22 minutes travelling to downtown Toronto. That's best
What will the average time saving be?



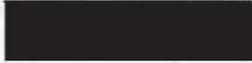


ASK AND VOTE NOW! (YNSE)



Q&A

Polls



1

Will there be stops at Steeles and Clark, I hope?!!!



1

Will there be stops at Steeles and Clark, I hope?!!!



Anonymous

3 weeks ago

11

Which homes on Royal orchard are effected , and what exactly you are going to do and how ?



Anonymous

3 weeks ago

22

Option 3 only reduces tunneling by about 250 meters compared to the Yonge route, and adds about 1 kilometer of surface track. How is this such a cost saving?



Anonymous

13



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

3 weeks ago

Will my property or part of my property be affected by this subway expansion?



Anonymous

3 weeks ago

8

What makes this subway different for noise and vibration? My daughter had an apt on the 2nd floor above the bloor line and you could feel and hear every train!



Anonymous

3 weeks ago

1

The comment below assumes that the Yonge St. route is reinstated with a station at Langstaff Rd. This also maximizes land use on the east side of Yonge.



Anonymous

3 weeks ago

4

Reduce cost of an underground High Tech Station and maximize land use by moving train storage cut-and-cover to the Langstaff power corridor, with parking above.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

3 weeks ago

Please do not restrict yourselves to give only answers to only technical questions or to vague answers or to preempt our questions by pointing us to others



Anonymous

3 weeks ago

17

Describe specific environmental impact of subway construction under homes and Don river system; interlocked respiring body of living organisms including humans



Anonymous

3 weeks ago

9

For each house affected, disclose at what depth will the top of the tunnel be at? Not vague responses like. Xxx to xxx.



Anonymous

3 weeks ago

3

Community input to meeting is limited to 160 characters. How will Metrolinx improve the process to a reasonable level before the April 7 meeting?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

11



With all the question focused on underground, let not Metrolinx now come back with over ground option. We do not want subway route through R Orchard area period



Anonymous

2 weeks ago

0



k



Anonymous

2 weeks ago

5



Why is running the subway under Yonge Street to its final destination so expensive?



Anonymous

2 weeks ago

5



Why is running the subway under Yonge so expensive?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Why is a new station (Cummer) (only a few steps from Finch) considered economical, yet there are no stations between Steeles and High Tech road?



Anonymous

2 weeks ago

23

Why does Metrolinx favour the 'sensitivities' and respect the wishes of the Catholic Archdiocese over those of the Royal Orchard neighbourhood home owners?



Anonymous

2 weeks ago

5

Why is Funding Envelope the only lens for Option 3? Identify all the psychological safety considerations of the community & wildlife that have been factored in.



Anonymous

2 weeks ago

5

The environment and park destruction is not taken into consideration?? We should preserve whatever is left of the green space for our kids, they need to live...

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

8

What is the status of your agreement with CN to tunnel under their above ground lines to run the subway underneath the line from Kirk drive through the cemetery



16

Will residents be provided with a method of submitting complaints during and after construction that will be effective and responsive?



26

Will Metrolinx have liability insurance for cracked foundations etc. and other vibration problems arising from construction and/or after project completion?



Why not have the turn to the east occur just a km or two north of the residential area with NO disruption of residences?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

6

With the number of high rise buildings being planned to go along Yonge between Steeles Richmond Hill, can the Developers not subsidize stations + tunnels.



Anonymous
2 weeks ago

4

Why disrupt the residential areas when the cemetery route makes much more sense? Because the Church is somehow influencing the direction the route takes?



Anonymous
2 weeks ago

2

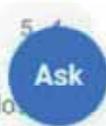
Above ground will require 2 more tracks (subway specific) along existing rail line; exactly how much land/houses will be appropriated (including Holy Cross)?



Anonymous
2 weeks ago

5

The retail plaza at the corner of Yonge and Royal Orchard is being turned to high density condos, couldn't a subway station easily be incorporated there?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 Weeks ago

The large "S" turn in proposed alignment through the Royal Orchard neighbourhood is longer underground, not shorter as stated. Please explain?



Anonymous

2 weeks ago

1

Where will the bus terminal be at the Steeles Stations.



Anonymous

2 weeks ago

0

Is Metrolinx working on a development plan with Markham and Thornhill for future subway stations at Clark and Royal Orchard.



Anonymous

2 weeks ago

15

Is the mega DeGasperis development at Yonge and Langstaff the real reason you do not want to go along Yonge Street??

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



4

How will water and soft strata issues be addressed in both the build process, as well as planned maintenance of the line north of John Street in Thornhill?



Anonymous

2 weeks ago

3

Yonge Street is the most important street in York Region. Due to this important fact, all subway stations and subway line should run underground on Yonge St.



1

Why not keep the subway on Yonge Street, with a station opposite the existing GO station, and a pedestrian tunnel connecting them, with moving walkways in it?



Anonymous

2 weeks ago



Stop ruining a historic town by allowing skyscrapers and these ridiculous proposed subway ideas. No



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

Why can't the subway be built straight up Yonge street? To me that is the only way, why disrupt a large neighbourhood?



4

How will water and soft strata issues be addressed in both the build process, as well as planned maintenance of the line north of John Street in Thornhill?



Anonymous

2 weeks ago

3

Yonge Street is the most important street in York Region. Due to this important fact, all subway stations and subway line should run underground on Yonge St.



1

Why not keep the subway on Yonge Street, with a station opposite the existing GO station, and pedestrian tunnel connecting them, with moving walkways in it?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



anonymous
2 weeks ago

1

Is Going for option 3 by Metrolinx to use community to put pressure on city in order to allocate more budget?



2

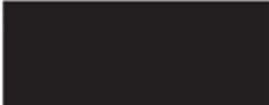
I have been working at Mt pleasant and Eglinton throughout the many years of the Metrolinx project along Eglinton - still no end in sight! Total nightmare!



anonymous
2 weeks ago

0

When will be the subway extension up Yonge be completed? Is Steeles/Yonge the first subway stop past Finch?



2
Ask

If the reason for the subway to divert off of Yonge street is cost, that is your problem not our communities problem, figure it out!



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

Metrolinx's CEO says preferred option is better for development at Langstaff/Richmond Hill. Did Metrolinx meet with paid lobbyists for developers of this site?



3

If the costs of constructing a station far outweigh the benefits, why is the community asked to bear the burden of construction, and impact of future operation?



Anonymous

2 weeks ago

0

Why is Cummer an option as a subway stop on the Yonge when the distance between Cummer and Finch is 700m, while the distance from Steeles to Highway 7 is 2.6km?



Anonymous

2 weeks ago

1

Will there be a clark station?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

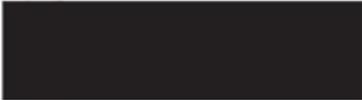


Anonymous

2 weeks ago

4

How will increased rail traffic and noise be mitigated? Already CN line has increased rail & GO traffic. How will rail safety be addressed?



11

If Clark & Royal Orchard are only potential stations, why not bypass Thornhill? Why not go above ground along CN rail line east from Doncaster to NB CN line?



Anonymous

2 weeks ago

0

Is the subway swinging under homes on Royal Orchard Blvd. or coming straight up Yonge St. Please clarify.



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

what criteria is Metrolinx using to choose between Cummer, Royal Orchard and Clark as neighbourhood stations? Is it based on current or future residential use?



Anonymous

2 weeks ago

0

what are the net cost savings for Option 3?



Anonymous

2 weeks ago

0

where will Option 3 surface and how many homes in the Royal Orchard neighbourhood will have to be expropriated for that? Is there enough rail corridor width?



Anonymous

2 weeks ago

2

Can you please repeat all the options and give the residents the right to vote.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

what is the impact on surface during construction ?



Anonymous

2 weeks ago

2

Those who made this stupid suggestion, how would you feel if a huge train pass under your home every five minutes? still insisting on your idiotic suggestion?



Anonymous

2 weeks ago

2

if you already made a decision behind closing doors for our houses, why you are wasting our time here ? our final answer is big NO to subway under our house.



Anonymous

2 weeks ago

1

what criteria is Metrolinx using to choose between Cummer, Royal Orchard and Clark as neighbourhood stations? Is it based on current or future residential use?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

0

Where exactly does the proposed route swing eastward before going north again .. on the north-east corner of Royal Orchard and Yonge or north of the Galleria?



Anonymous

2 weeks ago

2

have you considered building a bridge over the Don River instead of having to tunnel even deeper to go under the river between Centre Street and Royal Orchard?



Anonymous

2 weeks ago

0

Will you please position exactly the proposed site of the Royal Orchard station.



Anonymous

2 weeks ago

3

How do you factor in the mental health stressors you are layering onto an already taxed group surviving a pandemic?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Why run the line thru residential area north east of Royal Orchard when you can run it more northerly going under the Holy Cross cemetery?



4

Why a station at CUMMER which is only 837 meters from Finch, and not Clark or Royal Orchard? the distance between STEELES and the BRIDGE Stn will be 4.4 km?



Anonymous

2 weeks ago

6

What company is funding this diversion that initiated Option 3? How long has Option#3 been in the works and not been presented to the residents of Thornhill?



Anonymous

2 weeks ago

1

What will people who live over the subway notice during construction and after construction?



Anonymous

0

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

How you can manage subway construction if you can't even sync the counting clock to start meeting with announced time to start at 6:30 pm? It's exactly 1h gap.



Anonymous

2 weeks ago

6

Why living people sacrificed over dead people? There is no harm if 30m deep tunnel runs under cemetery instead of people homes.



Anonymous

2 weeks ago

1

Dampeners will be as effective as the commitment to maintenance. What we guarantee and recourse will we have if we feel and or hear the trains?



Anonymous

2 weeks ago

4

With respect to tunnelling under homes what guarantees and/or recourse will we have if there is damage to foundations or swimming pools?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

2

Why is the government more concerned about not disturbing of the dead in a cemetery than the living in the royal orchard area?



Anonymous
2 weeks ago

3

How will the new Yonge line impact Go transit train service?



Anonymous
2 weeks ago

2

When do you expect to start the project? I'm in my mid 70s and dont expect to be able to take advantage of it.



Anonymous
2 weeks ago

4

What specific regulation is preventing Metrolinx from pursuing the option to tunnel under H.C. Cemetery instead of boring under the residences of Royal Orchard?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

Will you come and take my Christmas lights down? You'll have to bring your own ladder as I do not have one.

Anonymous
2 weeks ago

0

How far below the Don River will the tracks be laid?

Anonymous
2 weeks ago

0

WHAT IS STATUS OF PROJECT TO DATE?.. THANK YOU!

Anonymous
2 weeks ago

0

What is the maximum grade that the fleet can handle?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

How is this serving the RO community ???



3

Is expropriation of properties something that is being considered for the properties impacted with Option 3? What are the projected construction timeline?



Anonymous

2 weeks ago

0

Where is the chat function?



Anonymous

2 weeks ago

1

Does Metrolinx have guaranteed, firm funding from all levels of government?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

This is very stressful! consider going up Yonge as planned or tunnel under the cemetery . I have family buried at Holy Cross this is less intrusive.



Anonymous

2 weeks ago

0

How long will the subway build take and how will the subway build affect the timing of all the development proposals along the Yonge Steeles corridor?



Anonymous

2 weeks ago

2

Has Metrolinx ever completed a project at the original budget? If so, is option 3 not simply a rounding error when compared to the actual cost of the project?



Anonymous

2 weeks ago

1

Can you please explain the process involved? If Option 3 is selected, does Option 3 require further provincial approval?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

rapid transit requires stations appropriately spaced. current plan which drops up to three proposed stations makes no sense as it undermines effectiveness. Why?



Anonymous

2 weeks ago

6

The Subway should be built under or over Holy Cross Cemetery. Why are you displacing LIVING RO families & residents from their homes. Option 3 is ridiculous.



Anonymous

2 weeks ago

3

What do you mean by "engaging us" when our homes and lives will be disrupted?



Anonymous

2 weeks ago

2

This is very stressful! consider going up Yonge as planned or tunnel under the cemetery . I have family buried at Holy Cross this is less intrusive.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

In the future, if you were to extend the subway further north, does Option 3 mean that you will continue to go under existing neighbourhoods further north?



Anonymous

2 weeks ago

0

When will the subway construction start and when is the predicted finish timeline? Will the double fair exist to get downtown? YRT and TTC? Thanks



Anonymous

2 weeks ago

2

rapid transit requires stations appropriately spaced. current plan which drops up to three proposed stations makes no sense as it undermines effectiveness. Why?



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Ridership stats are based on pre-COVID numbers. This data is no longer aligned with the reality of more people working from home. Will forecasts be updated?



Anonymous

2 weeks ago

4

Option 3 announcement has already affected property values and ability to sell homes in the RO community. How will the plan accommodate these residents?



Anonymous

2 weeks ago

2

How did you assess/estimate the impacts to our properties and future health issues due to noise, ventilation, etc.?



18

Has option 3 routing been decided before community input and is this a formality?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

How did Metrolinx under-estimate the costs of building the subway and now have to propose tunnelling under people's homes?



4

Are you going to recalibrate your ridership projections to take into account? Post-COVID work-from-home trends that could cut subway traffic by 30-50 %.



Anonymous

2 weeks ago

6

What is the challenge of tunneling below the cemetery that you mentioned in the live stream?



Anonymous

2 weeks ago

3

Ridership stats are based on pre-COVID numbers. This data is no longer aligned with the reality of more people working from home. Will forecasts be updated?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

Has CN given agreement for the subway to run alongside its tracks below the bridge station?



Anonymous

2 weeks ago

7

If Royal Orchard community has a subway go under it, then it is absolutely unacceptable to not give this neighbourhood a local station at Royal Orchard



Anonymous

2 weeks ago

2

Will you take away resident's properties adjacent to the current CN railway?



2

Why is Metrolinx rushing community input while Premier Ford is exhorting us not to meet?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

5

Why options 1 an 2 not discussed. Option 3 is destroying well settled and mostly senior aged community, it must be dropped from consideration.



Anonymous

2 weeks ago

2

Metrolinx has a justly deserved poor rep for completing high profile projects on time and on budget, ie Union Station. What makes this project any different?



Anonymous

2 weeks ago

1

Why was Clark selected as a station over other options such as Centre street or John Street?



Anonymous

2 weeks ago

2

Why is High Tech confirmed when it's so close to the bridge station and the population doesn't warrant it?





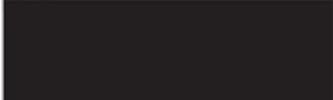
ASK AND VOTE NOW! (YNSE)



Q&A

Polls

How will the stops be chosen? There's a big distance difference between Cummer, Clark and Royal Orchard with the already confirmed stops.



8

so misleading. the tunnel vibration is calculated from top of the tunnel not the bottom. also all houses have basements. so it's roughly 10-12 meters away.



Anonymous

2 weeks ago

2

What parking provisions will be made at the bridge station. Existing GO parking is already over capacity



Anonymous

2 weeks ago

5

Why options 1 and 2 not discussed. Option 3 is destroying well settled and mostly senior aged community, it must be dropped from consideration.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

0

how are homes above subway tunnels protected from potential fires, terrorist attacks etc. where this kind of public infrastructure could be targeted



Anonymous

2 weeks ago

0

How about we build a subway underneath the homes of these overpaid bureaucrats that are presenting?



Anonymous

2 weeks ago

1

Who and how will be held responsible when all promised goodies won't work and the community is destroyed?



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Will this be a P3 Project under IO?



Anonymous

2 weeks ago

3

The subway is disruptive at York University during construction and even after. How can we trust your examples?



Anonymous

2 weeks ago

1

Has this option #3 already been approved or is there still a chance that it will be changed?



Anonymous

2 weeks ago

7

Comparing tunnelling under the mostly empty and vacant York University campus is not equivalent to tunnelling directly under so many residential homes.



Anonymous

7 weeks ago

0





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

Working with the community? How? By tunnelling under our homes and displacing the community & families? You are working against us with Option 3.



Anonymous

2 weeks ago

10

Sounds like Option 3 has already been chosen. Is this an Option or a Decision?



9

Your project milestones seem to miss the approval process for Option 1,2 or3 ? Also, when does funding approval at Regional/Municipal levels get approved ?



Anonymous

2 weeks ago

1

Have you acquired all the funding required for this project? And does this require approval and funding from the City of Markham?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

I hear a lot of "Bayview Glen" engagement...are you building under their homes?!? Where's the engagement with the homes you plan to lower the resale value of?



Anonymous

2 weeks ago

4

Let's not make the mistakes of the past when projects were not done properly. The Clarke and Royal Orchard Stations area must!



Anonymous

2 weeks ago

17

Do Metrolinx members live in this neighbourhood, and if not, would they buy a house in this area with the knowledge of the YNSE plans to tunnel through here?



Anonymous

2 weeks ago

34

Why is tunnelling under a cemetery with 6 ft deep graves and no buildings or foundations more difficult than tunnelling under dozens of homes, roads, servicing.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

2

Discuss expropriation.



Anonymous
2 weeks ago

3

Will Metrolinx buy our properties?



2

Is this route already confirmed?



Anonymous
2 weeks ago

4

Previous tunneling under building were done on campuses, according to your own presentation. Any actual info on RESIDENTIAL communities?

Ask



Anonymous

5



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

Why do dead people have a higher priority over living people?



Anonymous

2 weeks ago

2

Option 3 proposes two adjacent subway stations within walking distance? This makes no sense.



Anonymous

2 weeks ago

3

Can't all the stakeholders i.e. province, feds, region commit to a bit more \$ to put in all station, all stations, needed. i.e. CUMMER, CLARKE and ROYAL ORCHARD



Anonymous

2 weeks ago

5

How is this engaging when you have already decided to tunnel underneath people's homes? How about we build a subway underneath YOUR home?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

Simple question..... will you reconsider Option 3 ???? The community and Markham councilors are opposed .



Anonymous

2 weeks ago

7

According to common law, homeowners own the ground beneath their homes.



Anonymous

2 weeks ago

2

Why do you have such a hard time answering the question?



Anonymous

2 weeks ago

9

Option 3 is the ONLY option that Metrolinx is pursuing. Please do not try to fool us!



Anonymous

2 weeks ago

Ask

2



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2

Instead of expensive stns can't there be a steps to a below ground stn like the older stns in Toronto & other cities rather than the recent expensive stns?



Anonymous

2 weeks ago

2

It was already ok'd by engineers back in 2009!



Anonymous

2 weeks ago

2

Are we expected to walk from Steeles to Royal Orchard if station only at Cummer? We might as well just use a bus to go along Yonge.



Anonymous

2 weeks ago

2

How many days did it take you to come up with Option 3 refinement - after the Church objected? Your IBC dated March 17 was silent on this option.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

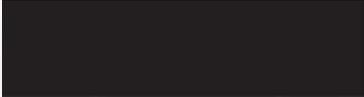


Anonymous

2 weeks ago

4

Discuss expropriation right now.



5

If you pass under the cemetery, the curves are no less than proposed by cutting through the subdivision. Can you recheck that?



Anonymous

2 weeks ago

8

The community is not behind this plan to route the subway under the Royal Orchard area. Why are you not selecting a different route, even if it costs more?



Anonymous

2 weeks ago

3

Ask

How is the subway coming up the hill from centre to royal orchard?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

IBC took a year or more so must have been done thoroughly. So how come we needed to come up with a refined option 3 in under a week which loo and behold better?



Anonymous

2 weeks ago

4

Metrolinx, the bottom line is about money, plan and simple. Doing the right think is staying with the original plan as identified in the original EA.



Anonymous

2 weeks ago

2

Union station has a tight turn into and out of the station. This seems to be acceptable



Anonymous

2 weeks ago

2

This meeting is just a technicality. They've already decided Option 3 & will disrupt the commun
They don't care about the residents input. This is a waste.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

Why not divert creek and start curve underneath cemetery to reduce radius and avoid RO community



Anonymous

2 weeks ago

3

Did the Holy Cross Catholic Cemetery reject your options 1 and 2?



Anonymous

2 weeks ago

3

Spadina/st.george also has a tight turn. What is the issue?



Anonymous

2 weeks ago

17

Would you purchase a house that has a subway running underneath it, every six minutes from 6AM to 2AM every single day?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

People generally have the ability to walk 400 metres and so you don't need two stations in proximity. Why is common sense not prevailing?



Anonymous

2 weeks ago

4

Why can't we do the transition from Yonge to CN corridor under the Ladies golf club?



Anonymous

2 weeks ago

9

This question should not be ignored and should be answered right now: Would YOU purchase a house that has a subway train passing underneath every six minutes?



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Completely glossed over the RO community concerns



Anonymous

2 weeks ago

15

You recommended option 3 by refusing to consider the impact of people's homes.



Anonymous

2 weeks ago

1

If the Bridge station is the focal point of the addition what is the rationale of adding the Hitech station a few hundred meters away ?



Anonymous

2 weeks ago

13

Many homes in this area already have a railway line behind their houses, which has it's own challenges- to add subway construction/disruption does not seem fair

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

1

Your business case framework is based on your funding envelop. Please ask for more money. Did you ask for more money?



Anonymous
2 weeks ago

4

Why did you completely dodge the questions about rerouting under the cemetery.



Anonymous
2 weeks ago

11

I teach at York University - in the basement of two lecture halls I can feel the vibrations of the trains as they go to and from the York U Subway station



Anonymous
2 weeks ago

5

Holistic review... Give me a break. This is the only holistic question of relevance: Would YOU put a house with subway passing underneath every 6 minutes?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

What benefit did this project bring to Royal Orchard community? Why this project has to harm some ppl's benefit?



Anonymous

2 weeks ago

1

why is option 3 not going under the cemetery any longer?



Anonymous

2 weeks ago

3

Did metrolinx engage in discussion with the cemetery and why (if it was not technically feasible)?



Anonymous

2 weeks ago

0

They that told me that the engineer's said it would not happen until I had people from the TTC to the class and they can feel the vibrations -





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

Are all of these case studies available for the public to read and evaluate themselves?



Anonymous

2 weeks ago

3

You are ignoring the question because you would personally not knowingly purchase a house that is built on top of a subway tunnel. Discuss *expropriation* now.



Anonymous

2 weeks ago

0

they told be that it was the soil that enabled the vibration and the speed of the trains and that nothing can be done



Anonymous

2 weeks ago

3

You are ignoring the question because you would personally not knowingly purchase a house th built on top of a subway tunnel. Discuss expropriation now.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

Why does the subway need to be so close to the GO train line, considering that not be many people would transfer between the two competing downtown routes?



Anonymous

2 weeks ago

0

Royal Orchard has YRT bus # 3 which travels on Royal Orchard. How will Markham be served at all when both Richmond Hill and Toronto will have the only stations?



3

There have been over 300 questions tabled so far. Is there a better way to consider all of these questions and as you say, effective "two way communication"



Anonymous

2 weeks ago

12

Ask

the q&a us pointless when they are cherry picking all the questions that would suit their narrative



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

So how was the Royal Orchard community taken into consideration? Did we miss an earlier public consultation?



Anonymous

2 weeks ago

1

It appears Option 3 is better because it gives 4 stations. If the stations were Steeles, Clark, Royal Orchard & Bridge, you might have a case. Your 4 are crazy.



Anonymous

2 weeks ago

1

Why is funding envelope the main consideration for Opt 3? Please Specify what strategic factors have been analyzed?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

Metrolinx was supposed to have the Eglinton Crosstown Line 5 open by now. Empty promises, no consideration, and clearly an echo chamber. Pointless call.



Anonymous

2 weeks ago

4

So people who favour a station at Cummer get more say than the people in the Royal Orchard community??



Anonymous

2 weeks ago

4

It is shocking Nasim advised that some resident would prefer using a Cummer station - of course! RO residents would prefer a subway running up Yonge.



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

Do you have good information about what sort of ground you will be tunneling through and what that will mean to home owners above?



Anonymous

2 weeks ago

8

Are you saying that Option 3 is a done deal? If so, then why are we having this discussion? Shouldn't these conversation be happing before the option is final



Anonymous

2 weeks ago

4

You are ignoring the question because you would personally not knowingly purchase a house that is built on top of a subway tunnel. Discuss expropriation now.



Anonymous

2 weeks ago

3

Can you share the details of the "wholistic" analysis for Opt 1, 2 and 3 by which you have come to your conclusion?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2



You ignore this question because you would not knowingly purchase a house that is built on top of a subway tunnel. Discuss expropriation & compensation now.



Anonymous

2 weeks ago

2



The residents of York Region are not drinking the Kool-Aid that Metrolinx is servicing us as the original funding amount was flawed. This is not acceptable.



1



Do you have good information about what sort of ground you will be tunneling through and what that will mean to home owners above?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

If you are going to go under the Royal Orchard neighbourhood, shouldn't you at least give them the Royal Orchard station that they could walk to?



Anonymous

2 weeks ago

1

"well within the limits" - that means there's an impact - how would you like it if it was under YOUR home?



Anonymous

2 weeks ago

6

These guys are reading their answers off of their computer screens. Canned questions & canned answers. This is GREAT community engagement.



Anonymous

2 weeks ago

2

explain why Option 1 and 2 are not viable because of Ponom Hills when there is a major housing development planned for the Langstaff area???

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

Is metrolinx willing to destroy the peace and quiet of a whole established neighbourhood to save a few dollars?. Residents have lived here for 30+ years.



Anonymous

2 weeks ago

0

When does Metolinx expect to break ground and how will the subway build affect the timing of the many development proposals along the Yonge Steeles corridor



Anonymous

2 weeks ago

2

Why can you not answer these questions on noise and vibration. This is the second time you guys are punting the Q.



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

You ignore this question because you would not knowingly purchase a house that is built on top of a subway tunnel. Discuss expropriation & compensation now.



Anonymous

2 weeks ago

0

If it's about the economics only .. why cant you go above grade on younge Street?



Anonymous

2 weeks ago

0

You indicated the Option 1/2 isn't possible because of Pomona Valley but it runs through RO. How addressing that issue by Option 3? Are you going under /over



Anonymous

2 weeks ago

5

<https://www.movesmartly.com/articles/2016/06/heres-how-much-a-subway-running-under-your-home-will-cost-you> this article demonstrates a decline in property value





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

8

These guys are reading their answers off of their computer screens. Canned questions & canned answers. This is GREAT community engagement.



Anonymous

2 weeks ago

5

You spoke on horizontal alignment and curvature being an issue. There are stations downtown (St George, Spadina, Dupont) that make extreme curves. Why not here?



Anonymous

2 weeks ago

4

Planning for both the Langstaff Gateway and Richmond Hill Centre Sec'y Plans designate land uses complimentary to the Option 1 alignment. Why change it now?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Why not go above grade at Royal Orchard up Yonge to then curve onto Langstaff?



Anonymous

2 weeks ago

3

The reason for Option 3 is to avoid the cost of building an underground station at High Tech. It's a SUBWAY. If it can't be built underground, don't build it!



Anonymous

2 weeks ago

2

If royal orchard is not getting a station, can the subway be diverted to cross over to the CN line more south and disrupt fewer neighborhoods?



Anonymous

2 weeks ago

2

Please provide more meaningful metrics to noise and vibration (e.g. decibels) rather than less meaningful phrases such as "minimal" and "acceptable"

Ask

Q&A

Polls

In April 2019, Premier Ford announced subway route running entirely north on Yonge, cost \$5.6 billion, same as today's #s. Why is Option 3 said to be cheaper?



Anonymous

2 weeks ago

1

It appears that the economics are being passed on to residents. How do you plan to compensate residents for the reduction in their property values?



Anonymous

2 weeks ago

3

why arent the basements in the drawings ??? too obvious ???



Anonymous

2 weeks ago

1

Scarborough line has a decline in property value due to a subway under those homes

Q&A

Polls

I am so against this option 3 that I am willing to lie down in front of the boring machines to prevent the digging of the subway tunnels. I am not alone!



Anonymous

2 weeks ago

1

Can you share the entirety of your development and economic assessment case studies?



Anonymous

2 weeks ago

3

Vibration measurements can be biased to downplay the noise and within perceptible level is a lazy way of answering. I'm a former vibrations engineer with CN.



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

Has there been a mental health study on communities impacted by construction and/or with subways in close proximity?



2

Who cares about tunneling under the York campus. Really, that is a good comparison ?



Anonymous

2 weeks ago

1

so you don't even know if your solutions would work bc they are theoretical



Anonymous

2 weeks ago

3

How can you compare noise under a transient community at York University to a residential neighbour hood. It is not the same

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

I am so disappointed at what has been presented to York Region, another poorly redesign. Did staff actually visit the site locations?



1

By what date will the extended subway be operational?



Anonymous

2 weeks ago

2

You spoke on horizontal alignment and curvature being an issue. There are stations downtown (St George, Spadina, Dupont) that make extreme curves. Why not here?



Anonymous

2 weeks ago

1

What will the noise and vibration profile be for the trains running above ground and at which point does the train emerge from below grade?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Ken, it doesn't matter what date they provide targeting the opening of the subway. You can easily add 2-3 years from the initial date that they give....



23

Am I correct that Option 3 has not been fully approved yet? If so, please stop acting as if it is a done deal.



Anonymous

2 weeks ago

5

Do any of you live on a street where the tunnel is under your homes? Unbelievable, with all your research, the group could not answer the question on vibration.



Anonymous

2 weeks ago

3

I didn't really understand any answer to any question asked so far. Everything is rushed. What's point of having this meeting?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

The speakers do not have the live chat open and only have the censored & catered questions prepared. This is a waste of time and our concerns are not heard.



Anonymous

2 weeks ago

2

Since the project is proceeding at a cost/benefit ratio below 1.0, there are obviously other benefits. Please quantify all benefits fully for the 3 options.



Anonymous

2 weeks ago

4

original line was going under the cemetery minimize the amount of houses affected. going below the cemetery is vibration harmless while it is not under houses



Anonymous

2 weeks ago

4

What are the sensitivities of crossing through the cemetery?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

EXPROPRIATION AND COMPENSATION NOW



Anonymous

2 weeks ago

5

There are many studies that indicates the affect of vibration on people with mental health especially with little distance of 15 m



Anonymous

2 weeks ago

34

I checked with the residents of the cemetery and I have not received any complaints about tunneling under them.



Anonymous

2 weeks ago

18

Steve we are not buying your response to the cemetery! Sorry but as a resident of York you do represent or protect us.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

Metrolinx would rather destroy the lives of living people rather than tunnelling under the cemetery?



Anonymous

2 weeks ago

7

Time to reopen Option 1 and 2 because Option 3 is going to be derailed....literally.



Anonymous

2 weeks ago

4

I'M NOT SUBSTANTIALLY CONVINCED THAT THE NOISE LIMITS VIBRATION ARE NOT DISRUPTIVE TO COMMUNITY! ANY MORE DETAILS ABOUT NOISE AND VIBRATION?.. THANK YOU.



Anonymous

2 weeks ago

8

can you do more comprehensive research for option 1&2? it seems as though there wasn't any research, rather just an assumption





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

You can't answer where the vents, other infrastructure will be built but you are moving forward with Option 3??? Do you have other Options being evaluated?



Anonymous

2 weeks ago

5

What recourse is available at this stage to have options 1 or 2 considered? Where should letters and/or focus be directed to have "all options on the table"?



Anonymous

2 weeks ago

2

START ASKING QUESTIONS FROM THE LIVE CHAT



Anonymous

2 weeks ago

3

Provincial Election next year and Federal Election this year, I forgot dead people vote!



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

You did not answer why the community was not consulted prior to finalizing Option 3



Anonymous

2 weeks ago

2

I understand you will be using the latest technology but can you state using noise figures who much noise and vibration will be felt in single family homes.



Anonymous

2 weeks ago

4

High Tech Station is a waste of money and should be incorporated into Bridge Station.



Anonymous

2 weeks ago

3

UNION STATION IS A SINGLE STATION

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

Option 3 only saves about 250 meters of underground tunneling, and adds 1.0 kilometer above ground. Construction below Yonge would be safer & easier.



Anonymous

2 weeks ago

2

A reference plan based on Class 5 estimate with NO answers about noise, vibrations, location of substations, emergency exits – what a great Reference plan !



Anonymous

2 weeks ago

0

Did you take into account RO has already has railroad tracks, 407 noise and flight path noise impacting our neighbourhood. Haven't we paid enough already ?



Anonymous

2 weeks ago

Ask

Why is a PROPERTY ACQUISITION manager on this call? Will you be expropriating?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

4

At a friends house on Hurndale Ave near Broadview, vibration of subway trains is VERY noticeable. How deep is the Bloor subway at that point?



Anonymous

2 weeks ago

5

How many properties to be acquired for Option 3?



Anonymous

2 weeks ago

2

WHY WAS THIS ANSWER REGARDING COMPENSATION OR EXPROPRIATION NOT DISTRIBUTED PRIOR TO THIS CHAT?



Anonymous

2 weeks ago

1

Rather concerning the community has no say while they decide with zero consultation. Sad the Metrolinx knows they can bully this community and not Toronto.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

9

What venues do residents have if Metrolinx does NOT offer fair market value? There have been numerous media articles where you failed to do so.



Anonymous

2 weeks ago

4

You are proposing to tank the market value of our homes and then lowball us? Nice of you, buy me dinner first?



Anonymous

2 weeks ago

0

Never mind about disruption. We need to know what are prepared to pay the owners for entitlement to go on their property?



Ask

At a friends house on Hurndale Ave near Broadview, vibration of subway trains is VERY



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

0

IS IT KNOWN TO DATE WHICH PROPERTIES ARE DIRECTLY AFFECTED?.. PLEASE ADVISE!.. THANK YOU.



Anonymous

2 weeks ago

3

If Doug and Justin give you more money as part of the upcoming elections will you move forward with the original subway alignment?



Anonymous

2 weeks ago

0

What amount, if any, has been included in Option 3 cost analysis for homeowner compensation?



Anonymous

2 weeks ago

How much has been earmarked for property value devaluation?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

HOW CAN YOU TALK ABOUT A HOLISTIC APPROACH AND THEN MENTION A COST/BENEFIT RATIO? FINANCIAL FIGURES DO NOT CONSIDER A "FULSOME" PERSPECTIVE OF INTANGIBLE HARM.



Anonymous

2 weeks ago

1

ALL properties in this area will be impacted. No amount of financial compensation is acceptable for all residents. Do you have other Options than 3?



Anonymous

2 weeks ago

1

Do you mean now that I have to go North to park so I can ride South to Toronto! Why not build a station at Royal Orchard?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

Option 3 is clearly about short term goals for money. All the engineering and benefits talk and how they "already considered in business case" has no meaning.



Anonymous

2 weeks ago

4

Where is the updated EA? The details? Why is Metrolinx hiding this information?



Anonymous

2 weeks ago

3

The impact to our community will take 10 years like the Eglinton project. How are we expected to live through this



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

Any how we have enough noises with train. And really that's not fair to pass subway under houses.



Anonymous

2 weeks ago

6

Your comments about property compensation were vague? Does it only apply when a property has been physically impacted above ground ?



Anonymous

2 weeks ago

5

Why are we being subject to Exploratory work during a PANDEMIC? Time would be better spent identifying ANOTHER ROUTE rather than our neighbourhood.



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

All this work was done previously with the subway along Yonge Street and North of the cemetery.



Anonymous

2 weeks ago

2

Are you considering partnering with a private developer to do a mixed use development at any of the stations similar to the plans for Mimico station?



Anonymous

2 weeks ago

3

How much of your funding has been allocated to expropriation and forcing families from their homes?



Anonymous

2 weeks ago

6

Why 4.4 km between Steeles and Bridge station? You are being biased on not building a station in Markham.



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Where are the details on the alignment and other information that typically come from the updated EA?



Anonymous

2 weeks ago

4

At present the Subway Line 1 is not keeping up with the present number of riders. . How can you justify adding more to this already stressed Subway line.



Anonymous

2 weeks ago

3

Living in this community and seeing no one on our buses, speaks to why we are doing this when our economy is in desperate trouble.



Anonymous

2 weeks ago

2

All this work was done previously with the subway along Yonge Street and North of the cemetery

Ask



Anonymous



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Is legal counsel from Metrolinx on this call? If yes, let's hear from them. If not, why not?



Anonymous

2 weeks ago

42

Please STOP insulting homeowners! This is not a consultation, this is you telling us this is a done deal and trying to blindside us! How dare you?!



Anonymous

2 weeks ago

3

of course the compensation answer is vague. There will be no property compensation. Just look at previous projects. The damages far outweigh the compensations.



Anonymous

2 weeks ago

5

You've looked at transit rider benefits. Didn't anyone look at the impacts on our neighbourhood before announcing Option 3?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

How can the billions being spent on this project be spent while so many residents are out of work and are struggling to make ends meet.



10

Do you realize that in not answering questions properly you are making people angrier and angrier?



Anonymous

2 weeks ago

15

Do you realize that everyone on this call are strongly opposed to Option 3, as proposed.



2

Why connect with Langstaff Go train? It only operates during Rush hours. Easier to move Bridge & bus station closer to Yonge. You said to encourage walking.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

4

Mitigation solutions such as????? _____ give an example.



Anonymous

2 weeks ago

2

why wasn't the research done prior???????



Anonymous

2 weeks ago

1

Will the subway go through the cemetery?



Anonymous

2 weeks ago

4

when will property owners be notified about their property's change to designated transit corridor property?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

3

what constitutes effective mitigation of vibration and noise - so a resident who is not technical can understand e.g. would this awake them or prevent from sleep



Anonymous
2 weeks ago

2

Why would government take the last bit of greenspace from this community and disrupt the communities livelihoods



Anonymous
2 weeks ago

5

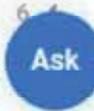
If \$ are a driving factor for tunneling under Royal Orchard neighbourhood, why aren't you pursuing funding that would allow you to pursue other Options?



Anonymous
2 weeks ago

6

So this is really a political decision outside of Metrolinx responsibility? Dougie has to give you direction to move forward with option 1? Bottom line?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

6

So disappointed by this so called meeting. You expect us to sit here and listen to your non-sense remarks without the possibility of any input from us.



Anonymous
2 weeks ago

4

A high rise development is planned for Royal Orchard / Baythorn with higher density in the area. would it not be preferred to have a station at Royal Orchard?



Anonymous
2 weeks ago

6

I guess our only option is to lobby our MP to stop or stall Federal funding?



Anonymous
2 weeks ago

6

Option 1 that was approved 10+ years ago made sense. Why does Option 3 only seem to make sense to Metrolinx and developers for the Langstaff area?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

What factors will result in NOT having Option 3?



Anonymous

2 weeks ago

6

How many Developers are lobbying for option 3?



Anonymous

2 weeks ago

1

Bridge station (and its benefits to future communities) only seems to have been developed to justify an above ground station at High Tech; i.e. cut costs.



Anonymous

2 weeks ago

2

50 live viewers with questions asked in the chat, all of which are being ignored by the moderator. Vague answers carefully prepped in advance by legal.....

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

Money talks... Clearly developer dollars have corrupted Metrolinx. This is truly tragic to see. Metrolinx does not care about innocent community homeowners.



Anonymous

2 weeks ago

4

List 3 benefits for the RO community



3

Have you shared the 3 versions with other subway builders and cities. New eyes have some amazing ideas. We are still new at this even after many years.



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

3

It is patently obvious to you that you are preferring the interests of Church and rich developers and your all-white metrolinx board over our community.



Anonymous

2 weeks ago

2

What happens to the significant parking capacity under the power corridor west of Yonge at Langstaff.



Anonymous

2 weeks ago

2

Hey James francis, can you actually give a proper informative answer instead of running around in circles and skirting the question?



Anonymous

2 weeks ago

Ask

I am so angered by all of this and the lack of empathy for the people of this community. This is not a



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

30

I am a vibrations engineer (P.Eng.) and at 20-30 meters "even with latest technology" the vibrations will be felt. Metrolinx will downplay that for sure.



Anonymous

2 weeks ago

2

Can someone respond to how many years this is going to take?



Anonymous

2 weeks ago

4

EA's typically only valid for a maximum of 10 years, original EA was done back in 2009. Why shouldn't new EA be done?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

there's no consulting though



Anonymous

2 weeks ago

5

Federal/ Provincial/ Municipal politicians this is a very very disappointing design and the 905 will vote accordingly if you support this flawed design.



Anonymous

2 weeks ago

3

From Steeles to Langstaff, how do you justify potentially not having a single station for 7 kilometres??



Anonymous

2 weeks ago

2

EA Addendums are usually only used for MINOR adjustments to the EA, not fundamental changes such as this.



Anonymous

2 weeks ago

30

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

If the feedback is overwhelmingly negative, as it is now, will Metrolix stay out of our basements?



Anonymous

2 weeks ago

3

This man is deflecting the question. You chose to move forward without any consultation with the tax paying residents.



Anonymous

2 weeks ago

3

How can it be preferred alignment before you did any consultations?



Anonymous

2 weeks ago

2

INFORM DECISION MAKING HOW

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

4

he's literally reading from a script



Anonymous

2 weeks ago

5

People are working from home and offices in Toronto are emptying out. Why does the subway need to be extended when employees can work from home?



Anonymous

2 weeks ago

3

Your route may be optimal to you- it does not seem optimal to the residents impacted-how much cheaper is this route for you?



Anonymous

2 weeks ago

6

Why are there no Markham / York Region councilors on your panel ? i understood that was part of the takeaway from the recent meeting with Markham ?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago



What consideration has been given to the fact that ridership is down and will not be reaching former levels for the foreseeable future?



Anonymous

2 weeks ago



What are the parameters for the noise and vibration? You know what they are but we don't. Please give us some numbers.



Will the subway cross the Don River (south of Royal Orchard) above ground, or will the tunnel go under the river?

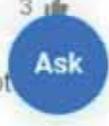


Anonymous

2 weeks ago



Of course he's reading from a script. Anonymous questions asked two weeks ago, mass upvote Metrolinx so legal can prepare a careful script. WASTE OF TIME





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

From over people: that is what is happening. Did Metrolink not learn anything during the pandemic?



Anonymous

2 weeks ago

3

they are not giving any promises with vibration to prevent future lawsuits



Anonymous

2 weeks ago

2

HIGHLY UNLIKELY??



2

What are structural, aesthetic and auditory thresholds and what will the levels be?

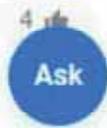


Anonymous

2 weeks ago

4

Why not go thru Ladies golf course to hit the tracks???





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

Will residents be able to hear anything as the trains go by?



Anonymous

2 weeks ago

1

just assumption . not sure about consequences



Anonymous

2 weeks ago

2

Please provide the documentation for your standards of acceptable vibrations and noise.



Anonymous

2 weeks ago

7

Residents of York Region we need to unite and light the fire to this flawed design starting with the Mayors and Regional Councillor, MPs and MPPs.



Anonymous

2 weeks ago

2

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

How many people in this neighborhood into Richmond Hill have voted that they need a subway?



1

Will homes shake as they do on other lines?



Anonymous

2 weeks ago

3

The Metrolinx engineer basically admitted there will be noise impacts and they'll mitigate on a case by case basis...



4

what about the wildlife in the area? Theres no way they would stick around with all the noise from construction. Also pets. Animals hear & feel noise we dont.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

We don't believe you when you say you cannot tunnel under the cemetery and surface on the tracks just south of Bridge/High Tech station. Please revisit.



Anonymous

2 weeks ago

11

Would any one of you that are presenting on this panel knowingly purchase a house that has a subway trains running underneath it every six minutes?



Anonymous

2 weeks ago

2

Let's keep it civil neighbours.



Anonymous

2 weeks ago

6

It seems that Option 3 is being favored as it maximizes the land value to the developers of the Langstaff community.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

4

What are the cemetery sensitivities precisely - bodies must be buried at a level of 2 ft according to the cemeteries act. No disturbance to go under act.



Anonymous

2 weeks ago

7

There will be vibrations 20M is from the surface to the bottom of the tunnel. From the floor of our basement to the top of the tunnel is approximately 10 m.



Anonymous

2 weeks ago

1

I am uncertain which comments being posted here are not civil? Naturally there is a certain level of anger associated with this decision made behind our backs.



Anonymous

2 weeks ago

3

the reason why there are no research or promises with the concerns of vibrations to our mental health is because they want to avoid any responsibility





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

4

No answer to any question as "we are still in early stages".



Anonymous

2 weeks ago

2

When are the details going to be released for residents to review?



Anonymous

2 weeks ago

3

Another deflection.



Anonymous

2 weeks ago

6

This option 3 is so illogical to the point you clearly know there's politics behind it. Option 3 is a waste of time and waste of resources.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Stop subway



Anonymous

2 weeks ago

1

Where exactly is the subway coming above ground?



Anonymous

2 weeks ago

6

Monica is just a broken record



Anonymous

2 weeks ago

4

Really taking advantage of the pandemic here. Would you guys be calmly reading off of a screen if this town hall was in person? I highly doubt it.



Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago



Can you please show enough respect to table questions that get at the main issue of the residents. Will you look at moving the tunnel north under the cemetery?



Anonymous

2 weeks ago



there will be a protest if this option is confirmed.



Anonymous

2 weeks ago



What area of royal orchard homes are in the path of expropriation?



Anonymous

2 weeks ago



If one of Metrolinx's primary concerns is safety, why build a subway line at grade through the Langstaff community. Have the future fatalities been costed in?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

With self-driving Uber technologies making travel safer and more comfortable, directly from home to destination door, why would anyone want to take the subway?



Anonymous

2 weeks ago

2

The impact isn't only to the home owner directly under the route? How close in proximity do homes need to be to be considered as impacted?



3

Mayor Frank Scarpitti. As a resident of Markham living in Ward 1 for over 24 years and paying taxes. We need to fight to get a station in Ward 1!!!!



Anonymous

2 weeks ago

3

What parking is going to be built at the bridge station? Current GO parking is already insufficient





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

2

Smoke and mirrors from Metrolinx staff at not answering questions. Where are the details and why have you not released the details?



Anonymous

2 weeks ago

1

NO CONFIRMATION?



Anonymous

2 weeks ago

2

This is the cheapest option correct? this is all about money- when you mention business case that's what you mean



Anonymous

2 weeks ago

2

The original Yonge subway had a station open after the line did (infill). Your YNSE alignment means that future provision impossible. Has that been considered?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

4

Why do you continue to cite the Seattle project as comparable Seattle is an LRT of 2-3 cars not 6-car heavy-capacity-rail subway.



Anonymous

2 weeks ago

1

NO CONFIRMATION OF A STATION AND ITS GOING UNDER OUR HOMES



Anonymous

2 weeks ago

5

Thank you for admitting the impact and how terrible it is



Anonymous

2 weeks ago

2

You haven't actually answer why the Bridge station need to be that north, instead of moving it more into Longstaff. Please do not achieve the question.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

2

How will noise and vibration levels compare to to the existing CN Rail line (Go Trains, etc.)?



Anonymous

2 weeks ago

2

non of the residence get the proper answer in this meeting



Anonymous

2 weeks ago

3

IF the RO station is not required then use the CN Right of way sooner after Clark station



6

Thanks for putting us in a difficult position. Are you ready for a legal challenge for the needless mental stress and discrimination issues?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

At which point does the subway emerge above ground?



Anonymous

2 weeks ago

4

The business case for Bridge station on its own needs to be explained fully and transparently. So far its just words and hypotheticals.



Anonymous

2 weeks ago

1

where will it surface? north of the cemetary?



Anonymous

2 weeks ago

3

I will be saving this livestream if we go to court



Anonymous

2 weeks ago

Ask

2



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

 2 weeks ago

will people living in buildings be offered compensations too? what about compensations for the noise just from years of construction?

 **Anonymous**
2 weeks ago

2 

IF you had the funding in place, when do you see this project being completed? And, what impact will this have on passengers boarding further south?

 **Anonymous**
2 weeks ago

2 

Where are the details Metrolinx? Business case documents provide very limited information.

 **Anonymous**
2 weeks ago

2 

There is no transparency or honesty here. If there was, we would have been told long ago that the plan was being introduced without anyone's knowledge.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

It really seems like this is the first time that expropriation and compensation is even considered as an appropriate measure for rectifying the damages caused.



Anonymous

2 weeks ago

2

How long is the tunnel under the homes as compared to going straight up Yonge Street?



Anonymous

2 weeks ago

39

You spoke on horizontal alignment and curvature being an issue. There are stations downtown (St George, Spadina, Dupont) that make extreme curves. Why not here?



Anonymous

2 weeks ago

5

I'd be interested to learn what they deem to be fair market value of properties in this area.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

We already listen to the trains at night and now we get to listen to the subway.



Anonymous

2 weeks ago

5

Will you address the obvious outrage from folks in the chat? This doesn't seem like a happy crowd. Will our voices be heard?



Anonymous

2 weeks ago

5

You can be proud - you have not answered a single question adequately -- we are studying it, undertaking design, whistling in the dark etc etc. to all questions



Anonymous

2 weeks ago

2

the go train is right next to us and gets us downtown in 20 min. We don't need a subway!

Ask



Anonymous



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

Have you considered there are already congestion issues on the CN tracks, between freight and GO traffic.



Anonymous

2 weeks ago

5

I feel like the home owners are doing more research on the negative impacts of the subway under the homes instead of the people who are supposed to do it



Anonymous

2 weeks ago

1

Is this a done deal?



Anonymous

2 weeks ago

4

These guys can clearly be seen clicking off their scripts in chat. How long will you guys read off top questions. Head into the live chat.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

Blah, Blah, Blah, really Metrolinx answer the questions!!



Anonymous

2 weeks ago

1

Why my question is archived? My question is different and has not been answered.



Anonymous

2 weeks ago

1

why cant u go west over there ???



Anonymous

2 weeks ago

2

The present Yonge street subway cars are very noisy. are you planning on buying new quieter subway cars?



Anonymous

2 weeks ago





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

17

Options 1 & 2 were approved and fully studied with full consultation with the community for years while Option 3 was made up in fraction of time after pandemic.



7

You are destroyed our homes. That not fair. We have train top of head, now you want pass subway under homes.



Anonymous

2 weeks ago

3

This engagement process should have started at least a year ago... probably more.



Anonymous

2 weeks ago

Ask

STOP BE HONEST because you are NOT HONEST



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

5 meter bellow my basement would be a tunnel? seriously?



Anonymous

2 weeks ago

2

Why can the terminal station be below grade?



Anonymous

2 weeks ago

5

What? 10-15 metres? Not 30?



Anonymous

2 weeks ago

3

Have you thought of anxiety levels you have created within the community. people are so concerned at this point that it's impacting our mental health.



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

You are talking about noise/vibration! How is this going to make any difference if you were to build under the Holy Cross cemetery???



Anonymous

2 weeks ago

3

Why are you smiling as you read this question? This is not a laughing matter. This is very disrespectful.



Anonymous

2 weeks ago

2

It is possible to run under the cemetery and surface on the tracks just south of the station north of 407 ?



Anonymous

2 weeks ago

3

Who is our main point of contact within Metrolinx to discuss our concerns going forward?

Ask

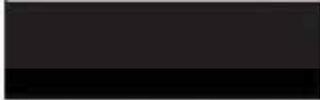


ASK AND VOTE NOW! (YNSE)



Q&A

Polls



3

Do you realize you are making people feel much worse than any better?



Anonymous

2 weeks ago

2

but you are not even listening to our own concerns



Anonymous

2 weeks ago

3

Where is the detail information Steve?



Anonymous

2 weeks ago

2

Since I don't think the question before was understood: why is Metrolinx pursuing tunnel boring when cut and cover is potentially a cheaper option

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

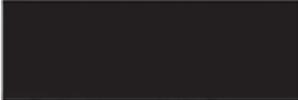


Anonymous

2 weeks ago

3

just please stop affecting our lives



3

If youre for this subway so much then you all should come live right next to the noise with us.



Anonymous

2 weeks ago

3

Why can't the subway go above ground on Yonge Street north of the cemetery across to the Bridge station and on to High Tech



Anonymous

2 weeks ago

3

Moderator, that was very disrespectful. I do not understand why that question was a laughing or amusing matter. Very callous behaviour. Shame on you.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

A transit hub at Bridge Station is not needed. High Tech station would work just as well if you build it under ground. Stop being penny-wise, pound-foolish!!!



Anonymous

2 weeks ago

2

thats your best , please stop your best , and stop the project



Anonymous

2 weeks ago

1

I don't know, but you should have answered these questions between the community and the company



Anonymous

2 weeks ago

2

WHAT YOU DON'T KNOW???? THE ANSWER IS SIMPLE: NO.



Anonymous

2 weeks ago

Ask

3



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

There are 0 people in PR, Metrolinx is becoming an evil and selfish company within our eyes because of the lack of communication and consultations



Anonymous

2 weeks ago

3

Steve it is all about money and not doing what is right. You need money to do the right thing?



Anonymous

2 weeks ago

2

"Minimize" is the keyword.



Anonymous

2 weeks ago

2

Best and brightest ... really??? You guys underestimated the costs which got us into this mess in the first place!!!

Ask



Anonymous



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

2

All of you just shut up. WE WILL NOT ALLOW THIS SUBWAY UNDER OUR HOMES!!



Anonymous

2 weeks ago

3

Stephen stated he "doesn't know" if he would want to live in a house with a subway tunnel underneath
--> What exactly would be needed to know to be comfortable?



Anonymous

2 weeks ago

1

Would you not ask how much are you going to pay for entitlement?



Anonymous

2 weeks ago

6

There are not one but two golf courses on either side of Yonge at RO - not viable land?



Anonymous

3

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

3

When the Finch station was built years ago, there were NO high-rise bldgs there. Building get built once a new station is approved. Steeles and Bridge (4.4kms)



Anonymous

2 weeks ago

2

There is no question that if the community faces disruption, we should have the benefit of a local station at Royal Orchard



Anonymous

2 weeks ago

8

Neighbours we are not interested in compensation because once this area is deemed a construction zone, property value will drop and that is what we will get.



Anonymous

2 weeks ago

2

you guys are not sure about even the word that you are saying. shame on you





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago

3

"Minimize" "Mitigate" "Limit" are the keywords and other way of saying there will be impacts. They never use "eliminate" to be politically correct.



Anonymous

2 weeks ago

4

It is time to fight for a better design - option 1!!



Why have no discussion about options for diverting west of Yonge

2 weeks ago

1

Why have no discussions about diverting west of Yonge been presented rather than east through Royal Orchard. The residential impact would be far less?



Anonymous

2 weeks ago

2

If you don't know anything about these noise concerns, why even choose it besides corporate 0 empathy.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

2

If the assessments show that mitigation measures will not address the needs of the community, would Metrolinx re-consider other options. Is there an off-ramp?



Anonymous
2 weeks ago

3

The insincerity of your responses to real concerns is totally disheartening. Please understand that you all come across as talking heads. Next slide please.



Anonymous
2 weeks ago

2

there wasn't any communication in the first place! that was the issue in the first place



Anonymous
2 weeks ago

2

How did the cost-benefit analysis consider the significant increase in operations and maintenance related to the introduction of multiple curves to alignment?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

7

This option will end up being as expensive or more once you address these issues. We are also bright people and we will fight this. Don't get ahead of yourself



Anonymous
2 weeks ago

4

Instead of putting so much energy into minimizing disruption from tunneling, commit to taking a look at tunneling under the cemetery.



Anonymous
2 weeks ago

5

So, no station, and just vibrations and disruptions. Thanks for nothing.



Anonymous
2 weeks ago

3

Years ago, I lived above the Bloor subway east woodbine/west Main and every time the subway felt rumbling, with guests commenting? How is this diff't?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

Is the subway going under or over the East Don River?



Anonymous

2 weeks ago

1

En Francais, s'il vous plait?



Anonymous

2 weeks ago

1

How can we have input on the selection of the station to ensure that decision makers know that the Royal Orchard Community wants a local station?



Anonymous

2 weeks ago

3

This virtual meeting is a joke. We as residents are given no voice.





ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

WOW GREAT - we will be the pilot project, the guinea pigs and if mistakes are made, they will "limit" "mitigate" and "minimize" them "as much as possible".



Anonymous

2 weeks ago

6

The Boeing 737 Max engineers were also known as "best and the brightest".



Anonymous

2 weeks ago

2

who are these experts?



Anonymous

2 weeks ago

2

If you have no answers to any question about detail, how do you have a Reference Plan?



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago



Metrolinx should not mentally upset all the seniors in the Thornhill community by proposing a planned route unless they have done all their homework.



Anonymous

2 weeks ago



considering how many people are against this, would you actual listen and not go with the current plan or would it be a too bad situation?



Anonymous

2 weeks ago



If we want to sell our houses next week, will you compensate us for our property value loss? Our houses have lost value today.



Anonymous

2 weeks ago



WOW GREAT - we will be the pilot project, the guinea pigs and if mistakes are made, they will "mitigate" and "minimize" them "as much as possible".





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

5

None of these answers where very bright !!!



Anonymous

2 weeks ago

0

We know you guys are the best...but. what happened to other locations you built under homes?



Anonymous

2 weeks ago

6

What can we the residents do to change your option back to opinion 1? Do our politicians need to give MetroInx direction?



2

If they want any change in somewhere they have to pay for value changes to the neighborhood sure if subway pass under any house the value change.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Is option 3 fully funded and approved?



Anonymous
2 weeks ago

5

The engineers who designed and built the unsinkable Titanic were also the "best and the brightest"



4

Could you use the poll feature on this call to ask .. if anyone on the call supports Option 3 as proposed?



Anonymous
2 weeks ago

4

Why not just make go train travel all day long as a Subway? Will save a lot of money!



Anonymous
2 weeks ago

How can you say you are "experts" if you've never done this before under homes?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

will we get free ride passes for as long as the construction took? example 4 years to build, 4 years free ride?



Anonymous

2 weeks ago

1

It's very easy to bring subway examples under homes that weren't affected when you know you're comparing "apples" to "oranges".



Anonymous

2 weeks ago

6

will there be an option 4?



Anonymous

2 weeks ago

4

Is option 3 fully funded and approved?

Ask



Anonymous

5



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



1

how long will the construction take?



Anonymous

2 weeks ago

2

Is CN OK with what you are planning to do with their corridor?



Anonymous

2 weeks ago

2

There are people with special mental health conditions that feel vibration a way more than others. invested in and chose R O cuz its suitable to special needs



Anonymous

2 weeks ago

2

How much more money do you need to fund option 1?

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



1

Longest current station on the TTC. St. Clair West to Eglinton West - approximately 2.7 kilometres!!!
Now Steeles to Bridge 4.4 kms. WOW (edited)



Anonymous

2 weeks ago

6

why are some of the questions being deleted?



Anonymous

2 weeks ago

2

No way Metrolinx will ever consider providing free pass options for those affected by construction.
Pigs will fly before that ever happens.



Anonymous

2 weeks ago

where is that document/

2
Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

6

The solution is not to build a subway below an established residential neighbourhood. Why can't you listen to the residents? We don't want Option #3.



Anonymous

2 weeks ago

1

Why not have bridge station 100m further south and high tech station 100 m further north? Pls be specific on the answer, like a "decision matrix".



Anonymous

2 weeks ago

2

Why is this conversation being had only in English? We live in a bilingual country and some French dialogue and engagement would be much appreciated.



Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Metrolinx are you listening?



Anonymous

2 weeks ago

3

Sort of mitigating? That's not an assurance of anything.



Anonymous

2 weeks ago

1

is it confirmed, yes or no



Anonymous

2 weeks ago

7

Mayor Scarpitti we cannot support a flawed design. What will you be doing to get more money for option 1?



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

1

Neighbours....these guys are doing the best they can. Please remain respectful, and remain informed.



Anonymous
2 weeks ago

11

Residents! All of the frustration you feel right now should not be limited to tonight. Organize, protest, and VOTE. Option 3 is UNACCEPTABLE.



Anonymous
2 weeks ago

4

They must have assumed the RO community is filled with idiots



Anonymous
2 weeks ago

1

You could make a Subway from Jane and highway 7 subwayvstation directly to Richmond Hill/langstaff. It could be overground

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

4

We have now been consulted...forget Option 3 and go back to Option 1!



Anonymous

2 weeks ago

2

Where are the details of the EA?



Anonymous

2 weeks ago

3

#NotUnderOurHomes



Anonymous

2 weeks ago

2

Is there anybody out there ?



Anonymous

1



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

6

Metrolinx trying to overrule "thousands" who are against this (also signed petitions) is a case of bullying this community because they think community is weak.



Anonymous

2 weeks ago

8

Stop talking about this like its a done deal. That is misleading. We absolutely have the power to stop this.



Anonymous

2 weeks ago

4

No they really are not doing the best they can if they are reading off of canned scripts and laughing at valid residents' questions.



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Option 1 Metrolinx!! Do you understand? Dougie will be calling tomorrow and Justin next week,



Anonymous

2 weeks ago

2

One ape alone weak - apes together strong. Together, we can make a difference (edited)



Anonymous

2 weeks ago

4

completely disingenuous



Anonymous

2 weeks ago

4

So, a project like this under residential community has not been undertaken thus far by Metrolinx and we are your guinea pigs?



Anonymous

2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

6

The fight is on!



Anonymous

2 weeks ago

10

Steven and Raj are talking like it is a done deal. They are not interested in dealing with the concern of the community of Thornhill. Very upsetting



Anonymous

2 weeks ago

4

how can things be confidential when its our neighbourhood?



Anonymous

2 weeks ago

6

This community will fight back





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

2

Why build a terminal station above ground at High Tech? It wasn't done for the Vaughan extension, or in the past at Eglinton or Finch. Why now? Shortsighted!



Anonymous
2 weeks ago

2

How do we contact your community engagement team?



Anonymous
2 weeks ago

4

. You want us to believe your best & brightest, who did not consult the community nor could answer half the questions effectively.



Anonymous
2 weeks ago

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



2 weeks ago



You want us to believe your best & brightest who pulled smoke screens & went through the motion of answering questions?



3

But we didn't received any answer



Anonymous

2 weeks ago

1

638 questions so far !!



Anonymous

2 weeks ago

2

When will you release details



Anonymous

2 weeks ago

2



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

3

Just follow the Yonge street route and you will not have to answer any questions



Anonymous

2 weeks ago

1

I think this is a good plan and look forward to having access to the subway



Anonymous

2 weeks ago

3

I look forward to seeing why you, the moderator, were laughing at the question about living in a house with a subway running underneath it. See you in 14 days



Anonymous

2 weeks ago

4

Given you have the best and the brightest, have them work on Option 1 and 2 to figure out a way to turn the trains to turn and to accommodate Pomona Creek,

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

Residents of York, Metrolinx has gone through the motions



Anonymous

2 weeks ago

0

Thank you for meeting with us !!!



Anonymous

2 weeks ago

5

Keep in mind that most of your audience are not engineers - speak to be understood by laymen



Anonymous

2 weeks ago

4

when crossing the Royal Orchard park how deep will you be under the stream?



Anonymous

2 weeks ago

Ask

Just follow the Yonge street route and you will not have to answer any questions



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

find their twitter, instagram and Facebook and flood them with questions. maybe then they will listen



Anonymous

2 weeks ago

3

How many homes will the subway extension actually go under in the royal orchard and surrounding neighborhood and how many will be expropriated?



Anonymous

2 weeks ago

8

Your best & brightest did a terrible job today in answering questions. Came by to drop the news on us today on the call. Shame on you.



3

Every one if they start nobody can't do anything. Because they looking to make big money.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

If funding was available for Options 1 or 2, would one of them be chosen instead? Timing is not an issue. We've waited a long time. We can wait longer.



Anonymous

2 weeks ago

3

It is all about money and we need to unite with Vaughan and Richmond Hill along with our York Region reps. This is not acceptable!!



Anonymous

2 weeks ago

6

overall I found this to be disappointing, insulting, frustrating. we need to get our city representatives to help stop this Option 3 proposal.



Anonymous

2 weeks ago

4

Residents: speak with your children and get them engaged on this issue as well. This will affect just as much as it affects us. It's their future too.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2 weeks ago

realistically, by the time they finish this project, will be started travelling by drones! (edited)



Anonymous

2 weeks ago

4

The biggest personal takeaway is that clearly, at minimum, the moderator found it to be amusing that we want to know if they would live on top of a subway.



3

Could you kindly provide a clearer, more detailed map delineating the alignment north of Centre St? The map provided does not provide clarity.



1

Maybe don't effect our hose but i think any house effected not fair and not nice at all.



Anonymous



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

It seems like Option 3 was selected very late in the preliminary planning process and dropped on the community at the last minute.



Anonymous

2 weeks ago

2

What is Metrolinx hiding?



Anonymous

2 weeks ago

6

This was strategic by Metrolinx not to provide a detail map!



4

Buses already run along Centre St (Vaughan) and Royal Orchard. Really silly not to have a station at Royal Orchard.

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls

2

Do you mean now that I have to go North to park so I can ride South to Toronto! Why not build a station at Royal Orchard?

2

Why 4.4 km between Steeles and Bridge station? You are being biased on not building a station in Markham.

2

I think most important investment for everyone is house. If one day you see, you investment on a property no one don't like to buy that, what you want to do?



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous
2 weeks ago

1

It seems clear that Option 3 will be highly disruptive to the Royal Orchard community. Options 1 or 2 are much less disruptive and still provide great terminus.



Anonymous
2 weeks ago

16

You spoke of compensating at a Fair Market Value price. If the subway will be built under homes, the value will decrease. How will you compensate for this?



Anonymous
2 weeks ago

3

Please provide a much clearer explanation as to why Options 1 and 2 were not acceptable. Your presentation not effectively justify why they were dismissed.



Anonymous
2 weeks ago

3

please let us know who wants to cover the damage home owners for decrease the prices of ho in option # 3 around Royal Orchard until Bay Thorn Drive to north

Ask



ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

1

Don't talk of horizontal curve problem above HC cemetery Yonge St. to Bridge Stn. Think of tight turns of GO trains into Union Stn off of the switching ladders!



Anonymous

2 weeks ago

3

Stop all of those none sense. Why don't you live in a house has subway running through it first? You cannot decide for us! Stop it.



Anonymous

2 weeks ago

3

It is possible that having a subway tunnel below a residential property will devalue it, i.e. stigma. Will Metrolinx compensate for property value stigma?



Anonymous

2 weeks ago

2

Can you guarantee that while we are sitting in our basements, we will not be able to feel trains passing only 11 meters below us?



Anonymous

2 weeks ago

2

How about we hold off this project until there is a smarter idea/bigger budget without disrupting the community? Who is in the rush for this subway anyway?



Anonymous

2 weeks ago

0

Use of the CN corridor and underpass is the only way to come to grade for cheaper ground-level High Tech Station, Bridge Station just being used as an excuse.



Anonymous
2 weeks ago

0

Where are the answers to questions from last night's meeting and before? I thought there was a commitment by Metrolinx to post something today (Thursday).



1

As an Engineer in subways in Toronto I know it is a fact that there will be noise and vibration during construction. Why do we always have to move only in economic terms?



Anonymous
2 weeks ago

1

Why can the turn on Yonge between King and Union be made (270 m apart) but you can not make the turn under the cemetery when the space is 1 km by 500m?



Anonymous
2 weeks ago

2

can you guarantee that we are sitting in our ravine backyards that we will not hear the subway through the vent shafts?





ASK AND VOTE NOW! (YNSE)



Q&A

Polls



Anonymous

2 weeks ago

0

The reason why Metrolinx is having such a hard time explaining why Option 3 is the best route is because it isn't. The benefits of Options 1 or 2 are clear.



Anonymous

2 weeks ago

0

Please make public the full business case analyses for Options 1, 2 & 3; including economic and demographic assumptions, and details of all costs and benefits.



Anonymous

2 weeks ago

0

Can you guarantee that no municipal or provincial official or civil servant will receive a material benefit, directly or indirectly, if Option 3 is approved?

April 7th Virtual Open House – Answers to Key Outstanding Comments

Business Case

Why did Metrolinx not consult on the preference for Option 3 prior to the release of the Initial Business Case?

We complete business cases to put projects on the right path from the start. The Initial Business Case is the first step in this process. Expert transit planners and engineers work together to prepare business cases. They balance factors like the number of stations that can be built, how much travel time could be saved and how many connections could be made to other transit lines with how quickly and efficiently the project could be completed, how effectively any local impacts could be managed, and how to ensure the best possible use of taxpayer dollars.

Every approach has pros and cons, but we only choose options that we know will bring significant benefits to the communities they serve, with impacts we know we can avoid or manage to a very large extent.

The initial plans that come from the IBC and supplementary analysis give us a road map for the project so we can reach out to the community to get insights that will help move the project forward in the best way possible.

There is still significant work to be done, with many opportunities for you to share your input and engage with us. This is just the first opportunity of many.

Has the Option 3 routing been decided?

The plans released in March are moving forward for further analysis through the Preliminary Design Business Case. The exact alignment of the Yonge North Subway Extension will evolve as planning work continues and community input is gathered. Your feedback is vital in helping us move the project forward in the best way possible and there will be many opportunities along the way for you to share your ideas and insight with us.

Why were Options 1 and 2 not acceptable?

Through our analysis, we found that Option 1 could be delivered with up to three stations at Steeles, Richmond Hill Centre, and Langstaff within the \$5.6 billion announced funding envelope. Option 2 could also accommodate up to three stations in roughly the same areas.

The refined Option 3 alignment has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project. Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues.

Why is the project is proceeding at a cost benefit ratio below 1.0?

It is important to recognize that there are a wider range of factors that are considered as part of the final decision-making process. The Metrolinx business case is just one of several factors that is used in making a final decision.

Our approach in preparing business cases is to err on the side of caution, so this analysis represents a purposefully modest baseline that we will aim to improve over time.

Extending subway service through Vaughan, Markham and Richmond Hill will bring a world-class level of convenience and a better quality of life to the communities it serves. It will provide faster, easier access to downtown Toronto, York Region and all points in between.

We know that higher-order transit like this is transformative in so many ways. The Yonge North Subway Extension will expand travel options along York Region's VIVA bus rapid transit lines and provide more Line 1 subway riders with a seamless journey. These benefits will also provide better access to jobs and offset traffic congestion as drivers get out from behind the wheel in favour of using the subway.

We use the data from our business cases to ensure we make decisions that maximize benefits and control costs throughout the full course of a project. We update the business case at key stages to ensure these benefits are realized.

Project Funding

Does Metrolinx have guaranteed funding from all levels of government?

The 2019 provincial budget estimates capital costs for the Yonge North Subway Extension to be \$5.6 billion. Metrolinx and Infrastructure Ontario are moving the project forward under the Subway Program, which includes three other rapid transit expansions that will get the region moving — the Ontario Line, the Eglinton Crosstown West Extension, and the Scarborough Subway Extension.

The provincial government has committed \$11.2 billion toward the total estimated \$28.5 billion construction cost of Subway Program. York Region has agreed to contribute funding to the capital construction costs of the project through a preliminary agreement with the provincial government. The Government of Ontario and York Region are also seeking contributions from the federal government.

Why is the funding envelope the main consideration for Option 3?

Metrolinx is committed to building the most benefits possible into the project within the announced \$5.6 billion funding envelope. One of the unique ways the Option 3 proposal does this is through the location of Bridge Station, which will give riders convenient access to local and regional transit services that will open up new travel options across the region. Located at surface level with the existing CN Railway corridor, Bridge Station will make it faster and easier for riders to use the subway and better for supporting growth and curbing local traffic congestion. Option 3 also protects for further extension of the line in the future by positioning the northern end of the project along the existing railway corridor.

Subway Alignment

Why is it economical to run under Yonge Street from Finch Station but it's unfeasible at Royal Orchard?

The Yonge North Subway Extension uses innovative solutions to ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within the initial funding envelope of \$5.6 billion. Our planners considered a range of factors to make the Yonge North Subway Extension as easy as possible to access, for a wide number of people.

Adjusting the route of the line in the northern section will better position the project to serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, while avoiding the sensitivities to tunneling under a cemetery and protecting the Royal Orchard community. Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

Running the extension at ground level along the existing CN railway corridor means we can finish the project sooner and reduces the need for complex, time-consuming, and costly construction of tunnels and underground stations.

Compared to the original routing on Yonge, Option 3 only slightly reduces tunneling and significantly extends the route with surface track. How is this a cost saving?

There are significant cost savings that come from building Bridge and High Tech stations at surface level, instead of underground. This reduces station construction costs by roughly 40 per cent. The previous proposal also called for an underground train storage facility near the end of the extension, along with a bus terminal at Steeles station that was planned to be built below the ground. Our design and planning teams determined that placing these facilities at ground level will significantly reduce costs while maintaining important benefits of the project. The subway tracks required for the train storage facility will extend approximately one kilometre north of High Tech Station.

Why can't you turn the tracks to the east, north of our residential community?

We studied the possibility of curving the alignment north of the Royal Orchard community as part of our work. Our analysis showed that the curves this alignment would require would be too sharp to meet the minimum requirements for operational safety.

That said, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – the exact details of the depth will be determined through further study, but early studies suggest the bottom of the tunnels will be at least 20 metres below the surface in your community.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to

minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond

There are stations downtown (St George, Spadina, Dupont) that make tight turns. Why can't this be done here?

The standards for designing underground rapid transit have come a long way since the downtown portion of Line 1 was built in the 1950s. The latest design standards for subway tunnels have been developed to make the ride smoother and more comfortable for customers by avoiding sharp turns, which reduces wear on the trains and track, and minimizes noise and vibration. Our objective is to meet or exceed the most up-to-date regulations and design standards.

Will the subway cross the Don River (south of Royal Orchard) above ground, or will the tunnel go under the river?

The subway will be tunneled below the East Don River. The environmental assessment completed in 2009 proposed to have the subway cross over the East Don River on a two-level bridge with vehicle traffic on the upper level and the subway on the lower level.

Our planning and design teams determined that running the subway below the East Don River in a continuous tunnel would eliminate the need for a costly and time-consuming effort to stop, move, and restart the tunnel boring machines on either side of a bridge. This approach also limits the need for traffic closures on Yonge Street and eliminates the need to build a four-lane detour into the river valley.

Building a bridge over the river would also mean potential noise and vibration impacts for the Royal Orchard community, as this would place the potential Royal Orchard Station at a shallow depth that would reduce the distance from the ground surface to the subway tunnel.

Tunnelling

Why is tunnelling under a cemetery more difficult than tunnelling under homes?

We considered a route for the extension that tunneled under Holy Cross Cemetery but we did not include it in our detailed analysis because early investigations showed that the depth the tunnels would have been needed to be built at below Pomona Mills Creek would have not have allowed the route to reach the location of Bridge Station before rising to the surface within the CN Railway corridor.

What will the tunnel depth be under homes in our community? What impact will tunnel depth have on the foundations of our homes?

The subway is proposed to be built at a depth where there would be no direct impact on the homes above – the exact details of the depth will be determined through further study, but

early studies suggest the bottom of the tunnels will be at least 20 metres below the surface in your community.

On top of that, we're also looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners and ballast mats to help cushion the tracks and reduce vibration. Rail dampers can also be used to help reduce the noise from passing trains.

We will have more specific details about the exact solutions we'll be introducing in the coming months once we conduct and consult on environmental assessments, but our goal is to ensure no significant difference in noise and vibration levels compared to today.

What does tunneling in a residential neighborhood look like?

Tunneling below the Royal Orchard neighbourhood will have no direct impacts on the surface.

The machines that dig the tunnels will be entirely below ground and all work on the tunnel will be accessed from the launch shaft in the Langstaff Gateway area.

During construction, engineers and construction crews will be in the community to monitor progress and ensure there are no impacts at the surface.

Depending on the location of emergency exit buildings that are required for the project, some construction at surface level may be necessary. We will share the location of the emergency exit buildings with the community when those details are confirmed and discuss ways to minimize any possible disruptions.

How many access points will you need and how large an area will they cover?

Emergency exit buildings will be needed at various points between stations and are only used in the unlikely event of an emergency in the tunnel that would require people to safely get to the surface. Our design team is working to determine the number of emergency exit buildings needed along the entire route of the subway, with a specific focus to reduce the number needed in residential areas. Emergency exit buildings are single storey structures that are much smaller than a house and can be designed in a variety of ways to fit the look and feel of the area around them.

Why is Metrolinx pursuing tunnel boring when cut and cover is potentially a cheaper option?

Modern tunneling technology has been proven around the world to be an efficient way to build underground subways. The subway extension to Vaughan was recently completed using tunnel boring machines for most of the route. Tunneling allows the subway to be built deeper below the surface, which is not practical with cut-and-cover methods. Being able to build the subway deeper underground means there will be no direct impacts to the homes, buildings and roads at the surface. Subway stations are typically built using cut-and-cover methods because they are significantly larger and have entrances that need to be built at surface-level.

Where will the tunnel boring machines be staged and assembled?

The tunnel boring machines will be assembled and lowered into the ground from the Langstaff Gateway area, south of Highway 407 and west of the CN Railway corridor. This area was selected because it is far away from homes and businesses and will limit the need for construction vehicles to travel through residential areas. The tunnel boring machines will remain underground until they reach just south of Cummer Avenue, where they will be removed and taken away.

Noise and Vibration

Will residents above the subway tunnel experience noise and vibration during construction and operation?

Metrolinx is committed to addressing noise and vibration due to construction and operation of the extension. Our aim is to make sure there is no significant difference between the levels of noise and vibration in your community today compared to what those levels are in the future. We will work with communities to ensure a comprehensive array of solutions are in place to keep things peaceful and quiet when the extension is up and running.

Your presentation mentioned proven technology will limit noise and vibration. Where was this proven and can you quantify the limits in terms of actual noise and vibration levels?

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

I live nearby the CN railway and it is already noisy. How will noise and vibration levels compare to the existing CN railway?

We are working on environmental studies that will look at the existing noise and vibration levels along the CN Railway corridor and how those levels may change when the subway goes into service.

It is important to note that TTC subway trains are considerably quieter and lighter than freight trains. The subway will also run on dedicated tracks that will use modern technology to limit noise and vibration. We will work with communities to ensure a comprehensive array of solutions are in place to address and concerns about noise and vibration when the extension is up and running.

What makes this subway different for noise and vibration than the existing Bloor-Danforth line?

Many aspects of subway technology have evolved and improved since the construction of Line 2, which opened in the mid-1960s. One of the most important differences as it relates to keeping neighbourhoods quiet and peaceful is that Line 2 was built at a shallower depth than is proposed along the Yonge North Subway Extension, which will use modern tunneling methods to carefully dig tunnels deep below the surface and use the latest technology to limit noise and vibration from trains passing over the rails.

What are the standards you use for acceptable levels of noise and vibration?

Metrolinx uses provincial guidelines to monitor and assess the noise and vibration associated with the operation of new transit lines, as well as facilities that support them like bus terminals, station entrance buildings, and train storage facilities.

Metrolinx has also adopted the vibration standards from the Federal Transit Administration in the US. These standards are used extensively throughout the United States and Canada for transit projects. If noise and vibration levels are predicted to exceed these guidelines while the extension is in service, a wide array of solutions are available for Metrolinx to include in the design of the project to limit those impacts.

What commitment will be made for effective maintenance on noise and vibration mitigation technology?

Metrolinx is committed to high maintenance standards that will keep subway service along the extension reliable while limiting noise and vibration.

We will design the project using modern technology that will limit the daily wear on the trains and track. Through regular inspections and maintenance, flat spots on train wheels and rails will be repaired to keep them smooth, preventing noise and vibration.

We are committed to addressing noise and vibration due to construction and operation of the extension. Our aim is to make sure there is no significant difference between the levels of noise and vibration in your community today compared to what those levels are in the future.

Construction Impacts

Will Metrolinx have liability insurance for damages from construction and operations?

The depth of the subway tunnels has not yet been confirmed, but our early analysis states the subway tunnels will be deep enough that there will be no direct impacts on the homes above during construction and operation.

Metrolinx has a claims process in the event of potential damages as a result of our construction. Before construction begins, Metrolinx offers a pre-condition survey to property owners within a project's area to assess and document its current condition. This survey is an industry standard used to set baseline conditions of properties located near a construction site. If you submit to Metrolinx a claim for damage to your property as a result of our construction, the pre-construction survey would demonstrate your property's original state.

When along Yonge Street, will the tunnel be located directly under Yonge Street or off to the east or west?

The tunnel will travel below Yonge Street from Finch Station to Centre Street. It will curve to the west of Yonge, crossing below the East Don River before curving east of Yonge Street, toward the CN Railway corridor.

How will surface traffic on and around Yonge be maintained?

We will work with municipalities and other stakeholders to determine the best way to maintain access for vehicles and pedestrians to Yonge Street and the surrounding streets and minimize disruption to residents and businesses.

Parking

Will a parking lot be included or assessed in new stations? What happened to creating a parking lot under the hydro corridor at Longbridge?

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and VIVA express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Environmental Impacts

Please describe the environmental assessment process and the factors and decision criteria to be considered in comparing the 2009 EA approved route and your proposed alignment.

We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route. This involves studying things like noise and vibration, soil and groundwater quality, the

natural environment, and land use, and will build off the work done on previous environmental studies. Crews are already undertaking field studies along the route to inform this work. We expect to issue a draft environmental report this fall. In the meantime, we'll be reaching out to the community to gather input and insights that will support our work and help us deliver the best project possible.

Why are you completing an EA addendum rather than a full environmental assessment?

The Environmental Project Report for the Yonge North Subway Extension was completed in 2009 under the environmental assessment process for transit projects in Ontario – the Transit Project Assessment Process. The addendum we are preparing builds off this work, as well as an addendum previously completed in 2014. The new addendum will evaluate the updated route and cover off any changes to the existing conditions since the previous environmental assessment was completed.

Are environmental impacts and specifically our local parks taken into consideration in your analysis?

As part of our environmental assessment we are completing a comprehensive study of potential changes to the natural environment, and how these potential changes can be minimized, if necessary. The results of the study will be shared for review and comment as part of the environmental assessment once they are available.

How deep will you be when you're crossing the Royal Orchard Park?

The subway tunnels will be a minimum of 20 metres below homes in the Royal Orchard community, measured from the surface of the ground to the bottom of the tunnel. Where the subway crosses Pomona Mill Creek, the tunnels will be a minimum of 16 metres from the lowest point of the channel to the bottom of the subway tunnel.

Stations

What is the need for Bridge Station given its close to proximity to High Tech?

Bridge Station and High Tech Station are placed the way they are to serve the areas that will be the most dense in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are planned to support significant growth, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Bridge Station will connect with GO trains, GO buses, and local transit services, including VIVA BRT, while High Tech station will put more than half of the Richmond Hill Centre area within walking distance of the subway by 2041.

These two stations will work in tandem to bring more transit benefits to more people.

The Bridge Station diagram shows bus terminal access from Highway 7. How will bus routes from the south and the 407 GO Bus access the terminal?

Bus routes from the south will access the Bridge Station bus terminal by using the regional and municipal road network. Metrolinx is working with our municipal partners to study the existing and future road network to determine the best route for buses to take.

Several options are being studied to provide easy access to Bridge Station to GO buses that travel along Highway 407, including routes that would leave the highway at Yonge Street or Bayview Avenue and use regional and municipal roads to access the bus terminal. We are also studying options that would directly connect Highway 407 to the bus terminal. We will have more details to share about this aspect of the project through the Preliminary Design Business Case.

Planning for both the Langstaff Gateway and Richmond Hill Centre Secondary Plans designate land uses complimentary to the Option 1 alignment. Why change the approach?

Our analysis shows the location of Langstaff Station at the western boundary of the Langstaff Gateway urban growth centre serves a very small portion of the people who will live in the area in the years to come and supports little to no growth potential west and south of the station. The Initial Business Case also shows that the location of Bridge Station provides people who will live in the Langstaff Gateway area convenient access to bus and subway services while also serving the future community of Richmond Hill Centre.

Why are you connecting the subway with the Langstaff GO when it only operates at peak hours?

Richmond Hill GO train riders can benefit from connecting to the subway in order to access shopping, employment, and educational opportunities located in areas that are not directly served by the Richmond Hill GO line, such as North York Centre, mid-town Toronto, and many areas between Oriole GO and Union Station. Riders will have convenient travel options at Bridge Station that will make it easier for them to get around the entire region.

Why are you concentrating on stations within walking distance of undeveloped communities instead of existing communities?

The planning and design work being done on stations is focused on how to bring the most benefits to the greatest number of people. Providing easy access to the subway for tens of thousands of new residents who will make their home along the Yonge Street corridor in the years to come will help manage traffic congestion as these communities grow, as people choose to take transit instead of driving.

The two stations along the surface-level section, Bridge and High Tech, are located close to thousands of homes and jobs that York Region and the cities of Markham and Richmond Hill have been planning for more than a decade. The location of Bridge Station will also give riders convenient access to local and regional transit services that will open up new travel options across the region. Steeles Station will provide fast and easy connections to bus and subway services along Steeles Avenue and routes serving southern Markham and Vaughan. Steeles Station is also being

planned to have a direct connection from the future bus rapid transit service being considered for Steeles Avenue.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Why is a station at Cummer being considered in this proposal?

Cummer Station would support the growth planned in Toronto's North York Centre area and would connect riders with shopping, employment, and education opportunities that are nearby. Our analysis also shows that including the Cummer Station in the project will lead to cost savings by reducing the length of bus routes that serve that section of the Yonge Street corridor. These findings will inform the work we're doing with our municipal partners to evaluate which potential fourth station will bring the most benefits to the project. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Why is a station at Royal Orchard not confirmed?

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Why was Clark selected as a station over other options such as Centre Street or John Street?

Clark Station is part of our analysis because it provides easy connections to local and express York Region bus services that serve south-eastern Vaughan, including the Promenade Mall redevelopment area. Our analysis shows there is lower potential for growth near Centre Street and John Street compared to the other potential stations because they located within the boundaries of heritage conservation districts in Markham and Vaughan.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Why not have private developers pay for the stations?

Metrolinx will explore innovative funding solutions and partnerships that could enhance the benefits of the project as the analysis is refined. Further discussions would be pursued with regional, municipal and development stakeholders to explore innovative funding solutions to enhance the final project scope

Property Impacts

Which homes in Royal Orchard will have their property impacted?

The precise alignment of the Yonge North Subway Extension will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts, and potential for partnering with third parties.

The properties requirements will be confirmed when detailed planning and design work for the alignment and stations is completed.

Metrolinx will work to identify which properties would be required and would only acquire properties that are necessary to get transit built.

We expect to have more detailed information to share in the coming months, as further design work is refined.

How and when do we find out if the subway will impact my property?

We understand that you want those details and we will reach out to impacted property owners as soon as possible. If Metrolinx confirms that your property is needed to support construction or operation of the project, we will contact you directly.

Metrolinx will arrange one-on-one meetings with owners to answer questions, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout this process to ensure you have all the information and support you need.

Metrolinx strives to communicate with property owners early and often so that there is ample time to work through solutions. We will know more about precise environmental and community impacts as the project moves through further design stages, which are currently underway.

In cases where Metrolinx requires temporary access to your property to support construction project, Metrolinx ensures it is restored to its pre-construction state or better before it is returned to owner.

Even when expropriation is initiated, Metrolinx continues to negotiate with owners in the hope of reaching an agreement.

You spoke of compensating at a Fair Market Value price. If the subway will be built under homes, the value will decrease. How will you compensate for this?

Our preferred approach is to have direct negotiations with owners, with the goal of reaching amicable agreements.

Fair market value represents the value of the property based on the market conditions at that time. A third-party appraisal will be completed to estimate the fair market value.

Property owners may also complete their own appraisal to determine or confirm the fair market value. In some cases, other kinds of third-party experts may be asked to help determine fair market value for a property, such as environmental consultants.

Regarding possible acquisition of properties what if we don't want to move?

Metrolinx is committed to providing as much time as possible to find solutions. The acquisition process can take up to 18 months but can also be completed earlier, depending on the specific case.

Whether we have to use a sliver of a backyard for a period of construction or take some land permanently, we always sit down with every property owner to work through the options together. We take that responsibility seriously.

Does property compensation only apply when a property has been physically impacted above ground?

Compensation can apply to any property acquisition – whether it is above or below ground, or whether the need for the project is temporary or permanent. These details are unique to each situation and compensation will be discussed with each individual property owner.

When will property owners be notified about their property's change to designated transit corridor property?

If your property is located on or within 30 metres of transit corridor land, you will be notified by letter. A notice of this designation will also appear on the title of your property, which will be shown in the land registry. This notice will be removed once construction of the project is complete.

Owning or occupying property on transit corridor land does not necessarily mean you will be impacted by transit construction or that Metrolinx will need to enter or acquire your property. You will receive separate written notification if your property is needed in any way.

Will people living in buildings be offered compensation too?

If you rent your home, Metrolinx has supports in place to ensure you are taken care of.

Each case is considered independently and your lease terms are always taken into consideration. Supports are tailored to your specific needs and are determined through discussions during the acquisition process.

Whenever Metrolinx needs to acquire property to support a new transit project, our commitment is to ensure that owners and tenants do not experience a financial loss.

COVID-19

Offices in Toronto are not as busy due to COVID-19. Why is a subway extension even required?

The Yonge North Subway Extension makes sense because the benefits it offers are critical to our success – as individuals and communities. This project will spur economic activity, create good jobs and connect more people to more opportunities to succeed.

The extension is one of four priority subway projects are expected to support the equivalent of 12,000 full-time jobs each year. It will lead to new opportunities for businesses and workers that provide the services and equipment needed to build and operate the extension, including everything from terminals, stations and maintenance facilities; to train cars, tracks, and automated control systems.

For every \$1 billion we invest in transit, we support over 10,000 person-years of employment, boost Ontario's real GDP by another \$1 billion, and provide hundreds of millions of dollars in time savings to each commuter. The ways in which we use public transit might evolve over time but what remains the same is our need to travel and increase the number of people who choose transit first.

Timelines

What is the projected construction timeline?

The target date for construction to begin on the main contract(s) is late 2023. We will have more information about construction timelines as we progress through the next phase of planning and design.

What guarantee do you have that you'll be able to complete this project on time and on budget?

Metrolinx is committed to efficiently and cost effectively guide the project so that it can be completed on time and on budget. Lessons learned from past projects will be used to guide our decision-making and we will take steps along the way to reduce the risk of delays or cost overruns.

CN

What is the status of your agreement with CN to tunnel under their railway?

We have had numerous positive discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN – we share rail corridor throughout our existing GO network and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

Crowding

At present the Subway Line 1 is not keeping up with the current number of riders. Why are you adding more service to this line?

Our planners are thinking ahead to address the possibility of downstream crowding on Line 1. The extension won't come online until the Ontario Line goes into service, which will significantly reduce crowding on Line 1.

The Yonge North Subway Extension is also one of four projects under the Subway Program that are designed to spread demand across the transit network as it expands.

Future Extension

In the future, if you were to extend the subway further north, does this plan mean that you will continue to go under existing neighbourhoods further north?

One of the benefits to running the alignment along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

Contact

How do we contact your community engagement team?

Your opinion matters. You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@Metrolinx.com or by calling 416-202-7000.

French Translation

Why is this conversation being had only in English?

We're looking into ways we can incorporate French language support through our online platform for virtual engagement sessions. In the meantime, the latest project updates are available in French from the Metrolinx website at

<http://www.metrolinx.com/fr/greaterregion/projects/yonge-subway-extension.aspx>

April 21st, 2021 – Richmond Hill Virtual Open House

Newsletters

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YORK REGION

A Launch Pad to Explore the Region: A Closer Look At Bridge Station



Quicker journeys – Bridge Station will offer up quick connections to transit options.

One of the ways the [Yonge North Subway Extension](#) will make it easier to get around is by providing one seamless subway ride from Richmond Hill to downtown Toronto and any destination in between. Those convenient northbound and southbound subway trips are important benefits of extending TTC Line 1 service from Finch Station to Richmond Hill, but the project will open up many more travel possibilities in York Region and beyond thanks to a planned transit hub now referred to as Bridge Station.

[Click here to find out how this northern transit hub will allow riders in York Region to tap into more travel options than ever before.](#)

On April 7, Metrolinx held its first round of virtual public meetings, with a focus on the Royal Orchard community. If you missed it, [click here to watch](#) the Virtual Open House on YouTube. Community input is essential to the work we do and we are eager to connect with you throughout the life of the project so that you can share your feedback with us. As we prepare a new environmental assessment for the project, we're planning a series of virtual public events so that we can collect your input and include it in our planning wherever possible.

[Read more about Metrolinx's latest analysis on this project, and what comes next.](#)

UPCOMING VIRTUAL OPEN HOUSE

Members of the Richmond Hill community are invited to join us for a Virtual Open House on April 21, 2021, and can register to participate on Metrolinx Engage [here](#).

STAY CONNECTED

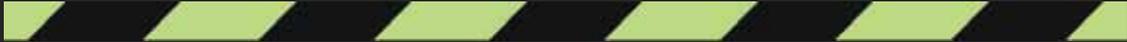
To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt).

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:

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The route ahead: What's next for the Yonge North Subway Extension

APRIL 15, 2021

Updated environmental studies will shift progress into high gear for this important and much-needed transit project. Here's how insights from the community guide that process.

There's momentum behind the Yonge North Subway Extension, so we wanted to see what's just over the horizon for the priority transit project. Especially when it comes to the environmental assessment phase, where experts probe everything from traffic flows to the features of the ground below the surface.

Much of the progress will be built on plans that were [recently shared](#).

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👤 Testing 1, 2, 3 👤

Starting this week, 6 Eglinton Crosstown LRT vehicles will make their journey to the city's east end, with track testing along Eglinton between June & December. Read about the milestone here: bit.ly/3bPbkKX #MetrolinxFYI



Eglinton Crosstown LRT light rail vehicles make their way to Toronto's east end



The data surveyors collect about the soil and rock is essential to the design of subway tunnels. (Metrolinx photo)

The extension will add approximately eight kilometres of new TTC Line 1 subway service, from the existing Finch Station in North York all the way into Richmond Hill Centre. The work that is already happening to move the project forward will pave the way for the procurement process to begin. This feature will highlight the milestones that are around the corner and how your voice can be heard throughout the course of the project.

Exploring what's below the surface

There's a good chance residents who live near the subway route have spotted surveying crews in their community wearing reflective vests while gazing into instruments mounted on tripods. These investigations capture differences in ground elevation, as well as features of buildings, streets, walkways, utility poles and trees. Teams also use scanners to zero in on the precise location of underground utility lines so they can be marked on streets and sidewalks with a streak of florescent spray paint.

As surveying work continues, teams will occasionally need to drill deep into the ground to take samples of the earth below the surface to learn more about the geology of the area. The data surveyors collect about the soil and rock is essential to the design of subway tunnels and key to developing solutions for how to mitigate any possible noise and vibration during construction and operation of the extension. Ultimately, the analysis of street-level conditions and natural features of the area are critical to informing the design work Metrolinx does to refine its plans for the project.

Environmental studies and public input

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The process of gaining a thorough understanding of the potential effects of the project on the environment, and how to limit them, is called an environmental assessment – an EA, for short. These studies are a critical step in any infrastructure project. Metrolinx is preparing an addendum to the existing Yonge North Subway Extension EA that will consider the changes since the previous EA process that was completed in 2014, evaluating the updated route and building on previous environmental studies.

A big part of the EA process involves looking at things like soil and groundwater quality, traffic patterns, the natural environment, and the various ways land in the area is being used. The potential for noise and vibration during the construction and operation phases of the project will also be extensively studied, as well as what will work best to reduce or avoid any impacts as much as possible.



Here's a look ahead – A rendering of a TTC subway at Richmond Hill. (Metrolinx image)

Archaeological assessments are planned for the project and could include opportunities for Indigenous monitors to take part in field work to commemorate the history of the area, which is the traditional territory of many Indigenous Nations, including the Anishnabeg, the Haudenosaunee and the Wendat Peoples, and is on the treaty territories of the Mississaugas of the Credit First Nation and Williams Treaties First Nations.

The other key component of the EA process involves collecting input from the public, and engaging with Indigenous Nations. Metrolinx will reach out to local residents, community organizations, and Indigenous communities to hear their comments and feedback on the updated plans for the project. A draft report is expected to be published this fall that combines the data and input provided by

Indigenous communities, the public and other stakeholders through both components of the EA process. These insights are vital to determine how to move the project forward in the best way possible. Virtual open house sessions are already underway and Metrolinx will share details about further opportunities for residents and Indigenous communities to provide input in the weeks and months ahead.

Refined analysis

Refinements to the [Yonge North Subway Extension](#) will come into focus through the development of an updated business case – the Preliminary Design Business Case, or PDBC.

A business case is a comprehensive collection of evidence and analysis that sets out the rationale for why an investment should be made. Business cases provide a rationale to decision-makers, Indigenous communities, stakeholders, and the public as a crucial part of transparent and evidence-based decision making processes.

The PDBC builds off the previous analysis to further refine the design of the project and prepare it for procurement. The planning and design work done through the PDBC will be informed by the findings and feedback from stakeholders and the public collected through the environmental assessment process and will point the way forward for the project.

The updated business case will fine-tune the route the extension will follow and confirm aspects of the project such as the size and depth of the subway tunnels. Together with its partners, Metrolinx is also updating the evaluation of Neighbourhood Station performance to inform which potential station could best complement the benefits of Steeles, [Bridge](#), and High Tech stations, which are confirmed as moving forward. The locations that are part of the analysis for the fourth station are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Moving closer to construction

This fall, the Yonge North Subway Extension is expected to reach an important milestone with an official call-out for teams interested in delivering the project to step forward.

A 'request for qualifications' – typically referred to as an RFQ – is the first step in the procurement process. It presents an opportunity for project teams made up of contractors, equipment suppliers and investors to demonstrate they have the experience and capability to take on the work required.

Once the project teams have been prequalified, a 'request for proposals' – also known as an RFP – is anticipated to kick off the next phase of the bidding process next year.

In the meantime, you can get the latest updates on the project delivered to your inbox by signing up for the e-newsletter through the [Yonge North Subway Extension website](#) and by following these social media channels:

Twitter – [@YongeSubwayExt](#)

Facebook – [Yonge North Subway Extension](#)

Instagram – [@YongeSubwayExt](#)

Story by James Moore, Metrolinx senior advisor, Communications and Public Affairs

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How Metrolinx strives to make sure the Yonge North Subway Extension is seen but not heard

APRIL 28, 2021

Metrolinx considers the latest technology and proven solutions to keep neighbourhoods quiet and peaceful during construction and after the extension goes into service. Here's a quiet story about noise.

Building a major transit route, including Toronto's Yonge North Subway Extension, means lots of moving pieces.

And that can lead to questions from those working and living nearby on how noise and vibration concerns will be handled.

Experts on the project have some very clear answers.

The Yonge North Subway Extension will transform the way people move around York Region and travel to and from downtown Toronto. The project will reduce commute times by up to 22 minutes and bring the subway closer to the people who will live in the centre of vibrant new communities in heart of York Region in the coming years, curbing traffic congestion as those burgeoning neighbourhoods grow.

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Starting this week, 6 Eglinton Crosstown LRT vehicles will make their journey to the city's east end, with track testing along Eglinton between June & December. Read about the milestone here: bit.ly/3bPbkKX #MetrolinxFYI



Eglinton Crosstown LRT light rail vehicles make their way to Toronto's east end

As Metrolinx brings big transit benefits to communities in York Region and Toronto that will be impossible to ignore, there's a strong focus on how to design and build a subway the neighbours barely notice.



Metrolinx is using innovative techniques and renowned experts to figure out the best way to handle noise and vibration along the Yonge North Subway Extension. And to point out how great and sensitive local neighbourhoods are, here are some blossoms along Richmond Hill Street. (Metrolinx photo)

Deep Work

One important factor that will help the extension keep a low profile is the underground tunnels below residential areas are proposed to be built at a depth where there would be no direct impact on the homes above using the latest, state-of-the-art tunnel boring machines that will carefully eat their way through soil and rock. The exact details of the depth will be determined through further study, but early plans suggest the bottom of the tunnels – where trains create noise and vibration as they pass over the tracks – will be at least 20m. below the surface through the section of the route that leaves Yonge Street. That's roughly as deep as a six-storey building is tall.

A big benefit to the new tunnels is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. They'll be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. This proven technology will ensure future subway services won't be a disruption for the community.

Long before the first shovelful of soil is turned to start construction, Metrolinx does its homework. A complete picture of the potential effects the project might have over its lifetime will be captured through what's called an environmental assessment – often referred to as an EA. This thorough study will investigate everything from what particles are in the air, to what the layers of the earth

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beneath the surface are made of – and how any of those conditions might change with the addition of the new subway service that's planned.

The EA would not be complete without insight from the people who live, work, and play in the communities the extension will serve. Metrolinx will reach out to collect their feedback and ideas through events like online public open houses and, when it's safe to do so, in-person events. The input and data Metrolinx gathers will help project planners make sure all the necessary noise and vibration solutions are put in place to keep things as quiet and peaceful as possible in each neighbourhood so they stay sought-after places to live in.

Proven Measures

Metrolinx is looking at a wide array of proven noise and vibration solutions for the project, including high-grade rail fasteners that keep all the track parts tightly together and ballast mats to help cushion the tracks and reduce vibration. Rail dampers can also be used to help reduce the noise from passing trains. The iconic *clickity-clack* sound of train wheels passing over the uneven spots where two sections of rail join together won't be made by the Yonge North Subway Extension because modern subway rails are welded seamlessly together to provide a smooth and quiet ride.

Another option open to Metrolinx designers is one the TTC was first to use in North America. The latest evolution of this ingenious idea would float the track above the bottom of the tunnel. The rails would be attached to large concrete slabs that are cushioned by thick rubber pads that look like oversized hockey pucks. These disc-shaped pads soak up the vibration from passing trains.

On the surface sections of the line, noise walls could be used in certain areas to block and absorb sounds. These walls can be designed with a combination of solid and transparent panels, and have been installed across many parts of the Metrolinx rail network.

Metrolinx strives to go above and beyond provincial regulations that put limits on the noise and vibration that come from the construction of new transit projects. Metrolinx will monitor noise and vibration levels and schedule noisier work when it makes the most sense. Special noise-muffling equipment and state-of-the-art machinery are also available to help keep the noise down during construction.

The goal is to ensure after the extension opens, there is no significant difference in noise and vibration levels compared to today. More specific details will be available from Metrolinx in the coming months about the exact solutions that will be used on the Yonge North Subway Extension, after the EA has been completed and residents have had a chance to provide their input.

Story by James Moore, Metrolinx senior communications advisor

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NOISE AND VIBRATION

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Yonge North Subway Extension

April 21 · 🌐

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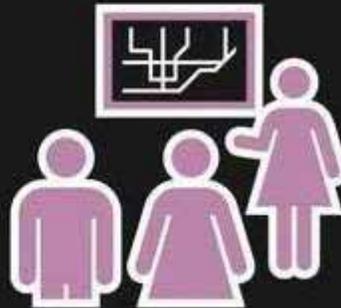
A live Virtual Open House for residents of the Bayview Glen community in Richmond Hill goes from 6:00pm - 7:15pm tonight.

A presentation will be followed by a question-and-answer session with our project experts.

Tune in here:

<https://metrolinxengage.com/en/YongeSubwayExtensionLive>

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Yonge North Subway Extension

April 19 · 🌐

Got questions? 🤔 We've got answers! 🗣️

Residents of the Bayview Glen community in Richmond Hill are invited to join us for a live Virtual Open House, 6:00pm - 7:15pm on April 21.

Get the latest project details and ask us anything!

📍 Register here: <https://metrolinxengage.com/YongeSubwayExtensionLive>

We Want To Hear From You





Yonge North Subway Extension @YongeSubwayEXT · Apr 21

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Reminder:

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Got questions? 🙋 We've got answers! 🗣️

Residents of the Bayview Glen community in

[@myRichmondHill](#) are invited to join us for a live Virtual Open House, 6:00pm - 7:15pm on April 21.

Get the latest project details and ask us anything!

Register here: metrolinxengage.com/YongeSubwayExt...



Notices and Flyers

Looking for more details on updated plans? We're here for you.

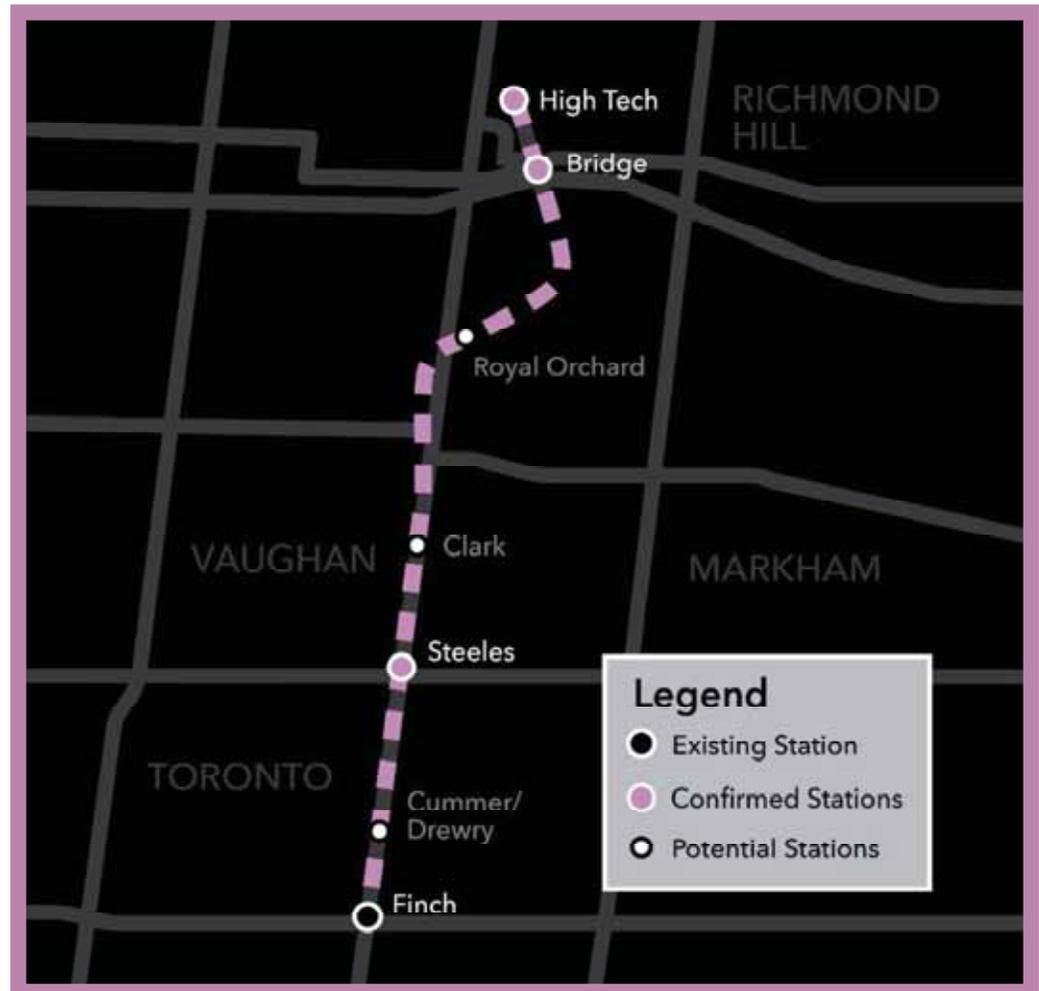
April 12, 2021

We know you probably have some questions about the latest plans for the Yonge North Subway Extension, and we're here to help you find the answers.

This important rapid transit project includes four new stations along an eight-kilometre extension of TTC Line 1. It will provide you with one seamless subway ride between Richmond Hill and downtown Toronto, making it faster and easier for you to get around.

The extension is just one of many transit improvements underway across the Greater Golden Horseshoe that will open up new travel possibilities in every direction.

The updated plans take the route of the subway to the surface within the existing CN railway corridor south of Langstaff Road, where it will travel north at ground level on its way to the Richmond Hill Centre area.



Connect with us:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt)

YongeSubwayExt@metrolinx.com

Twitter: @YongeSubwayExt **Facebook:** @YongeSubwayExt

Let's start the conversation about what these plans mean for your community:



Riders will save up to 22 minutes on a trip from York Region to downtown Toronto, giving them more time back in their days.



More people taking transit will curb local road congestion, with the total distance travelled by cars during morning rush hour going down by 7,700 km.



A major transit hub at Bridge Station will make it easier to travel in all directions, with connections to GO trains and buses and York Region Transit and VIVA bus services.

Join the conversation

We want to hear from you.

Please join us for our first **virtual open house** in the Richmond Hill community so that you can hear from project experts, ask questions, and share feedback as planning work continues.

Date: Wednesday, April 21, 2021

Time: 6:00 p.m. - 7:15 p.m.

Registration: Please visit MetrolinxEngage.com/YongeSubwayExtensionLive

**Alternatively, you can email YongeSubwayExt@metrolinx.com or call us at 416-202-7000 to register.*

You will learn about:

- The subway train storage facility we'll build within the existing CN Railway corridor
- The **proven technology** available to limit noise and vibration
- How we'll connect with you to understand your concerns and **answer your questions**

In the meantime, we're here for you to answer any questions you have.

For the latest information on the project, please visit Metrolinx.com/YongeSubwayExt. There, you'll be able to find answers to frequently asked questions and you can sign up for our e-newsletter to have updates delivered right to your inbox.

We look forward to connecting with you over email, by phone, or on social media as we move forward with this important project.

Connect with us:

Metrolinx.com/YongeSubwayExt

YongeSubwayExt@metrolinx.com

Twitter: @YongeSubwayExt **Facebook:** @YongeSubwayExt

Information Panels



YONGE NORTH SUBWAY EXTENSION

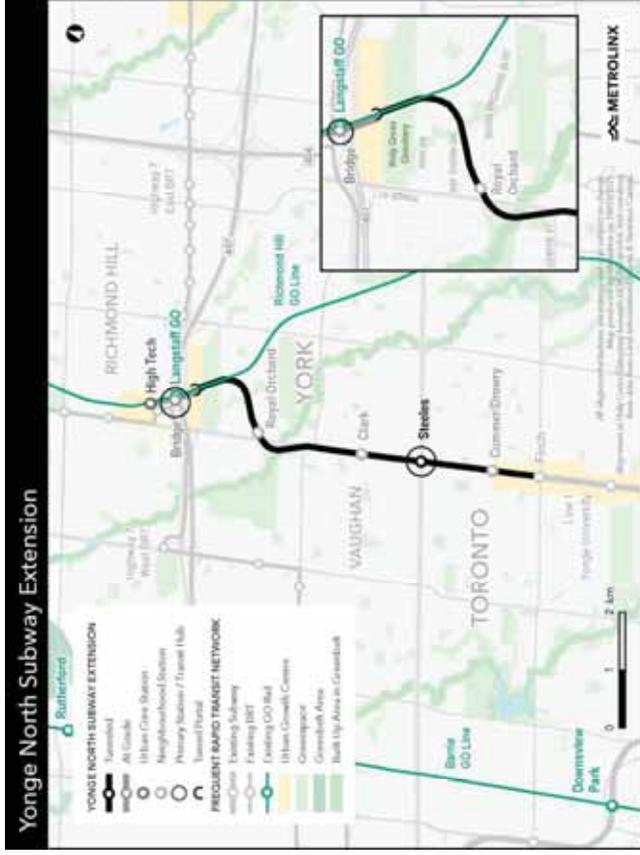
Project Update

Stephen Collins, Program Sponsor, YNSE
Rajesh Khetarpal, Vice President (A), Community Engagement

April 21, 2021

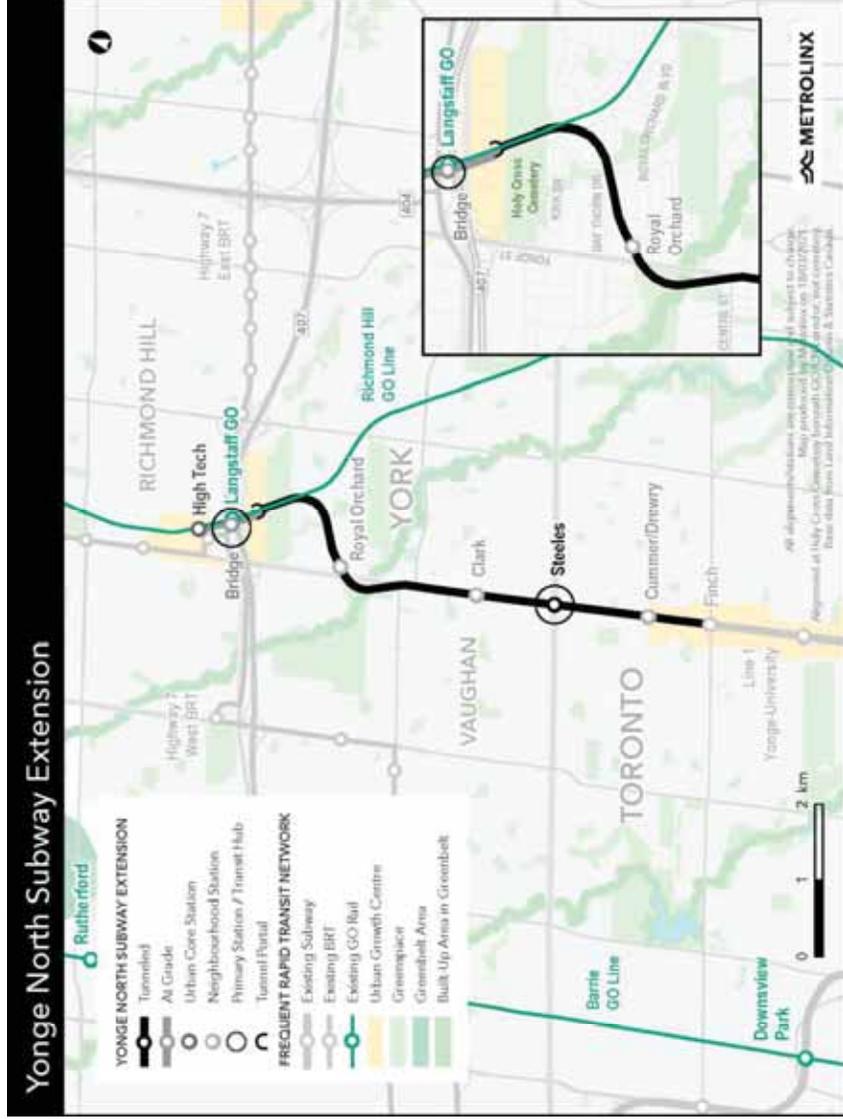
BETTER TRANSIT CONNECTIONS FOR YORK REGION & TORONTO

- Four new stations along an approximately eight-kilometre extension of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a future rapid transit line along Steeles Avenue.



- Bridge Station will **conveniently connect** with GO train, GO bus, and local transit service, including VIVA BRT.
- High Tech Station will **serve future communities** envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to **evaluate and determine** the best location for the fourth station as planning work continues.

BY THE NUMBERS

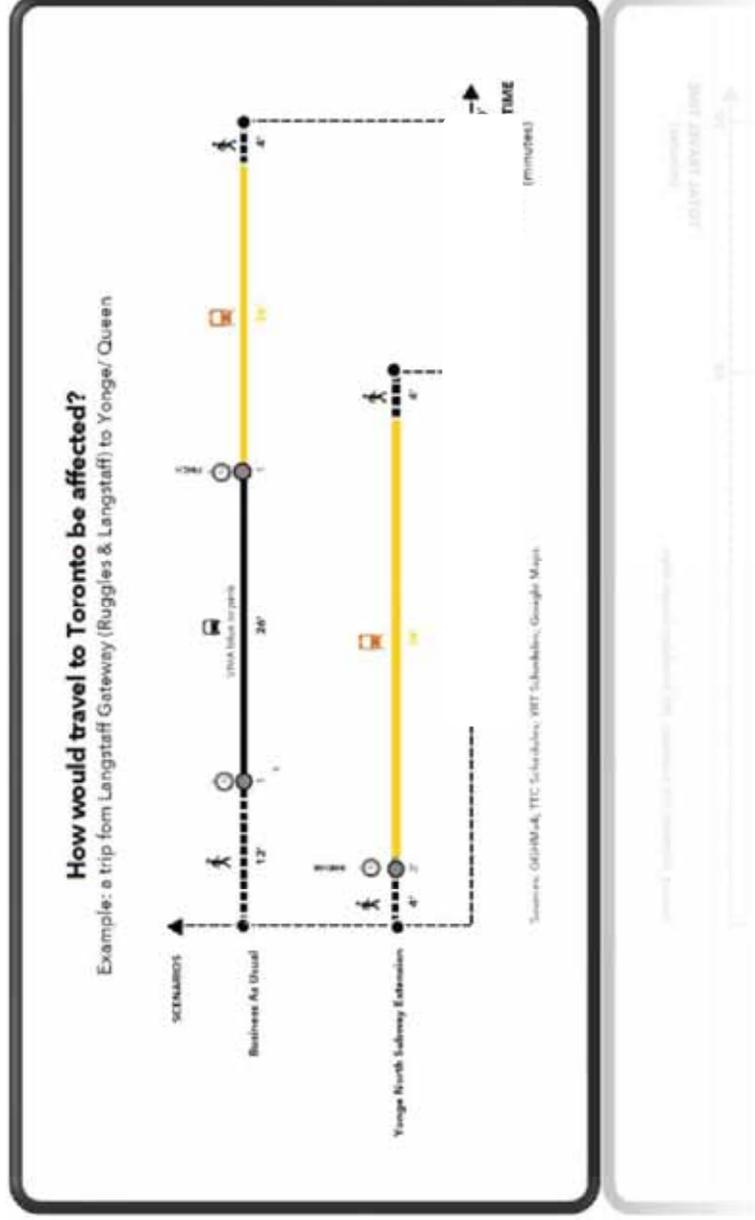


Route length	~8 km
Ridership	94,100 daily boardings
Improved access to transit	26,000 more people within a 10-minute walk to transit
Improved access to jobs	22,900 employees within a 10-minute walk to transit
Daily reductions in traffic congestion	7,700 km in vehicle kilometres traveled
Yearly reductions in greenhouse gas emissions	4,800 tonnes

KEY BENEFITS

The extension will save riders as much as 22 minutes on a trip from York Region to downtown Toronto

- Bridge Station maximizes TOC opportunities by connecting two communities in Markham & Richmond Hill that are poised for growth.
- Shifting the alignment in the northern section reduces construction timelines and property needs by using a dedicated rail corridor that already exists.
- The project will serve **94,100 riders each day** by 2041, cutting the time spent commuting in Toronto and York Region by a combined **835,000 minutes daily**.



Initial Business Case & Supplementary Analysis

INITIAL BUSINESS CASE ANALYSIS - ALIGNMENT OPTIONS

Option 1

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

Option 2

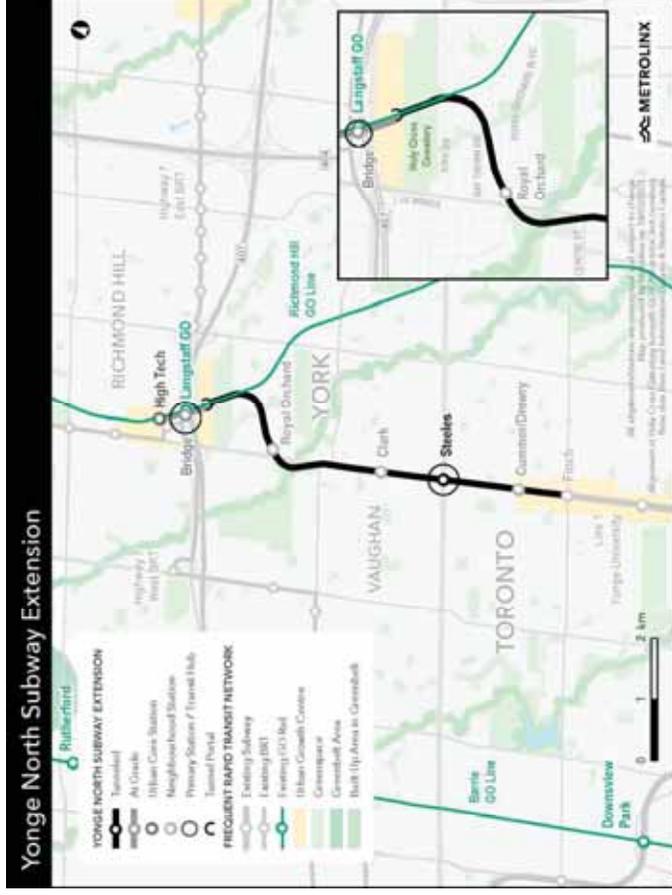
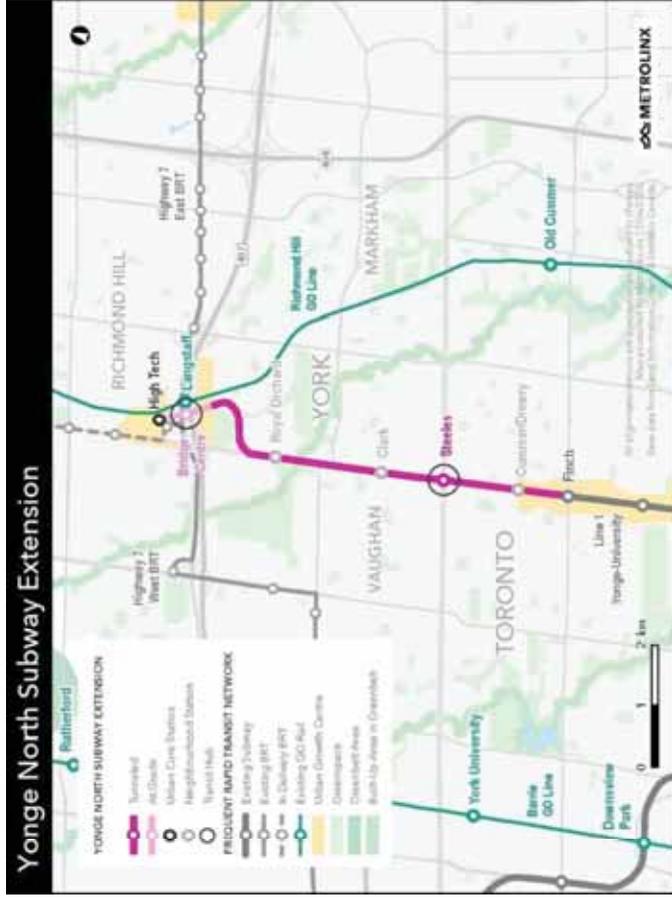
- Alignment curves east slightly to enable a different station placement, fully underground
- Funding envelope accommodates up to **3 stations**

Option 3

- Alignment 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



OPTION 3 - REFINEMENTS

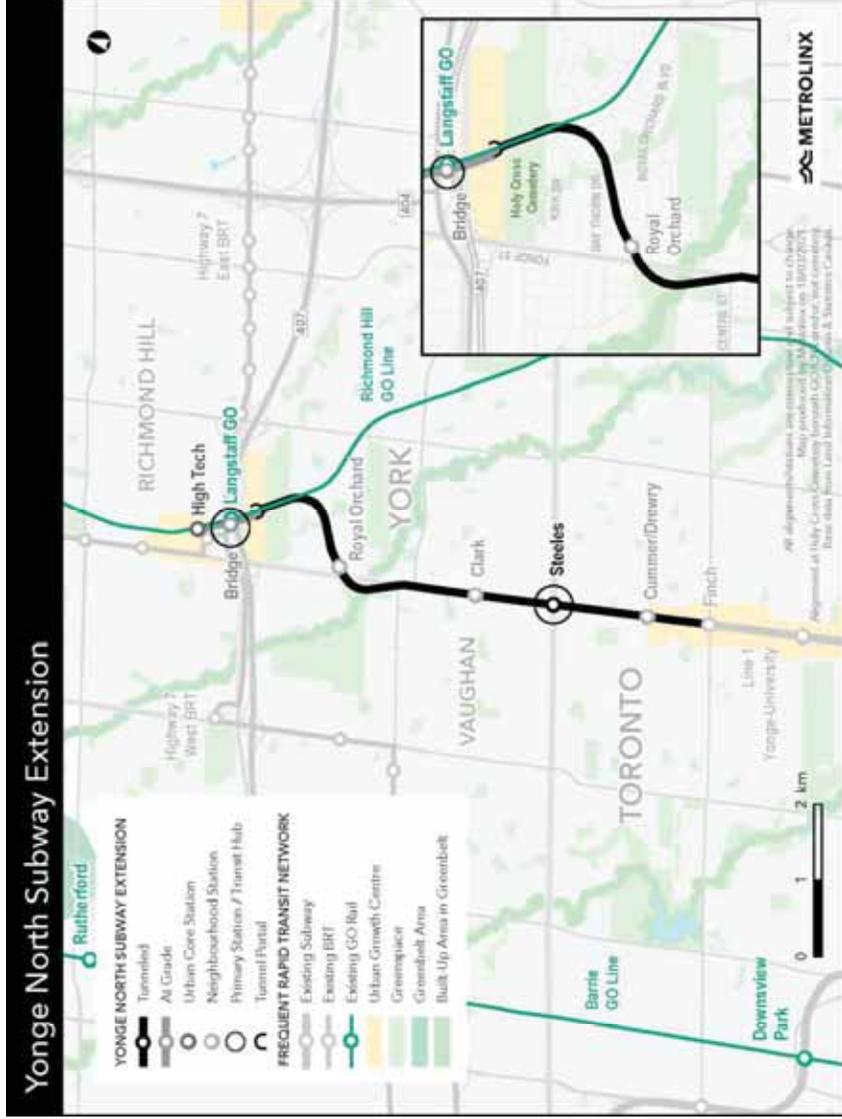


PRESENTED IN IBC

REFINED ALIGNMENT

- ✓ Key transit benefits
- ✓ Number of stations
- ✓ Design innovations
- ✓ Removes challenges of tunneling under Holy Cross Cemetery

APPROVED REFERENCE ALIGNMENT



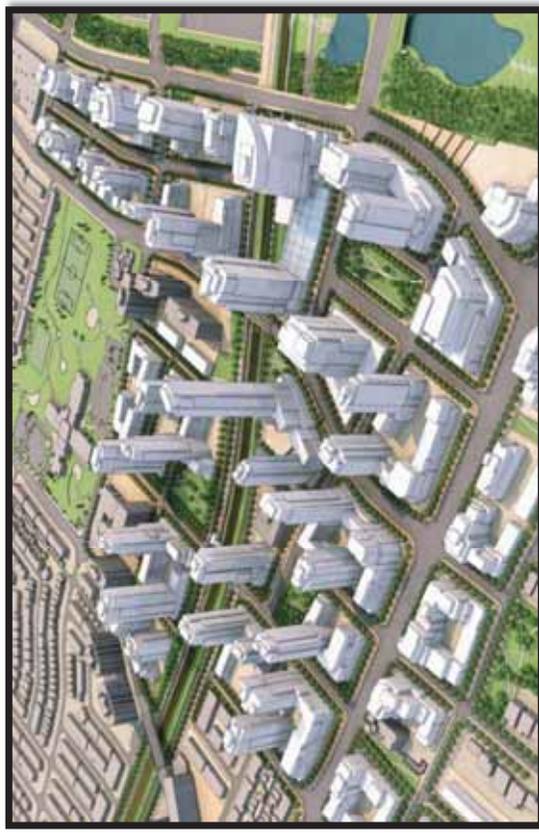
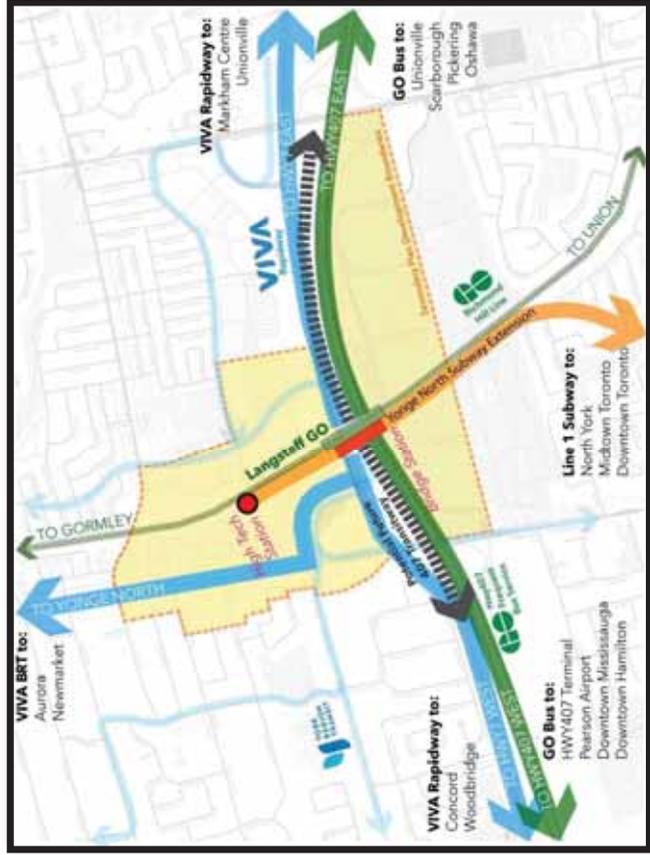
- **Expected Benefit-to-Cost Ratio:** 0.79 (from 0.74 to 0.86)
- Potential for **highest number of stations** within \$5.6 billion project funding envelope
- **Primary Stations/Transit Hubs:** Steeles, Bridge
- **Complementary Urban Core Station:** High Tech
- **One Neighbourhood Station:** Cummer / Clark / Royal Orchard

* Further analysis on Neighbourhood Station selection to be conducted through next stage of business case process

STATIONS - RICHMOND HILL

Bridge Station and High Tech Station will serve the highest density areas to make it faster for riders to use the subway, and better for supporting growth and curbing local traffic congestion.

- **Fast and hassle-free** transfers to GO train/GO bus/local transit
- **Convenient access** to the subway at the heart of Richmond Hill Centre and Langstaff Gateway development areas
- More than half of Richmond Hill Centre residents will live within **walking distance** of High Tech Station by 2041
- Bridge Station site preserves nearby development space to allow the area to evolve into a **thriving urban centre**

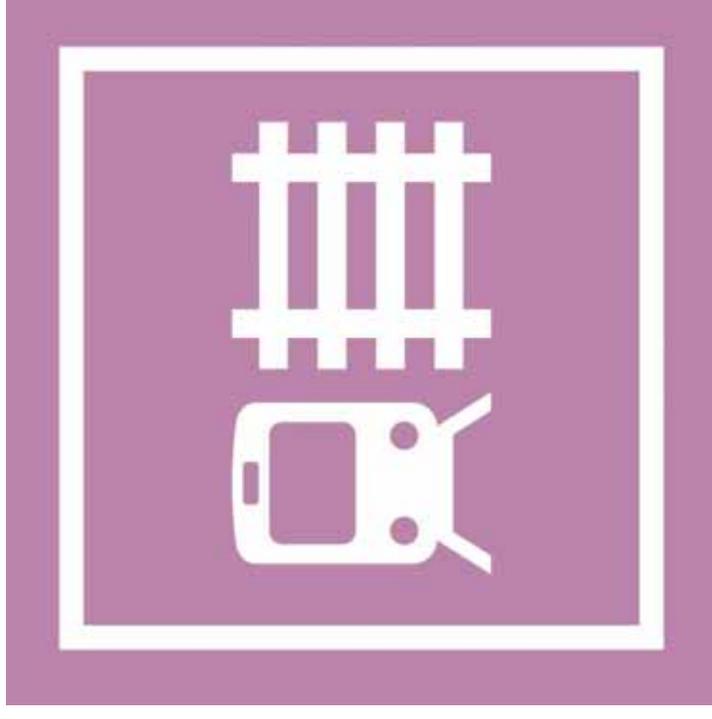


Source: City of Richmond Hill 2010 Regional Centre and Land Use Study

SURFACE LEVEL ALIGNMENT

Running the extension at surface level along the CN railway corridor means we can finish the project sooner.

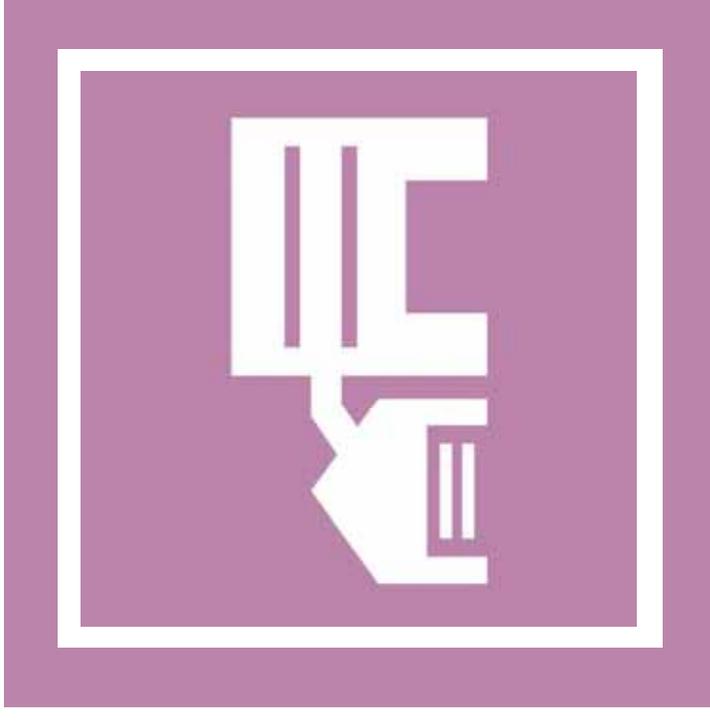
- At-grade subway lines have **been proven around the world** as a way to improve transit connections and strengthen communities
- **Completes construction faster**, and moves people further within the approved budget
- **Cuts down on disruptions** of hydro, natural gas, and water service
- Positions northern stations to provide **better transit connections** and more opportunities for nearby communities to grow



TRAIN STORAGE FACILITY

A train storage facility is proposed to be built at surface level partially alongside and within the existing CN Railway corridor.

- This important facility will be built north of the station proposed at **High Tech Road**
- A train storage facility is a **vital organ** of any public transit operation
 - It's where subway trains will be **stored, inspected and cleaned when not in service**, and from where they will be **dispatched into operation**.
- The TTC's five existing subway train maintenance and/or storage facilities **are also at grade**
- Noise and vibration will be monitored during **construction**
 - Metrolinx will introduce **mitigation measures** where and when possible



NOISE AND VIBRATION MITIGATION - CONSTRUCTION

- We are preparing an addendum to the existing **environmental assessment (EA)** that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route.
 - The EA will study things like:
 - Noise and vibration mitigation
 - Soil and groundwater quality
 - The natural environment
 - Land use
 - Crews are already **collecting ground samples** along the route to inform this work.
- Data and **public input** will help Metrolinx make sure all the necessary solutions are put in place to keep things as quiet and peaceful as possible in each neighbourhood
- We are committed to working with our neighbours to address any concerns and develop **mitigation plans**.



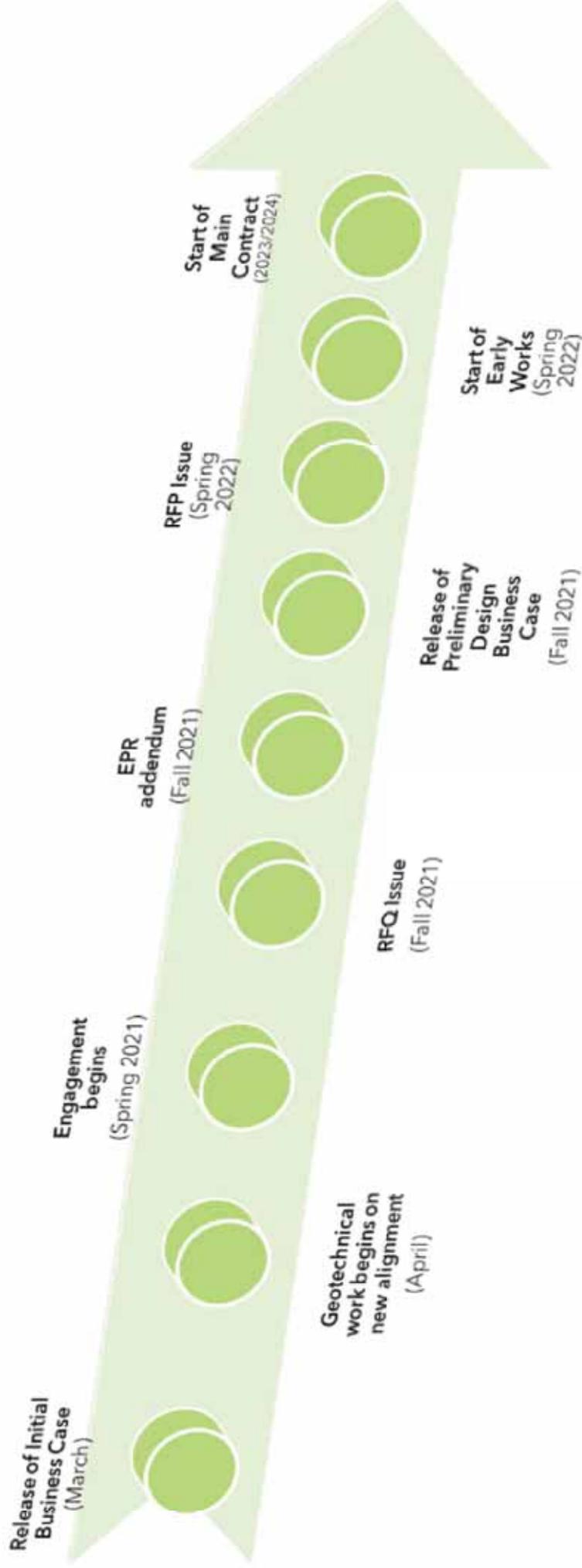
NOISE AND VIBRATION MITIGATION - LATEST TECHNOLOGY

We will work with your community to ensure a comprehensive array of solutions are in place to address noise or vibration impacts. These solutions can include, but are not limited, to:

- **resiliently supported rail ties**, which have an elastic pad under them to prevent from them from coming into direct contact with the crushed rock that forms the track bed;
- **ballast mats**, which provide a continuous layer of material that reduces the vibration transmitted into the ground;
- **high-grade rail fasteners**, which keep all the track parts tightly together and compress to absorb vibration;
- **rubber rail dampers**, which attach to the rails and help soak up the vibration energy to reduce the sound of passing trains
- **noise barriers**, which help block the sound of passing trains.



PROJECT MILESTONES



*Dates/timelines are subject to change

Communications, Community and Stakeholder Engagement

THE RIGHT PROJECT AT THE RIGHT TIME

Flagship Project in Metrolinx's Innovative Subway Program

New Yonge North Subway Extension transit connections - open up new travel possibilities in every direction across the region's growing transit network.

Project will serve the heart of major growth centres and significantly cut travel times - creating a critical and long awaited extension of our transit network.



COMMUNITY & STAKEHOLDER ENGAGEMENT



OFFICIALS BRIEFINGS

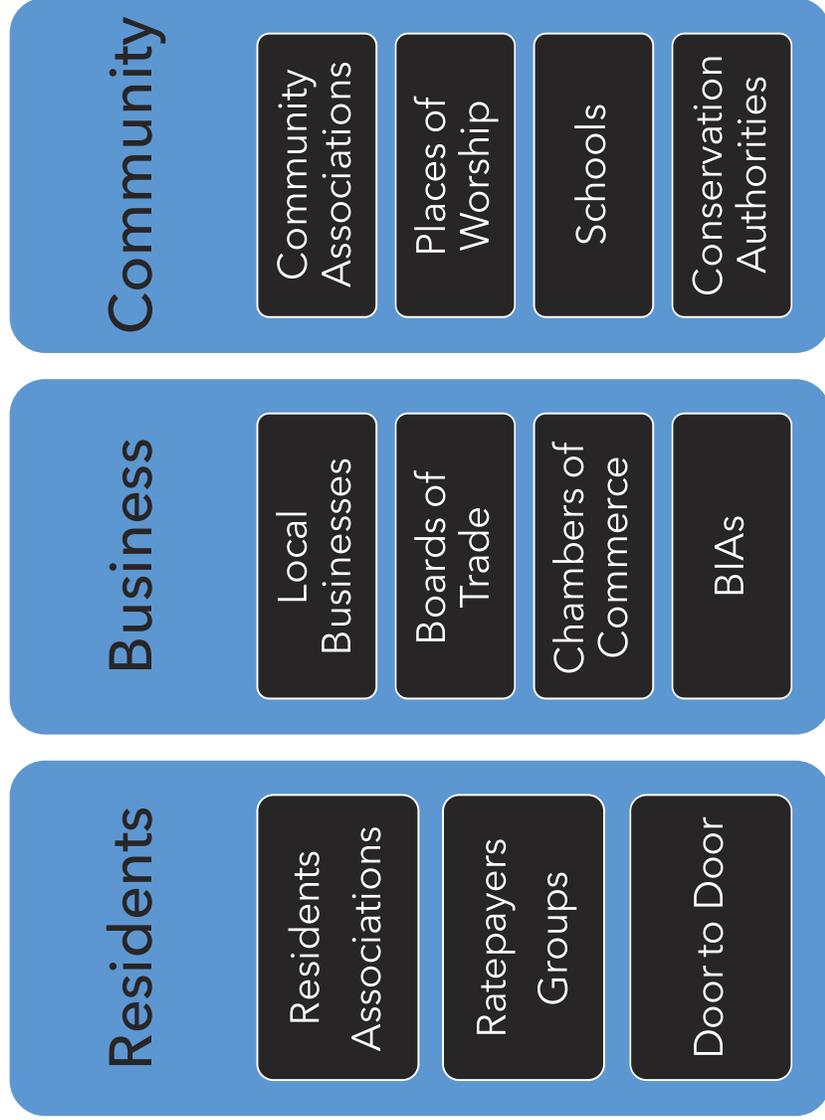
- IBC Briefings for Elected Officials **Ongoing**
- Upcoming Council Presentations
 - Markham **March 22**
 - Richmond Hill **March 24**
 - York Region **March 25**
 - Vaughan **April 7**
- Briefings Elected Officials **April 2021**
- Project Presentations
 - Municipal Partners, Councils, TEO, TTC **May 2021**
- Update Briefings **June 2021 - Jan 2022**

COMMUNITY ENGAGEMENT

- Project Briefings to Community Groups **March 2021**
 - Resident Groups, BIAs, Chambers of Commerce
 - Indigenous Communities
- Door-to-Door Canvasses **March/April 2021**
 - Royal Orchard & Bayview Glen communities
 - Willowdale-Newtonbrook community
- Community Virtual Open Houses **April 2021**
 - Royal Orchard & Bayview Glen communities
- Project Meeting/Introductory Post Card **May 2021**
- Stakeholder Briefings **April-Aug 2021**
- Project Virtual Open Houses **May-Aug 2021**
- Project E-Newsletters **Bi-weekly**
- Form Construction Liaison Committees **Fall 2021**
- Community Walking Tours **Fall 2021**

← Collaboration with Communications Partners (Municipal/Regional Communicators, TTC, YRRTC) →

COMMUNITY & STAKEHOLDER ENGAGEMENT



Regional/Municipal Partners

- Week of April 19:**
- Richmond Hill Virtual Open House
 - Project postcard mail distribution

- Week of April 26:**
- Markham Development Services Committee meeting
 - Elected official briefings

- Week of May 3:**
- Northern York Region municipalities Virtual Open House
 - Elected official briefings

- Week of May 10:**
- Ongoing briefings for resident, business and community groups

Ongoing Metrolinx News articles

UPCOMING ACTIVITIES

Field work begins this spring:



- Noise & vibration monitoring
- Natural Environment/Archeology surveys
- Exploratory work for tunnels & launch shaft
- Utility investigations

Our commitment to keeping communities informed

Residents near planned field work and natural environment/archeology surveys will receive **notification flyers** at least two weeks in advance

Updates on major field work, and natural environment/archeology surveys will be distributed regularly via **email newsletter**

Major notices of work will be posted on the **Metrolinx Engage** website

Construction Liaison Committees will open the lines of communication about all aspects of the project

STAY CONNECTED - WE'RE HERE FOR YOU!

Subscribe:

- YongeSubwayExt@metrolinx.com
- 416-202-7000

Project information:

- [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

Follow:



[@YongeSubwayExt](https://twitter.com/YongeSubwayExt)



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[Yonge North Subway Extension](https://www.facebook.com/YongeNorthSubwayExtension)



 METROLINX

Appendix

APPROVED REFERENCE ALIGNMENT

Refined Option 3 Alignment	
Strategic Case	
Strong Connections	<ul style="list-style-type: none"> 94,100 daily riders¹
Complete Travel Experiences	<ul style="list-style-type: none"> 835,000 person-minutes daily travel time savings compared to BAU 22 minutes saving on a trip from Langstaff Gateway area (Langstaff/Ruggles) to Downtown Toronto (Yonge/Queen) compared to BAU
Economic Case	
Total Economic Impacts (Benefits) (\$2020, Present Value)	\$3666.5 M
Total Costs (\$2020, PV)	\$4386.3 M to \$5135.5 M
Net Present Value (\$2020, NPV)	\$-1358.6 M to \$-607.9 M
Benefit-Cost Ratio	0.74 to 0.86
Financial Case (\$2020, PV)	
Total Revenue Adjustment	114.4 M
Capital Costs ²	\$4,625.0 M
Operating and Maintenance Costs	\$ -39.0 M
Total Costs	\$4,447.1 M
Deliverability and Operations	
Constructability Matters	<ul style="list-style-type: none"> Coordination with the York Durham Sewage System (YDSS) at Steeles East/Don River Crossing Construction within the busy Yonge Street corridor Maintaining services on Line 1 during construction Interface with the Highway 7 and 407 Corridor
Property Impacts	<ul style="list-style-type: none"> No tunneling under Holy Cross Cemetery
Operations	<ul style="list-style-type: none"> Integrated into current Line 1 Operations Fully automated operation allows for higher service frequencies

PROPOSED MAJOR CHANGES TO PROJECT ELEMENTS CONSIDERED IN IBC

Steeles Station

Moving Steeles Bus Terminal from Below Steeles Avenue to at-grade integrated with development

- Original proposal planned the bus terminal below Steeles Avenue perpendicular to and above the subway station
- Value engineering recommended relocating to at-grade to reduce costs and minimize impacts to YDSS and construction disruption

East Don River

Tunneling below instead of bridging over the East Don River

- Original proposal planned a two level (upper for road - lower for subway) bridge spanning the river valley
- Value engineering recommended tunneling below the watercourse to reduce costs and disruptions during construction

Train Storage Facility

Moving the YNSE Train Storage Facility north of High Tech Road from below ground to at-grade

- Original proposal planned a 3-track, 12 train below ground storage facility
- Value engineering recommended bringing the facility to at-grade in order to reduce costs while maintaining similar functionality

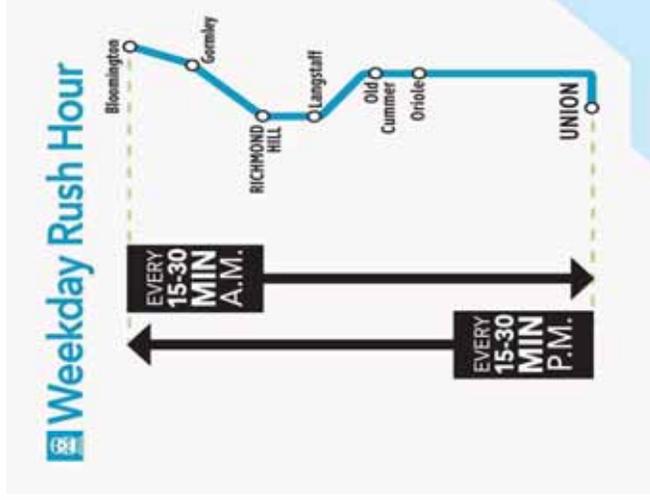
YNSE Alignment

Changing the point where the subway alignment shifts off of Yonge Street

- Original proposal for the alignment to shift east of Yonge Street north of Holy Cross Cemetery
- Value engineering and peer review identified potential benefit increases and cost reductions from bringing the subway to at-grade adjacent to the CN corridor, which will also better serve the central portions of the Richmond Hill Centre and Langstaff Gateway Urban Growth Centre

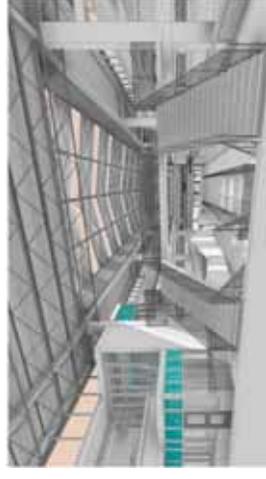
RICHMOND HILL GO CORRIDOR

- 35% increase in trips
- 15-30 minute service
- New GO Station at Bloomington



BLOOMINGTON GO STATION

- Improved station access
- Three-level parking structure
 - 760 spaces
 - 238 surface spaces
- Full bus loop with local transit connections
- Platform canopy with heated shelters



Public Comments

From:
To:
Subject:
Date:

From: York Region
Sent: April 22, 2021 9:08 AM
To:
Subject: RE: Feedback on Yonge North Subway Extension

Hello

Thank you once again for your sharing your thoughtful idea. Your input is valuable as we refine the plans for this project.

There are a variety of factors that we consider when we're planning the locations of our stations. For example, we look at how many people can easily access the potential station, the plans for growth in the surrounding neighbourhoods, and the potential connections to other transit. The locations we're examining for the fourth station are in line with the ones that have been previously studied at Cummer, Clark, and Royal Orchard. We're working with our partners to determine which one of these will bring the most benefits to the project.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From:
Sent: April 14, 2021 1:14 PM
To: York Region <YorkRegion@metrolinx.com> **Subject:**
Re: Feedback on Yonge North Subway Extension

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Hi Michael,

Thanks for getting back :) It's great to know things don't just get lost in the ether!

Best,

On Apr 14, 2021, at 11:56 AM, York Region <YorkRegion@metrolinx.com> wrote:

Hello

Thank you for getting in touch with your questions on the Yonge North Subway Extension.

I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

[Sign up to the York Region and Simcoe County e-newsletter here](#)

-----Original Message-----

From:

Sent: April 13, 2021 5:21 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Feedback on Yonge North Subway Extension

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Hello!

We just walked around some of the area and would like to say that: If the proposed tunnelling cuts across Yonge Street at Centre, a station at Centre street as the 'fourth station' might make sense since it cuts the difference between Royal Orchard and Clarke approximately in half? Also, the park just West of Yonge could be largely preserved for public use and yet provides a city owned expansive area to put a station!

Very best,

From:
To:
Subject: RE: Yonge North Subway Extension
Date: April 23, 2021 10:01:41 AM

Hello

Thank you for getting in touch and sharing your feedback on the Yonge North Subway Extension.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

I fully understand your concern with the proposed alignment running deep underground in your community. Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We're committed to sharing the latest updates of our plans with the community, and that includes making sure that all necessary noise and vibration solutions are put in place to keep things quiet and peaceful and to ensure your homes and your community remain sought-after places to live in. We're looking at solutions like high-grade rail fasteners that keep all the parts tightly together, rubber dampers that attach to the rails to absorb vibration, and large rubber mats that go under the tracks to absorb noises and vibrations. We will have more specific details about the exact solutions we'll be introducing in the coming months once we conduct and consult on environmental assessments, but our goal is to ensure no significant difference in noise and vibration levels compared to today.

We're at a stage now where we're bringing our initial plans for the project to the community through virtual open house events, and we'll be refining those plans throughout the project's lifecycle as we gather more information and feedback. We will have many more conversations in many different formats to make sure your voice is heard and to share timely updates with you. If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt)

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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I'm a resident in the Royal Orchard area and I have lived here since 1971 and I want the subway to continue up Yonge Street because it seems like a more efficient and cost-effective route. Also, I don't want a subway tunnel under my house because of the noise and vibration created by such a tunnel not to mention the property value of my home declining, The construction itself will create upheaval for years and what about the impact on our ravine, wildlife and neighbourhood. Option 3 is not an option.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From:
To:
Subject: FW: Some Thoughts re the Yonge St. North Subway Extension
Date: April 27, 2021 4:39:58 PM

From:
Sent: April 27, 2021 4:36 PM
To:
Cc:
Subject: RE: Some Thoughts re the Yonge St. North Subway Extension

Hello

Thank you once again for reaching out with thoughtful ideas on the Yonge North Subway Extension. It's great to see your enthusiasm for the project and for the Royal Orchard community. The input we get from residents like yourself is important to help us move the project forward in the best way possible.

As we plan and design the extension there are a variety of factors that we consider and our expert planners and engineers balance. Some of these factors include the number of stations that can be built, how much travel time could be saved and how many connections could be made to other transit lines, how quickly and efficiently the project could be completed, how local impacts could be managed effectively, and how to ensure the best possible use of taxpayer dollars.

Every approach has pros and cons, but we only choose options that we know will bring significant benefits to the communities they serve, with impacts we know we can avoid or manage to a very large extent.

The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are expected to grow significantly in the years to come, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Similar to your suggestion, we studied a route along Kirk Drive through the Initial Business Case. Our analysis shows that reaching the location of the tunnel portal within the CN Railway corridor would have required tunneling under a portion of Holy Cross Cemetery, and would have meant the tunnels could not be as deep beneath the community.

We also considered the possibility of curving the alignment north of Holy Cross Cemetery and our analysis showed that the curves would be too sharp to meet the minimum requirements for operational safety.

It is also important to note the subway is proposed to be built at a depth through the Royal Orchard community where there would be no direct impact on the homes above – the exact details of the depth will be determined through further study, but early studies suggest the bottom of the tunnels will be at least 20 metres below the surface in your community.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond

I'd like to thank you for reaching with your feedback. Our team working on this project will have many more conversations in many different formats to make sure your voice is heard. If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt). Otherwise, feel free to get in touch with our dedicated Community Relations team on this project at YongeSubwayExt@metrolinx.com.

Community input is essential to the work we do, and we are grateful for your feedback.

Thank you,

From:

Sent: Tuesday, April 20, 2021 4:38 PM

To:

Subject: Some Thoughts re the Yonge St. North Subway Extension

Hello

Thank you for reaching out with your thoughtful questions on the Yonge North Subway Extension.

I wanted to acknowledge I've received your email and will be in touch shortly with a full response.

Thank you for your patience on this.

Best Regards,

From:

Sent: April 6, 2021 4:59 PM

To:

Subject: Some Thoughts re the Yonge St. North Subway Extension

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I hope you had a pleasant Easter weekend. Since you are the Chief Planning Officer for Metrolinx projects and a civil engineer to boot, I felt it appropriate to remit this letter to your attention.

I live in the vicinity of Royal Orchard Blvd & Yonge St. ergo I have a vested interest in the inclusion of a subway station in this area of Thornhill. I recently sent an email to our Ward 1 councillor Keith Irish expounding my views about the Yonge St. north subway extension and I am including the gist of that letter in this one for, I hope, your reading pleasure.

I totally agree with Mr. Irish that building two stations 400 metres apart is absolutely ludicrous. It should be pretty obvious that the "Bridge" station is totally redundant. The only station required in this area is in the High Tech Rd. area as this is where there is plenty of parking and it is my opinion that it should be called the Richmond Hill Centre station. The area that has been tentatively allocated for the Bridge station should be turned into a parking lot as it will definitely be required if this system ever gets under way.

If costs are being cut by certain sections going above-ground, why not do the same between Centre St. and Royal Orchard Blvd? Instead of going deep underground (to a total depth of perhaps 50 - 60 metres from street level) below the valley and the Mens' golf course...make this section above-ground also. Presumably the tunneled subway would be about 30 metres below Yonge St. and I believe the bottom of this valley is around the same depth from the plane of street level. Since the valley is likely the same depth then it would make sense to build this section above-ground and save mega-dollars in the process.

It's my humble opinion that the subway should continue north on the west side of Yonge St. to the vicinity of Helen and Uplands Ave's and then head north-east over to the railway right-of-way. I have included a sketch (Pic 1) of this area. By doing so the line would only pass under Yonge St. and Kirk Dr. It would still emerge above-ground in approx the same location as is currently proposed without running under the whole subdivision north of Royal Orchard Blvd (there will be mega opposition to this). This section of line would very likely have to run under part of the Holy Cross Cemetery but I don't think the resident spirits there would object to the noise and vibration of the trains going by!

The above scenario would also appease Mr. Irish's concern about the subway running under a multiplicity of homes north of Royal Orchard Blvd as well as his view that it should "adhere to Yonge St."!

Apparently, if there are only three stations built, there would be a surplus of \$400 M. If the

Bridge station is discarded perhaps that would free up another \$500M and when the above-ground sections are included it would likely produce another \$500 M. In view of this it is my opinion that 5 stations could be built, i.e. Cummer, Steeles, Clark, Royal Orchard and (re-named) Richmond Hill Centre.

I am not a civil engineer but I am a long-retired mechanical designer and this letter contains my musings as to what I believe would be some logical thoughts to ponder regarding this long-awaited extension.

Page 2:

YONGE ST. NORTH SUBWAY EXTENSION TO RICHMOND HILL CENTRE

SCENARIO FOR A "KISS & RIDE" FACILITY

There is a large area of land which currently seems to be only used as a parking area for construction vehicles on the north side of the No. 7 Hwy exit over to Yonge St. This area could be re-purposed as a "Kiss and Ride" terminal with its own parking (a la Finch Ave. station) and I have included a crude sketch (Pic 2) of my thoughts for this area. I have also included a view of this area (Pic 3) as it currently exists. As shown, there are 3 large hydro pylons (A, B and C) which would have to be built-around and there is a large pond that would have to be filled-in. I Don't know if this pond is a natural occurrence or man-made to accommodate the inflow and outflow of a creek but, if the latter is the case, then a sluiceway could be built to replace the pond.

There would be several points of access in and out of this area as shown in the Pic 2 sketch :

1. Hwy 7 east and west.
2. Yonge St. north and south and Hwy 407 east (left turn).
3. Yonge St. north and south and Hwy 407 west (left turn).
4. Access to buses, subway, parking and Kiss & Ride terminal.
5. The terminal.
6. Existing construction vehicle access. Entrance from and exit to Yonge St. north only.

Item 7 would be a closed-in pedestrian bridge which could be built with escalators at each end flanked by stairs.

Addendum: If we were to really think ahead, this whole area could be completely covered and the roof structure could incorporate arrays of solar panels.

There are about 5 to 6 hectares and if just 4 were used it could possibly produce a

few megawatts of power (just a thought!).

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From:
To:
Subject:
Date:

From: York Region
Sent: April 27, 2021 5:19 PM
To:
Subject: RE: YNSE Questions

Hello

Thank for once again for getting in touch about the Yonge North Subway Extension – many thanks for your patience on this.

I appreciate that you have a lot of questions about the latest plans for the project and what they will mean for you and your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input. Metrolinx is committed to understanding your concerns and answering your questions.

Below I've provided responses to the questions and key issues you've listed in your email.

Business Case, Planning and Consultation

We complete business cases to put projects on the right path from the start. The Initial Business Case (IBC) is the first step in this process. Expert transit planners and engineers work together to prepare business cases. They balance factors like the number of stations that can be built, how much travel time could be saved and how many connections could be made to other transit lines with how quickly and efficiently the project could be completed, how effectively any local impacts could be managed, and how to ensure the best possible use of taxpayer dollars.

Every approach has pros and cons, but we only choose options that we know will bring significant benefits to the communities they serve, with impacts we know we can avoid or manage to a very large extent.

The initial plans that come from the IBC and supplementary analysis give us a road map for the project so we can reach out to the community to get insights that will help move the project forward in the best way possible.

The plans released earlier last month are moving forward with for further detailed planning and design work. The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

Environmental Impact

We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route. This involves studying things like noise and vibration, soil and groundwater quality, the natural environment, and land use, and will build off the work done on previous environmental studies. Crews are already collecting ground samples along the route to inform this work. We expect to issue a draft environmental report this fall. In the meantime, we'll be reaching out to the community to gather input and insights that will support our work.

Alternate Alignments

The location of the Yonge North Subway Extension's northern transit hub brings a lot of important benefits to the project. Located between Highway 7 and Highway 407, Bridge Station will open up many more travel possibilities in York Region and beyond by creating vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways.

Bridge Station and High Tech Station are placed the way they are to serve the areas that will be the most dense in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are planned to support significant growth, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

As part of our planning work we looked at a number of options to bring the subway to that location with the CN Railway corridor, which included routes south of, below, and north of Holy Cross Cemetery. For the route north of Holy Cross Cemetery, the curves required to leave Yonge Street and reach Bridge Station would be too sharp to meet the minimum requirements for operational safety. For the alignment below Holy Cross Cemetery, the tunnel depth required below Pomona Mills Creek would have meant that the subway would have used the steepest grades permitted for a subway but would not have allowed the route to reach the location of Bridge Station before rising to the surface within the CN Railway corridor.

We considered two route options that run south of Holy Cross Cemetery. The first option would leave Yonge Street as far north as possible to meet the CN Railway corridor and reach Bridge Station at surface level. The second option would reach the same location but turn from Yonge Street south of Centre Street and travel below the Toronto Ladies Golf Club and the Royal Orchard community. Of those two options, we preferred the first because it presents similar potential impacts to the community but reduced the total length of the subway extension and allows for a potential station to be built at Royal Orchard.

Looking forward, the precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental

assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

Tunnelling, Noise, and Vibration

Metrolinx is committed to making sure that all necessary noise and vibration solutions are put in place to keep things quiet and peaceful and to ensure your homes and your community remain sought-after places to live in.

Firstly, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – the exact details of the depth will be determined through further study, but early studies suggest the bottom of the tunnels will be at least 20 metres below the surface in your community.

On top of that, we're also looking at a wide array of proven noise and vibration solutions for the project, like high-grade rail fasteners that keep all the parts tightly together, rubber dampers that attach to the rails to absorb vibration, and large rubber mats that go under the tracks to absorb noises and vibrations.

To your question about contractual limits for noise and vibration, Metrolinx uses guidelines from the Ministry of the Environment, Conservation and Parks that outline the approach to assessing noise and vibration and ways those impacts can be limited. The guideline states that where any significant change in noise or vibration levels is predicted, solutions will be put in place to reduce that change. As part of our environmental assessment, noise and vibration studies will look into potential impacts and possible solutions. We will have more specific details about the exact solutions we'll be introducing in the coming months once we conduct and consult on environmental assessments, but our goal is to ensure no significant difference in noise and vibration levels compared to today.

As well, we'll work with the local community and municipal partners to ensure any space temporarily affected by construction is thoughtfully beautified and restored to its pre-construction state or better.

Funding Envelope and Project Benefits

Metrolinx is committed to building the most benefits possible into the project within the announced \$5.6 billion funding envelope. Through our analysis, we found that Option 1 could be delivered with up to three stations at Steeles, Richmond Hill Centre, and Langstaff within the \$5.6 billion announced funding envelope. Option 2 could also accommodate up to three stations in roughly the same areas. However, an additional station under either of these options would not be possible within the approved project funding envelope of \$5.6 billion. The refined Option 3 alignment has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project. Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues

Public Consultation

We are eager to keep the lines of communication open with you throughout the life of the project so that you can share your ideas and insight with us. Please stay tuned to our social

media channels (included below) for details on future virtual events where our experts will share project updates and answer questions from the community. If you haven't already, please sign up to receive email updates via our website: Metrolinx.com/YongeSubwayExt

In the meantime, we're committed to sharing the latest details of our plans with you and that includes how we'll help you manage any impacts during construction and beyond.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Twitter: @YongeSubwayExt
Facebook: Yonge North Subway Extension
Instagram: @YongeSubwayExt

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region
Sent: April 16, 2021 5:43 PM
To:
Subject: RE: YNSE Questions

Hi

I wanted to get in touch with you before the end of the week. To give you an update, we're still working on your response but will have something back to you shortly.

Appreciate your patience on this and I'll be in touch soon.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Thanks Michael - look forward to hearing back on this.

All the best,

On Mon, Apr 12, 2021 at 11:32 AM York Region <YorkRegion@metrolinx.com> wrote:

Hello

Thank you for getting in touch with your questions on the Yonge North Subway Extension.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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Dear Metrolinx and Steve Collins,

This email is in regards to the Yonge North Subway Extension.

As a resident of the Royal Orchard (RO) community, I am very excited about the prospect of a subway extension through Thornhill to Richmond Hill.

I am writing to you, as I understand from your website, that you are encouraging residents to get involved:

Your opinion matters. You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@Metrolinx.com or by calling 416-202-7000.

I too believe community involvement is an extremely important aspect of building a better tomorrow and in that spirit, I am hoping to create my own website, where members of the community can have an active voice. This email and any responses will be posted there.

I have several questions for you, after having already consulted your FAQs (<http://www.metrolinx.com/en/greater-region/projects/yonge-subway-extension-faq.aspx>):

Consultation and involvement with the community

- Why was the community not consulted prior to the release of Metrolinx's announcement of the proposed option 3 routing through and under the RO neighbourhood?
- Were local businesses or religious organisations consulted in advance of the announcement? If so, which ones, why and what were their and your responses?
- Many of my neighbours have been negatively affected by the option 3 announcement. Specifically, this has caused them undo stress, and some have even listed their homes for sale. Were the impacts of this announcement on mental health considered?
- What can be done immediately to reduce the stress caused by this announcement?

Planning process

- I understand that the revised routing (option 3) was considered in order to adhere to the \$5.6 billion funding envelope. Was consideration given to increasing this envelope?
- Some would consider selecting a specific plan without fully considering the implications such as noise/vibration and the environment to be 'irresponsible development'. What is your position on this? Why is Metrolinx only considering this single option?

Sensitivities and the environment

- I am extremely concerned about the environmental impact of tunnelling under the Royal Orchard Park (during and after the construction) and understand no environmental assessment has been conducted. The extensive park and ravine corridor serves as a sanctuary for wildlife and residents alike. Please advise how this environment will be protected?
- I understand that Metrolinx adjusted the alignment to minimise intrusion on the Holy Cross Catholic Cemetery and Funeral Home (<https://www.catholic-cemeteries.ca/cemeteries/holy-cross-catholic-funeral-home/>) citing 'sensitivities'. Could you please explain specifically what these sensitivities are?
- Specifically, why is tunnelling under Holy Cross not being considered?
- Has Metrolinx ever tunnelled under an established community?

Business case development

- Who is responsible for approving the upcoming option 3 business case? Would Metrolinx consider requiring approval or a vote from the RO community, in particular as it relates to community impact before the business case can be approved?
- There is a perception that tunnelling through the RO community would damage it. Will the business case include financial elements of enhancing affected areas?
- Would Metrolinx consider establishing resident based contractual agreements, such as noise and vibration limits, with financial penalties for non-compliance?

Thank you in advance,

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From:
To:
Subject:
Date:

From: York Region
Sent: April 29, 2021 4:12 PM
To:
Subject: RE: A Resident's Questions

Hello

Thanks for reaching out to us. The Royal Orchard community is a wonderful place to call home and we want to make sure it stays a sought-after place to live in.

I want emphasize that our aim is to make sure there are no significant differences between the levels of noise and vibration experienced in your neighbourhood today compared to when the Yonge North Subway Extension is up and running.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place to keep things peaceful and quiet.

As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done. The exact route of the extension will evolve as planning work continues and community input is gathered. Your feedback is vital to our work and there will be many opportunities along the way for you to share your ideas with us.

Initial business cases are just the first step of a planning process that includes robust and frequent public consultation. They provide recommendations that are backed up by evidence to make sure that any proposal we bring forward for consultation is something we can actually deliver.

To develop an Initial Business Case, planners and engineers study key benefits like how many stations can be built, how much travel time could be saved, how many connections to jobs and other forms of transit can be made, and how many people can be served. Their proposals are influenced by factors like how quickly the project could be completed, how effectively impacts could be managed, and how to make the best possible use of taxpayer dollars – to name a few.

Every approach has pros and cons, but we only bring forward options that we know will bring significant benefits to the communities they serve, with impacts we know we can avoid or manage.

The initial plans for the extension give us a starting point for conversations with the community so we can get insights that will help us refine the project and move it forward in the best way possible.

I'd like to thank you for reaching with your feedback. If you haven't already, please sign up to receive regular email updates via our website: Metrolinx.com/YongeSubwayExt.

Otherwise, feel free to get in touch with our dedicated Community Relations team at YongeSubwayExt@metrolinx.com.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region
Sent: April 26, 2021 3:19 PM
To:
Subject: RE: A Resident's Questions

Hi

Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

We appreciate your patience on this and I look forward to getting back to you

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From:
Sent: April-23-21 9:46 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: A Resident's Questions

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Hi,

I have been living in this neighbourhood for over 20 years. I have raised 5 children in this neighbourhood. I was planning to spend the rest of my life in this neighbourhood.

I have been following your plans for building the Yonge North Subway Extension with a mix of sadness, confusion and disgust. You encourage us to ask questions, but you do not answer them unless the answers are convenient.

So here are the only questions I have for you:

1. How did building the subway underneath our neighbourhood turn from being an "option" to being "the latest plan"?
2. Why do you ask for our input if you do not care a single bit what the people living in the path of your "latest plans" have to say.

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From:
To:
Subject:
Date:

From: York Region
Sent: April 29, 2021 4:09 PM
To:
Subject: RE: Yonge North Subway

Hello

Thank you once again for getting in touch about the Yonge North Subway Extension. I just wanted to get in touch with you to elaborate on my colleague Azim's email below about Clark Station.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

As part of this analysis we are certainly looking at the proposed Clark Station. We know it provides easy connections to local and express York Region bus services that serve south-eastern Vaughan, including the Promenade Mall redevelopment area.

I'd like to thank you for reaching with your feedback. Our team working on this project will have many more conversations in many different formats to make sure your voice is heard.

If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt). Otherwise, feel free to get in touch with our dedicated Community Relations team on this project at YongeSubwayExt@metrolinx.com.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi ,

Thank you for your comment and note. We will definitely take note of your feedback on Clark Station.

Sincerely,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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To Whom it May Concern:

With the addition of at least 10 new high rise developments being proposed in the Yonge Clark area that will bring increases of tens of thousands of new residents/businesses to the area, there must be a subway stop at Yonge and Clark to support this growth.

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From:
To:
Subject:
Date:

From: York Region
Sent: April 29, 2021 4:07 PM
To:
Subject: RE: Clark station

Hello

Thank you once again for getting in touch about the Yonge North Subway Extension.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

As part of this analysis we are certainly looking at the proposed Clark Station. We know it provides easy connections to local and express York Region bus services that serve south-eastern Vaughan, including the Promenade Mall redevelopment area.

I'd like to thank you for reaching with your feedback. Our team working on this project will have many more conversations in many different formats to make sure your voice is heard.

If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt). Otherwise, feel free to get in touch with our dedicated Community Relations team on this project at YongeSubwayExt@metrolinx.com.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

[Sign up to the York Region and Simcoe County e-newsletter here](#)

-----Original Message-----

From: York Region
Sent: April 26, 2021 3:39 PM
To:
Subject: RE: Clark station

Hi

Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

We appreciate your patience on this and I look forward to getting back to you.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE) Metrolinx | 10 Bay Street,
17th Floor | Toronto | Ontario | M5J 2W3

-----Original Message-----

From:

Sent: April-24-21 8:10 AM

To:

Subject: Clark station

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Dear planners

This is regarding 4 station plan for yonge subway. It is extremely disappointing to hear that Clark station is not confirmed given the volume of the people on both sides of Clark. Kindly look at future development and volume of people live around the area. Walking to Steeles is not possible as road is also hilly for everyone.

Your business case considers that people will stop driving and guess what, I have to drive to finch and park as I have no other option. Hoping yonge will be less busy to continue to drive.

Please take a second look at Clark station confirmation as it impacts lot of people.

Thanks

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From:
To:
Subject:
Date:

From:
Sent: April 29, 2021 11:22 AM
To:
Cc: '
Subject: RE: Yonge North Subway Extension

Hello

Thank you once again for reaching out with your feedback about the Yonge North Subway Extension. The input we get from residents like you is important to help us move the project forward in the best way possible.

The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are expected to grow significantly in the years to come, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

I'd like to thank you for reaching with your feedback. Our team working on this project will have many more conversations in many different formats to make sure your voice is heard. If you haven't already, please sign up to receive regular email updates via our website: Metrolinx.com/YongeSubwayExt. Otherwise, feel free to get in touch with our dedicated Community Relations team on this project at YongeSubwayExt@metrolinx.com.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci

Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From: York Region
Sent: April 26, 2021 3:19 PM
To:
Cc: _____
Sub

Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

We appreciate your patience on this and I look forward to getting back to you

Sincerely,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From:
Sent: April-23-21 7:08 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: _____
Subject: Yonge North Subway Extension

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Dear Metrolinx,

As members of the community immediately impacted by the Yonge North Subway Extension, we would like to share our views on the proposed station locations.

Firstly, we believe that the Bridge and High Tech stations are too close together. One of these two

stations would be enough.

Secondly, with the High Tech and Bridge Stations merged together, we would like to propose that the remaining two stations be located at Clark and Royal Orchard. These two stations make sense to us as they would bridge the large gap in between Steeles and Highway 7 not currently served in your plans. They are vitally needed to ensure that the stations are walkable and of good use to the community.

Thank you,

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To:
Subject:
Date:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From:
Sent: May 13, 2021 9:53 AM
To:
Cc:
Subject: RE: Matter of my health

Dear

I hope you and your family are keeping safe and staying healthy. Thank you for your patience while I looked into your questions about how to make a claim and whether there were any specific procedures to follow.

Unfortunately, Metrolinx does not have a claims process that exists for the situation you are referring to. If anyone chooses to sell or purchase a home at this time, before it's been determined which properties may be required or impacted, that is a personal decision for home owners.

The design is still in its early stages. Specifically, property information extracted from the Initial Business Case release is not confirmed at this time. Once this is known, we will reach out directly to home owners to begin discussions, including the topic of compensation. In all conversations about compensation, we fully comply with the requirements of the Expropriations Act.

I suspect that is not what you were hoping to hear.

The detailed studies and all the consultations we're doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what's experienced in your community today and what will be experienced when the extension is in service. We want to make sure the neighbourhoods we serve will stay peaceful and quiet, and remain sought-after places to live in.

We fully appreciate and acknowledge this is a stressful situation. While the current stage of the project allows us to keep members of the public up to date on the overall project, which is beneficial for many, this can have the opposite effect for some residents who seek a level of detailed information that is not yet known.

Direct and personalized discussions with home owners are very important to us. We will ensure that each impacted property owner has the opportunity to ask the questions that

matter to them, and to fully understand the impacts on their home. Please be assured that more details will be forthcoming as soon as they are determined and available.

Please let me know if you have any additional questions and as always happy to discuss.

Sincerely,

From:

Sent: May 12, 2021 7:57 AM

To:

Cc: CEO (Metrolinx) <CEO@metrolinx.com>; Chair of Metrolinx <Chair@metrolinx.com>

Subject: Re: Matter of my health

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear,

Thank you for your kind response.

I am wondering if, after consultation with your internal partners as you had suggested, you are able to provide me with responses to questions in my email dated April 30th. It is a matter of some urgency for me and my family.

Best,

On Fri, Apr 30, 2021 at 7:46 PM Rajesh Khetarpal <Rajesh.Khetarpal@metrolinx.com> wrote:

Dear

I want to thank you for taking the time to speak with me directly on April 20th, and for your thoughtful letters sharing your concerns about the Yonge North Subway Extension project.

I fully understand and appreciate your concerns about the impacts this proposed alignment presents to you and your community. As mentioned during our chat, we are in the early design stages for the project and there is still significant work to be done with many opportunities for you to share your input.

As shared at Markham's Development Services Committee meeting earlier this week, we remain fully committed to meeting with you, and residents and representatives from the Royal Orchard community regularly to keep an open dialogue as the project progresses.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal is to minimize impacts to communities as we deliver major transit benefits to them.

Going forward, we will continue to share the latest updates of our plans with the community, and that includes how we'll manage any impacts prior to and during construction, and beyond.

Regarding your questions below, please be assured that I have shared your questions with our internal partners and will be sure to circle back with you soonest.

In the interim, please let me know if you have any additional questions or would like to meet. Will make myself available at your convenience.

Warmest Regards,
Raj

RAJESH KHETARPAL
Vice President (A), Community Engagement
Metrolinx | 97 Front Street West | Toronto | Ontario | M5J 1E6
C: 416.562.9646

-----Original Message-----

From:

Sent: April 30, 2021 11:08 AM

To:

Cc: CEO (Metrolinx) <CEO@metrolinx.com>; Chair of Metrolinx <Chair@metrolinx.com>

Subject: Matter of my health

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Dear Rajesh,

Not having received a response to my letter dated April 13, 2021 to Mr. Verster and your Board of Directors, and Metrolinx's total lack of responsiveness to pleas from the Royal Orchard community at the April 26th Markham City meeting, my anxiety with respect to North Yonge Subway Extension Option 3 continues to increase to levels that pose serious risk to my physical health. Therefore, I have been advised to consider the option of selling my home, and moving to another less stressful location.

However, I expect that the prospects of a subway line, below my home, as I have been led to believe, will likely result in a significant reduction in the price I will receive for my home. Given that this loss would be a direct result of Metrolinx's announced plans, I am assuming that Metrolinx, like any responsible corporation, would compensate me for any financial loss I suffer. Therefore, my questions to you are:

1. How would I go about making a claim for compensation for my loss?
2. Are there specific procedures you would like me to follow?

I hope that I can get an early response to this matter, critical to my health and wellness.

Kind regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Metrolinx Engage Ask-A-Question



how far from the subway will vibrations from the subway be felt ?

Anonymous

Apr 22, 2021 - 10:33

I had the experience of being in a basement apartment a good distance from the the bloor subway and felt the vibrations and heard the sound of trains.

- [_Vote for this question22](#)
- [_Downvote this question10](#)



Answer

Metrolinx

May 26, 2021 - 16:14

Metrolinx is committed to addressing noise and vibration due to construction and operation of the extension. Our aim is to make sure there is no significant difference between the levels of noise and vibration in your community today compared to what those levels are in the future. We will work with communities to ensure a comprehensive array of solutions are in place to keep things peaceful and quiet when the extension is up and running. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

- [_Vote for this question6](#)
- [_Downvote this question8](#)



What will be the tunnel depth for the subway?

Anonymous

Apr 23, 2021 - 16:49

Similar to the question from Anonymous, how far down will the subway extension be relative to other lines? How will elevation differences, like the valley between Centre and Royal Orchard impact this?

- [_Vote for this question13](#)
- [_Downvote this question15](#)



Answer

Metrolinx

May 27, 2021 - 15:40

One of the most important differences as it relates to keeping neighbourhoods quiet and peaceful is that Line 2 was built at a shallower depth than is proposed along the Yonge North Subway Extension, which will use modern tunneling methods to carefully dig tunnels deep below the surface and use the latest technology to limit noise and vibration from trains passing over the rails.

The bottoms of the tunnels will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. The tops of the tunnels will be at least 14 metres below the surface, which is equal to the height of a four-storey building.

The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. Our aim is to ensure no appreciable difference between existing noise and vibration levels in your community.

We're looking at a wide array of proven noise and vibration solutions for the project, like high-grade rail fasteners that keep all the parts tightly together, rubber dampers that attach to the rails to absorb vibration, and large rubber mats that go between the tracks and the tunnel to absorb noises and vibrations.

- [_Vote for this question6](#)
- [_Downvote this question11](#)



Why would Clark Avenue be picked for a stop.

Anonymous

Apr 23, 2021 - 20:23

Clark only goes west to Dufferin and east to Henderson. Royal Orchard Only goes east to Bayview. John Street is the best choice. Goes east to Scarborough and beyond. It goes west and joins to Highway 7. Only real reasonable choice is John Street.

- [_Vote for this question13](#)
- [_Downvote this question13](#)



Answer

Metrolinx

May 26, 2021 - 16:15

Clark Station is part of our analysis because it provides easy connections to local and express York Region bus services. Our analysis shows there is lower potential for growth John Street compared to

the other potential stations because it is located within the boundaries of heritage conservation districts.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

- [_Vote for this question5](#)
- [_Downvote this question9](#)



Why isn't John St. being considered?

Anonymous

Apr 24, 2021 - 15:23

John St. is huge, running through Markham (with different names) yet it doesn't even have a bus directly connecting it to Yonge St. Instead there is one bus route with long wait intervals, snaking out to Yonge through Doncaster. It is a logical east/west link.

- [_Vote for this question9](#)
- [_Downvote this question16](#)



Answer

Metrolinx

May 26, 2021 - 16:16

Our analysis shows there is lower potential for growth near John Street compared to the other potential stations because it is located within the boundaries of heritage conservation districts. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

- [_Vote for this question6](#)
- [_Downvote this question9](#)



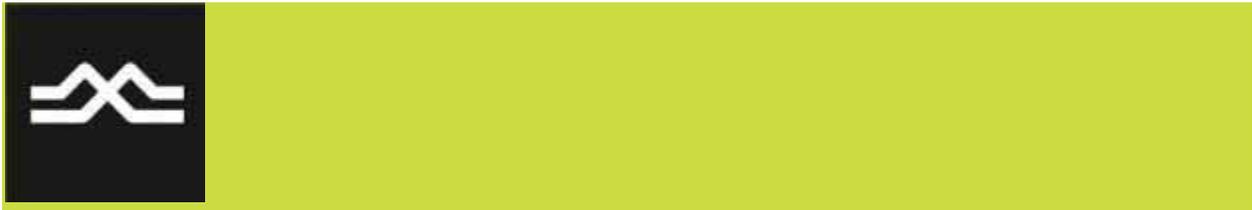
What is the plan for east/west connection to other stations?

Anonymous

Apr 24, 2021 - 15:29

Is there a long term plan for a northern link to connect the 2 north/south lines?

- [_Vote for this question19](#)
- [_Downvote this question7](#)



Answer

Metrolinx

Jun 2, 2021 - 14:02

The Yonge North Subway Extension will provide convenient connections to a planned TTC rapid transit line along Steeles Avenue, as well as regional GO bus services that travel along Highway 7 and Highway 407, as well as York Region Transit BRT lines.

- [_Vote for this question7](#)
- [_Downvote this question5](#)



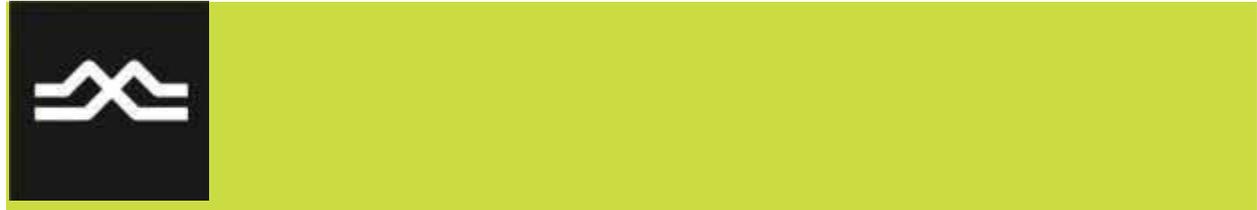
Will there be subway stop on Royal Orchard & Yonge?

Anonymous

Apr 24, 2021 - 22:17

Will there be construction for a subway stop at Royal Orchard & Yonge? If yes, when will this happen? Will Thornhill Green, York Community Housing residents be affected?

- [_Vote for this question14](#)
- [_Downvote this question12](#)



Answer

Metrolinx

May 27, 2021 - 09:34

Royal Orchard is one of the three stations under consideration to be included in the final project, along with the previously proposed Cummer and Clark stations. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. We will have more details to share about potential impacts, and the solutions available to minimize them, when the Preliminary Design Business Case is finalized.

- [_Vote for this question5](#)
- [_Downvote this question10](#)



Why put two stations so close together? (High Tech & Bridge)

Anonymous

Apr 25, 2021 - 18:08

- [_Vote for this question14](#)
- [_Downvote this question11](#)



Answer

Metrolinx

May 26, 2021 - 16:17

Bridge Station and High Tech Station are placed the way they are to serve the areas that will be the most dense in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are planned to support significant growth, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Bridge Station will connect with GO trains, GO buses, and local transit services, including Viva BRT, while High Tech station will put more than half of the Richmond Hill Centre area within walking distance of the subway by 2041.

- [_Vote for this question7](#)
- [_Downvote this question7](#)



1) Why does the subway not go up as far as Major MacKenzie?

Anonymous

Apr 29, 2021 - 15:48

There are many condos between High Tech and Major Mac.

2) What is the problem why the subway has to go through Royal Orchard?

3) Why can it not go straight up YOnge Street?

3) What date will construction start and how many yhears will it take?

- [_Vote for this question15](#)

- [_Downvote this question12](#)



Answer

Metrolinx

May 27, 2021 - 10:07

The changes we've put forward will allow us to bring rapid transit closer to more people through the addition of a fourth station.

Running the route along the existing CN railway corridor in the northern end of the route allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other completely underground options, only three stations could be built.

This approach will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres and the existing CN rail line runs through the centre of them. This location also fills the gap in the regional transit network by connecting the subway with the GO and Viva Bus Rapid Transit networks, unlocking more travel opportunities across the region.

To get to the rail corridor in that area, we need to run a tunnel off of Yonge Street that will connect with the rail corridor.

Another benefit to running the route along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

The planned date to begin the main construction of 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.

- [_Vote for this question7](#)
- [_Downvote this question8](#)



What will be the impact to houses on Thornridge Drive?

Anonymous

Apr 30, 2021 - 13:34

What will be the impact to the Thornhill Outdoor Pool and Park, as well as the Thornhill Golf & Tennis Club?

- [_Vote for this question16](#)
- [_Downvote this question15](#)



Answer

Metrolinx

May 27, 2021 - 10:08

The precise alignment of the Yonge North Subway Extension will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts, and potential for partnering with third parties.

The properties requirements will be confirmed when detailed planning and design work for the alignment and stations is completed.

Metrolinx will work to identify which properties would be required and would only acquire properties that are necessary to get transit built.

We expect to have more detailed information to share in the coming months, as further design work is refined.

- [_Vote for this question6](#)
- [_Downvote this question7](#)



What impacts will construction have on Yonge road traffic?

Anonymous

May 1, 2021 - 12:26

- [_Vote for this question17](#)
- [_Downvote this question13](#)



Answer

Metrolinx

May 26, 2021 - 16:18

We will work with municipalities and other stakeholders to determine the best way to maintain access for vehicles and pedestrians to Yonge Street and the surrounding streets and minimize disruption to residents and businesses.

- [_Vote for this question7](#)
- [_Downvote this question8](#)



John Street deserves a station

Anonymous

May 4, 2021 - 09:06

John Street deserves a station because it connects west and east of Yonge street and not Clark Ave

- [_Vote for this question9](#)
- [_Downvote this question12](#)



Answer

Metrolinx

May 26, 2021 - 16:20

Our analysis shows there is lower potential for growth along John Street compared to the other potential stations because it is located within the boundaries of heritage conservation districts. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

- [_Vote for this question5](#)
- [_Downvote this question7](#)

Slido Live Question Period



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



Anonymous

2 months ago

4

Where is a detail map that we know you must have?



Anonymous

2 months ago

3

If the 4 station option is chosen, what impact will this have on the Richmond Hill Centre proposal, specifically Richmond Hill's plan for development of area?



Anonymous

2 months ago

new

3

Are you aware of the abandoned underground fuel distribution system under our homes? If not, why not?? If yes, how can you even entertain the idea of Option 3?



Anonymous

2 months ago

new

Ask

Is Metrolinx planning on building a parking lot in a high density development to promote subway use?



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

Ask the speaker



Type your question

Popular

Recent

95 questions



Anonymous

2 months ago

5

How will (or will NOT) this benefit residents and businesses on the Yonge corridor?



Anonymous

2 months ago

5

Why are you choosing the Option 3, the option with the least amount of daily riders, least travel time savings, least net new riders, and least VKT decrease?

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



5

Is there a way that we could see a map that shows the location of Bridge and High Tech stations on a map with street names and other geographic markers?



Anonymous

2 months ago

4

How can we trust you will be using the best and latest technologies? Especially when we consider previous metrolinx initiatives like Presto was dated on release



Anonymous

2 months ago

4

Steve Munro: "Providing public transportation that goes where people need and want to travel, not just to a developer's empty field"-Langstaff Gateway Plan ?



Anonymous

2 months ago

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



Anonymous

2 months ago

4

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Anonymous

2 months ago

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Anonymous

2 months ago

new

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Anonymous

2 months ago

new

Ask

Is Metrolinx planning on building a parking lot in a high density development to promote subway use?



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



Anonymous

2 months ago

3

Is the **only** real reason for Option 3 a lack of funding to build Options 1 or 2 which would provide a better transportation solution to York Region long term. (edited)



Anonymous

2 months ago

new

3

Option 3 had no public input into its design from the original option 1. When can we comment on the details? Where are the details? Why the delay?



Anonymous

2 months ago

3

The Metrolinx strategy should be to build a subway over a longer period of time allowing for future stations to be built later. Any comment?



Anonymous

2 months ago

Ask

Are you going to reconsider option 1 if the federal government gives you more money? 5.6 billion



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



Anonymous

2 months ago

new

3

We can trust Metrolinx when they release the details before you have these meetings!!



Anonymous

2 months ago

2

Last session was so sterile you may not know this, we are very upset!! If we are not allowed to use our voice we will find a way to be heard!!



Anonymous

2 months ago

2

In the last session you said we will be using the latest and best technologies. But given you are trying to save money with option 3. Cont'd



Anonymous

2 months ago

Protection of element for At-Grade Stations (High Tech/Bridge): Like Davisville / Rosedale or more



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

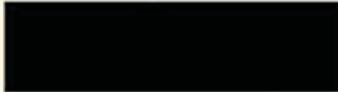


Anonymous

2 months ago new

2

If funding was available for Option 1 or 2, would Metrolinx still recommend Option 3 as the best long-term transportation plan? If so, provide detailed support.



2

Is there a future plan to extend the subway further north beyond the High Tech station?



Anonymous

2 months ago new

2

where exactly will the high tech station be located?



Anonymous

2 months ago new

2

Don't you really mean that you will consult with, and listen to the concerns of members of community before ignoring them?

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



2

Could there be a poll put out on the proximity of the stations?



Anonymous

2 months ago

2

What is the timeline currently we are having for this project?



Anonymous

2 months ago

2

It does not make sense to build at High Tech, build a moving escalator.



Anonymous

2 months ago

2

Will your plan allow for a new southbound platform for two way GO train service on the Richmond Line?

2





ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



2 months ago

How will this project will affect the cemetery in highway 7/Yonge?



Anonymous

2 months ago

2

When will we see the details on this new option 3?



Anonymous

2 months ago

2

Why is Metrolinx hiding information?



Anonymous

2 months ago

2

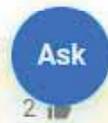
So Steve, what you are saying is that the original option 1 did not look at the benefit at building at Bridge Station?



Anonymous

2 months ago new

2





ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



Anonymous

2 months ago new

2

Bridge station and high tech station are basically on either end of the existing GO Langstaff station. Why do we need two stations in this area?



Anonymous

2 months ago new

1

One of the listed Project Benefits of Option 3 is that it adds 8 kilometers of track, but Options 1 & 2 add the same additional service with a shorter route.



Anonymous

2 months ago new

1

Listed Option 3 benefits say that it will add 94,100 additional daily boardings. However, your own analyses show that Options 1 or 2 would add even more.



Anonymous

2 months ago new

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



2 months ago



Why are future residents (most who won't be owners) of the unbuilt Langstaff community high-rises being given more consideration than long-time RO taxpayers?



Anonymous

2 months ago



Federal Budget did not include \$ for this project. Will this result in a delay to project timing?



Anonymous

2 months ago



Steve, if you were committed to working with the community, why wasn't there a consultation process before making your final decision?



Anonymous

2 months ago



Will there be more details regarding Bridge Station to better integrate with the Viva Purple and BRT rapidways, to serve Markham and Vaughan.





ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



2 months ago new

Is there any possibility of a station at Centre St? It's absurd that there isn't one but there are 2 within 400 metres at the top of the line 1/2



Anonymous
2 months ago new

1

How can you make a final decision on Option 3, a plan that has not yet been fully investigated, when Options 1 & 2 have been fully mapped out for years.



Anonymous
2 months ago new

1

This subway is being paid for by the residents of York and building two station so close does not make sense.



Anonymous
2 months ago new

1

Will there be a new station added between Bridge Station and Steeles station? There is a likely of new high-rise and riders served on Yonge St.





ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

How could you have done an initial business without considering parking? What other obvious planning nissues were overlooked?



Anonymous

2 months ago

new

1

You keep saying that a lot of analytical work still needs to be done for Option 3. So why have Options 1 & 2 been ruled out so prematurely?



Anonymous

2 months ago

new

1

Can we build to Clark Station and build the rest of option 1 later when we have money?



Anonymous

2 months ago

new

1

Is it above ground at Bridge station and High Tech? If yes wouldnt it make sense to have the new development above those stations?

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

Could we please consider clark station for this construction? As its important for our community to use it for university for bachelors and employment downtown.



Anonymous

2 months ago

new

1

Your business case gives Clark Station the highest rating, why not include it within your current project?



Anonymous

2 months ago

new

1

If you're here to be open, please say if Options 1 or 2 are still possible.



Anonymous

2 months ago

new

1

Thank God for the music, let us all take deep breathes!



Anonymous

2 months ago

new

1

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

They suggest that the impact is minimum, do we have the soil analysis of the royal orchard area to support that? Any seismic study done to support it?



1

A university prof stated that he could hear noise & vibration under the York university. It contradicts with Steve's comment in the presentation.



1

Wondering if they have explored risks introduced by Covid-19 & if extra money spent by reducing impacts on residences of Royal Orchard could make perfect sense?



Anonymous
2 months ago

1

The option 3 has you tunneling and running subways under people's homes. Can you guarantee the families involved won't feel or hear anything?





ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

2 months ago **new**

Why are there so few stops north of Finch?



Anonymous

2 months ago

0

M2M Development with 4 new high rise building built based on the a subway at Drewry/ Yonge. The amount of traffic is much worse if a station not built there.



0

As a resident in the 1 Clark Ave. W Condo, it is beneficial for students to use the subway station on our street to travel downtown for Employment/University.



Anonymous

2 months ago **new**

0

One of the listed Project Benefits is that the NYSE connects 4 cities. How does the NYSE help connect Markham with Vaughan?

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



Anonymous

2 months ago new

0

Are the Feds providing any funding ?
When will the 1st train run?
How far up Yonge Street will it run?



Anonymous

2 months ago new

0

When does the digging start?



Anonymous

2 months ago new

0

will there be a stop at Royal Orchard?



Anonymous

2 months ago new

0

When will construction start and what is the estimate time it will finish?





ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



Anonymous

2 months ago new

0

will there be parking at the station? paid or free?



0

will you be mentioning any new progress since our last virtual meeting that is available?



Anonymous

2 months ago new

0

what's the estimated completion date?



Anonymous

2 months ago new

0

when you say, work with residents, what exactly does that mean? can you provide some specific activities/tasks?

0 [Ask](#)



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

2 months ago new

Could you please confirm where stations will be located. I understand that Clark Avenue and Royal Orchard have been scrapped. Thank you.

Anonymous
2 months ago new

0

Why don't you provide real data to support the need for Bridge station, rather than just words? It seems to be just an excuse to justify above-ground stations.

Anonymous
2 months ago new

0

Subways and stations are, by definition, built under ground. That's why they're called SUBWAYS!!!

Anonymous
2 months ago new

0

What about the rest of people in York Region?

Ask

Anonymous



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls



2 months ago

new

i have not heard of any new jobs planned for the High Tech area...that is purely residential...what jobs have the city has told you will be located there?



Anonymous

2 months ago

new

0

The future residents of the Langstaff community would be just as well, or better served by Options 1 or 2 with stations at Langstaff & Yonge and High Tech.



Anonymous

2 months ago

new

0

Investors will still just as happily buy and rent residential and commercial properties in the Langstaff Gateway under Options 1 or 2.



Anonymous

2 months ago

new

0

The 5 rapid transit services can come together just as well at a properly designed under-ground station and terminal at High Tech Station.





ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

2 months ago new

There was a commitment to answer all of the questions at the last town hall. Where can these answers be found; not to mention the questions themselves?



Anonymous

2 months ago new

0

Will the contracts of this project have a social component to benefit the residents and communities? e.g. employ members of the community etc



Anonymous

2 months ago new

0

The CN rail Corridor is need to be widen? if yes, on which side of the rail track?



0

By West do u mean expanding on the coburg cres side

Ask



Anonymous



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

2 months ago new

Who is going to get off a south-bound Go Train to transfer to the subway to go downtown?



Anonymous

2 months ago new

0

Where will the answers be posted? Where are the answers to the questions from the last Town Hall?



Anonymous

2 months ago new

0

i noticed that cores were taken along the Yonge st (if it is for the subway purpose or not). But never noticed any cores taken from Royal Orchard or that area.



Anonymous

2 months ago new

0

20 m from bottom of the tunnel translates to a little over 5 m over our basement! Where is the vibration analysis considering shallow depth of soil underneath.

Ask



Anonymous



ASK AND VOTE NOW! (YNSE2)



Q&A

Polls

2 months ago new

What if we use old technology to save money and just continue on Yonge st. Latest cutting edge technology sounds fancy, but do we need it?



Anonymous

2 months ago new

0

Where is the details of of similar projects, in the past and currently understudy/construction without any feedback as they are being under construction.



0

They approve option 3 while no Geotechnical or Coring study done? Sure they have done coring on Yonge St. Does it mean there is another reason w/o mentioning..



0

How much budget is allocated for the risk taken if the project ended up a failure due to noise, vibration, other pollutions & future law suits by the community?

Ask



ASK AND VOTE NOW! (YNSE2)



Q&A

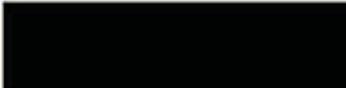
Polls

Do we have the formation analysis of the soil form surface to 100 meters below the ground?



0

What is the sensitivity under the cemetery, Steve mentioned a few times, but what is the nature of it?



0

My take form the past 2 presentations, there is no fully blown and sound plan yet. No details given and they must be another reason for Option-3. Higher up



Anonymous

2 months ago new

0

Why isn't the subway going to Najor Mackenzie where Richmond Hill city hall is planned?

slido



April 21st, 2021 Virtual Open House – Answers to Key Outstanding Comments

April 21 Virtual Open House Outstanding Questions

Public Consultation

When you say you will work with residents, what exactly does that mean? Can you provide some specific activities and tasks?

The input we're getting from communities is vital to our work and is top of mind as we refine the plans for the extension. These insights will play an important part in shaping the project as it moves forward and there will be many more discussions as we move forward together on this important project.

We've already started to collect your feedback through the virtual open house events we've been hosting. We'll be reaching out for input from the community as we prepare an updated environmental assessment for the project. All of the input we collect from the public and Indigenous communities, as well as any actions we take as a result of that feedback, will be documented in a draft report that is expected to be published this fall.

We will also set up working groups with members of your community and our project team called Community Liaison Committees. These groups will be a venue to review designs, hear concerns, answer questions, and keep the community updated on the project at every turn. We're looking to launch the committees in Fall of this year.

Project Benefits

What will the benefit be for residents and businesses on the Yonge corridor?

The Yonge North Subway Extension will cut commute times in York Region, Toronto and beyond by giving customers one seamless subway ride between Richmond Hill and downtown Toronto. It's just one part of a massive expansion of the Greater Toronto and Hamilton Area's transit network that will open up new travel possibilities in every direction.

One way the extension will do this is by bringing as many as six major rapid transit lines together through a new station in the northern section of the route – tentatively referred to as "Bridge Station." Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, Bridge Station will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire region through convenient connections to the regional transit network.

The project is expected to serve 94,100 riders each day by 2041, cutting the time spent commuting in Toronto and York Region by a combined 835,000 minutes each day and saving riders as much as 22 minutes on a trip from Markham to downtown Toronto. The extension will also ease traffic congestion as more people get out from behind the wheel in favour of using transit, saving more than 4,800 tonnes of greenhouse gas emissions annually. New

opportunities for employment will help the community thrive – a total of 22,900 employees will be within a 10-minute walk from a transit station along the extension.

How many construction jobs will be created for this project?

During construction, the Yonge North Subway Extension is expected to support the equivalent of 4,300 full-time jobs each year.

Will the contracts related to this project have a social benefit integrated into it such as employing members of the community?

We want to make sure the Yonge North Subway Extension becomes a valued part of the community. Transit projects like this deliver significant benefits in the form of better access to transit, shorter journeys across the city, better access to jobs, and less traffic on our roadways.

Metrolinx understands we have a responsibility to help connect communities, in more ways than one. We are committed to ensuring that our vital transit projects also provide benefits for the communities in which they're being built. That includes searching out and recruiting the best local talent, providing training and apprenticeship opportunities for people living in those communities and looking for local suppliers and procurement opportunities where possible.

Funding

The federal budget did not include money for this project. Will this result in delays?

On May 11th, the federal government announced a \$10.4 billion funding commitment to Ontario's four priority subway projects, including the Yonge North Subway Extension. We remain committed to an in-service date of 2029-2030, after the Ontario Line is in service.

Stations

Are you able to build stations along the extension after it is complete?

Yes, it is possible to build new stations once the extension is complete but doing so would be complex in terms of maintaining existing service and limiting disruptions. This is something we'll be looking at as we advance our designs.

Will High Tech and Bridge stations be set up at-grade like Davisville or Rosedale stations? Or will they be more like underground stations?

The platforms for High Tech and Bridge stations are planned to be at surface level (at-grade) along the CN railway corridor.

Your business case gives Clark Station the highest rating so why not include it as the fourth station?

While the Initial Business Case analysis identifies Clark Station as providing the highest incremental benefits compared to the other stations being considered, at this time it is recommended that further analysis be conducted through more planning and design work.

This will allow us to refine the benefits to transit users and communities, as well as further evaluate the potential for development to create transit-oriented communities. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Train Storage Facility

Why is the train storage facility being built on the surface? It should be underground to minimize impact to the surrounding neighbourhood.

Placing a train storage facility at surface-level is a standard practice, and it's a critical to keep it at ground level to stay within the \$5.6 billion funding envelope.

Cities like Vancouver, Chicago, and New York all have ground level train storage facilities that successfully integrate into residential areas while meeting the needs of their transit networks.

This change brings the proposal in line with the TTC's five subway train storage facilities, which are all above ground.

The detailed studies and all the consultations we're doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what's experienced in the community today and what will be experienced when the extension is in service.

Business Case Decision making

Why are you choosing Option 3 if it has the fewest benefits according to your Initial Business Case?

Through our analysis, we found that Option 1 could be delivered with up to three stations at Steeles, Richmond Hill Centre, and Langstaff within the \$5.6 billion announced funding envelope. Option 2 could also accommodate up to three stations in roughly the same areas.

The refined Option 3 alignment has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project. Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues.

This route also brings as many as six major rapid transit lines together through a new station in the northern section of the route – tentatively referred to as "Bridge Station." Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, Bridge Station will offer fast, easy transfers to downtown Toronto on Line 1, and act as a

launchpad to explore the entire region through convenient connections to the regional transit network.

If funding was available for Option 1 or Option 2, would Metrolinx still recommend Option 3 as the best long-term transportation plan?

Option 1 or Option 2 could be built with the funding available, however either option would only accommodate three stations. Metrolinx is committed to building the most benefits possible into the project within the available \$5.6 billion funding envelope, and running the subway along the existing CN railway corridor in the northern end of the route makes it possible to build a fourth station.

This approach will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres. The existing rail line runs right through the centre of them, so building stations that will make it easier for people to get to existing regional bus and GO train services in that area will mean faster, more convenient transit and less traffic congestion as communities grow.

CN Railway

Will you be widening the CN Railway?

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. Further planning and design work is being done to confirm the precise route the subway will take through the CN Railway 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.

Bridge Station/High Tech

Can you provide data that supports the need for Bridge Station and High Tech to be located so close as they are to one another?

The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

By 2041, as many as 64,000 people are expected to live in the Richmond Hill Centre and Langstaff Gateway communities and more than 36,000 people could have jobs in the area. Since the neighbourhoods surrounding Bridge and High Tech stations are expected to grow significantly in the years to come, these stations will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, VIVA Bus Rapid Transit and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041. For more detailed information, please refer to p. 37-38 and p. 66 of the Initial Business Case.

If Bridge and High Tech stations are above ground, will there be development integrated in their design?

The provincial government will be exploring development opportunities through the [Transit-Oriented Communities](#) program as part of the planning process.

If the four-station option is chosen, what impact will this have on the Richmond Hill Centre proposal; specifically Richmond Hill's plan for development of the area?

The project directly supports the development planned in the Richmond Hill Centre urban growth centre through High Tech Station. While stations at Steeles, Bridge and High Tech are moving forward, Metrolinx is working with partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Will your plan allow for a new southbound platform for two-way GO train service on the Richmond Hill GO line?

We know there is demand from all communities to see as frequent service as possible on this GO train line, which is why we are continuing to add service where we can on the Richmond Hill corridor.

Metrolinx is introducing more weekday rush-hour service – every 15-30 minutes in the morning and every 15-30 minutes in the afternoon – to give people more options to get around. With the addition of a new GO station at Bloomington Road, customers will be able to travel further, too.

Did Option 1 not look at the benefit of building at Bridge Station?

The route identified in the Initial Business Case (IBC) as Option 1 represents the previously studied alignment that included Langstaff Station in the northern section of the route, on the western boundary of the Langstaff Gateway community. A modified version of this route – called Option 2 in the IBC – was studied that included Bridge Station in a location slightly west of the CN Railway corridor.

Will there be more details regarding Bridge Station to better integrate with the Viva Purple and Orange BRT rapidways, to serve Markham and Vaughan?

Bridge Station will make it easier to get around the region by connecting the subway with regional bus services, including the Viva Blue, Purple and Orange bus rapid transit routes. We are working with our municipal partners to explore how we can strengthen the connections between these lines to give riders more travel options and improve the customer experience. We will have more details to share when the Preliminary Design Business Case is finalized.

Future Extension

Is there a future plan to extend the subway further north beyond the High Tech station?

Yes, project plans protect for future extensions.

One of the benefits to running the alignment along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

Noise and Vibration

How can we trust you will be using the best and latest technologies?

Our aim is to make sure there are no significant differences between the levels of noise and vibration experienced in your neighbourhood today compared to when the Yonge North Subway Extension is up and running.

We're going to be using noise and vibration solutions for the project that are proven to work. They'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place to keep things peaceful and quiet.

Have you completed studies of the soil to determine how effective mitigation can be?

We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route. This involves studying things like noise and vibration, soil and groundwater quality, the natural environment, and land use, and will build off the work done on previous environmental studies. Crews are already undertaking field studies along the route to inform this work. We expect to issue a draft environmental report this fall, which will be available for public review and feedback. In the meantime, we'll be reaching out to the community to gather input and insights that will support our work and help us make sure we have the right noise and vibration solutions in place.

Parking

Is Metrolinx planning on building a parking lot in high-density developments to promote subway use?

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and VIVA express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Timelines

What is the timeline for this project?

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.

May 5th, 2021 – Northern York Region Virtual Open House

Newsletters

From: [REDACTED]
To: FW: York Region Newsletter – April 30, 2021
Subject: Thursday, May 27, 2021 10:24:51 AM
Date:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Metrolinx <no-reply@community.metrolinx.com>
Sent: April 30, 2021 12:11 PM
To: Michael Paolucci <Michael.Paolucci@metrolinx.com>
Subject: York Region Newsletter – April 30, 2021

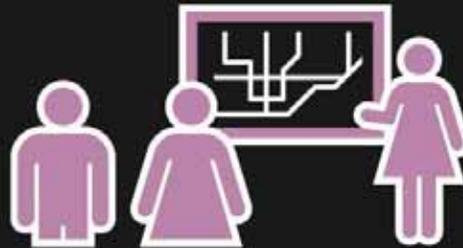
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[View this email in your browser](#)

YORK REGION

The Route Ahead: What's Next for the Yonge North Subway Extension

Faster, easier travel between York Region and Toronto



Got questions? Join us at our next Virtual Open House.

The Yonge North Subway Extension will transform the way people move around York Region and travel to and from downtown Toronto. The project will reduce commute times by up to 22 minutes and bring the subway closer to the people who will live in the centre of vibrant new communities in heart of York Region in the coming years, curbing traffic congestion as those burgeoning neighbourhoods grow.

As Metrolinx brings big transit benefits to communities in York Region and Toronto that will be impossible to ignore, there's a strong focus on how to design and build a subway that fits right in.

[Click here to read more on how noise and vibration concerns will be handled.](#)

PAST VIRTUAL OPEN HOUSE

- **April 7, 2021 for the Royal Orchard community** - As promised, we've provided answers to questions we received from our event. Visit [Metrolinx Engage](#) to read more and watch the live recording.
- **April 21, 2021 for the Richmond Hill community** - Visit [Metrolinx Engage](#) to watch the live recording. *Outstanding questions will be posted soon.*

Community input is essential to the work we do and we are eager to connect with you throughout the life of the project so that you can share your feedback with us. As we prepare a new environmental assessment for the project, we're planning a series of virtual public events so that we can collect your input and include it in our planning wherever possible.

[Read more about how community insights will guide the route ahead.](#)

UPCOMING VIRTUAL OPEN HOUSE

Metrolinx will be hosting a Virtual Open House for residents in northern York Region municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

Our next Virtual Open House will be live on May 5, 6:30-8:00 PM.

We'll share the latest plans for the project and discuss the new travel options that will open up through the new subway extension, as well as the travel time savings and offsets to traffic congestion that will come from having more convenient ways to get around.

Residents can register for the event, submit and vote on questions now through our [dedicated page](#).

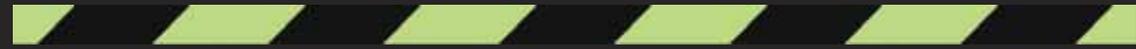
STAY CONNECTED

To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt).

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:

Twitter – [@YongeSubwayExt](https://twitter.com/YongeSubwayExt)

Instagram – [@YongeSubwayExt](https://www.instagram.com/YongeSubwayExt)



Parking and Bus Loop Relocation at Rutherford GO

Metrolinx contractors continue work on a new 6-storey parking structure with 1,200 net-new spaces and a new integrated station building at Rutherford GO Station. The northwest parking lot will be closed for construction beginning April 26, 2021 through to summer 2021. As of April 26, 2021, GO customer parking and reserve parking will be relocated to the lot at 635 Westburne Drive (see customer maps below). Accessible parking will remain available in the north lot at the station building. Changes to parking locations are required to prepare the north west lot for the temporary bus loop relocation that will occur early in May 2021.

Blog Posts

METROLINX NEWS

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How the Yonge North Subway Extension will offset traffic congestion and keep the region moving

MAY 5, 2021

The Yonge North Subway Extension will support sustainable growth while creating transit hubs that will connect communities across York Region. Here's a detailed look at how that will work, including how much time it will save on commutes when compared with, say, watching the best of *Star Wars* on repeat.

The Yonge North Subway Extension will bring TTC Line 1 service roughly eight kilometres north from the existing Finch Station to Richmond Hill, but the benefits to communities stretch far beyond the end of the subway line.

When this rapid transit project goes into service, it will open up new travel possibilities for people all over the region by bringing as many as six major rapid transit lines together through a new station in the northern section of the route.

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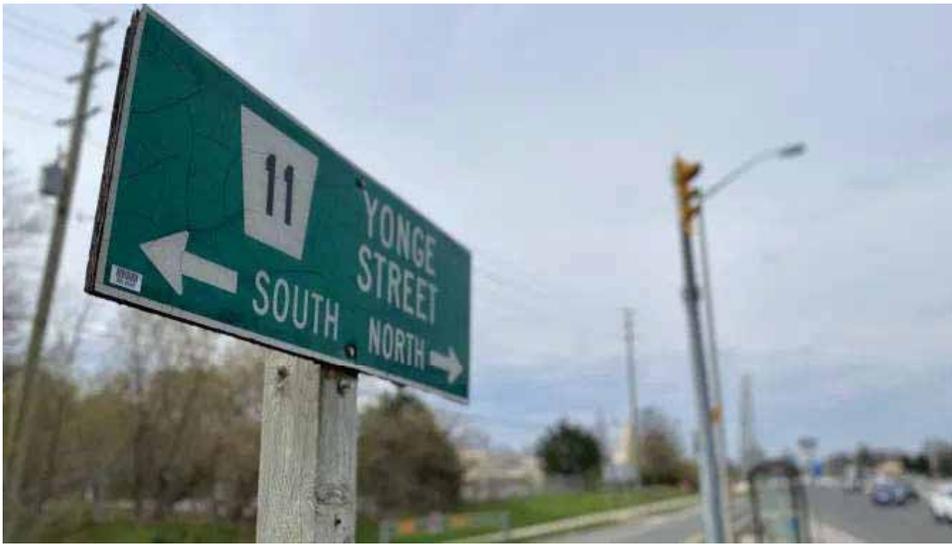
Metrolinx
@Metrolinx

👤 Testing 1, 2, 3 👤

Starting this week, 6 Eglinton Crosstown LRT vehicles will make their journey to the city's east end, with track testing along Eglinton between June & December. Read about the milestone here: bit.ly/3bPbkKX #MetrolinxFYI



Eglinton Crosstown LRT light rail vehicles make their way to Toronto's east end

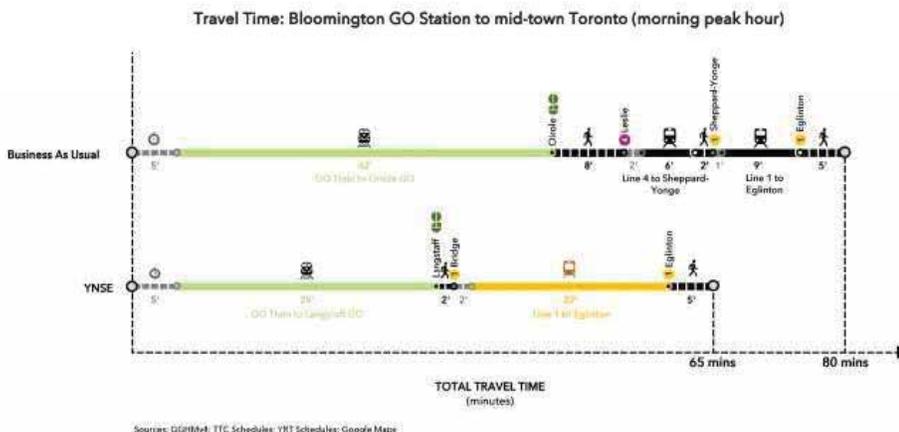


Experts anticipate moving around York Region will become easier thanks to the Yonge North Subway Extension. (Metrolinx photo)

This transit hub is tentatively called Bridge Station. Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, it will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire region through convenient connections to the regional transit network.

For example, transit riders will save as much as 15 minutes on a trip from the Oak Ridges area to midtown Toronto by getting on the Richmond Hill GO train line at the future Bloomington GO station and transferring to the subway at Bridge Station, which will be connected to the existing Langstaff GO station. From there, riders can take Line 1 to Eglinton Station, where they'll have convenient ways to get to destinations from Etobicoke to Scarborough via the Eglinton Crosstown LRT.

How would travel to Midtown Toronto be affected?
Example: a trip from Bloomington GO to mid-town Toronto



Source: GO (GO), TTC Schedules, YRT Schedules, Google Maps

Passengers will also be able to ride the Viva Yonge Street Rapidway from Newmarket or Aurora and make an easy connection to Line 1 to get to North York Centre. Through the regional bus lines that will serve Bridge Station, and

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the potential future Highway 407 transitway, travellers will have more convenient options to get to Pearson Airport and York University in the west, or jobs near highways 407 and 404 to the east.

People will be able to move around the region more easily as drivers get out from behind the wheel in favour of using the subway. The extension will reduce the total distance travelled by cars during morning rush hour by 7,700 km. – over a single journey, that would be like driving from East Gwillimbury to the boundary of British Columbia's Yoho National Park and back again. In fact, the Yonge North Subway Extension will cut time spent commuting in Toronto and York Region by a combined 835,000 minutes each day, which is roughly the amount of time it would take to watch all nine movies in the three *Star Wars* trilogies 670 times.

One of the ways the extension will help offset traffic congestion is by managing the significant growth expected in the Langstaff Gateway and Richmond Hill Centre areas. The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to accommodate the future growth potential of those communities, making it faster and easier for riders to use the subway. The station at High Tech Road would put the subway within walking distance for more than half of the people who are expected to call the Richmond Hill Centre area home by 2041.

These are just some of the ways the new subway route will make it faster and more convenient to for people across York Region to get around – everyone will find their own ways as they uncover the benefits of more convenient, connected travel.

To find out more about the new travel options that the Yonge North Subway Extension will open up for people in municipalities in northern York Region, sign up to take part in [the live Virtual Open House event tonight \(May 5\), from 6:30pm to 8:00pm.](#)

Story by James Moore, Metrolinx senior communications advisor

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 Blog, Community relations, Customer service, design excellence, Engineering, Metrolinx, Metrolinx News, Subway, TRANSIT, Yonge North Subway Extension, York Region

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Yonge North Subway Extension

May 3 · 🌐

Have you registered? 🍷

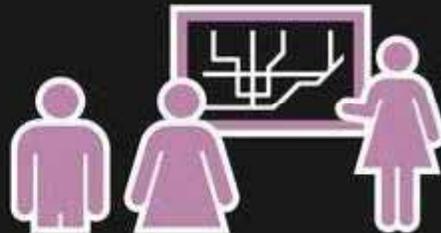
Residents in northern York Region municipalities can still sign up for our latest live Virtual Open House coming up on May 5, 6:30pm - 8:00pm.

You can learn more about the project and ask questions to our expert panel.

Details here:

<https://www.metrolinxengage.com/.../YongeSubwayExtensionLiveM...>

**Got questions?
We've got
answers!**



👍 2

1 Share



Like



Comment



Share



Yonge North Subway Extension

May 5 · 🌐

Reminder:

Our latest live Virtual Open House goes tonight from 6:30 p.m. to 8:00 p.m. for residents in northern York Region.

Learn more about how the project will benefit your area and how you can register to participate in tonight's discussion.

<https://bddy.me/3vJ8gb4>



[BLOG.METROLINX.COM](https://www.blog.metrolinx.com)

How the Yonge North Subway Extension will offset traffic congestion and keep the region moving

1

3 Shares

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Yonge North Subway Extension

April 27 · 🌐

We want to hear from you! 🗣️

Residents in northern York Region municipalities are invited to a live virtual open house on May 5th, 6:30pm to 8:00pm.

Get the latest project details and ask us anything!

📌 Register here:

<https://www.metrolinxengage.com/.../YongeSubwayExtensionLiveM...>

*Edit: If you had this event marked in your calendar for 6:00pm, please note that the correct start time on May 5th is 6:30pm. The virtual open house is scheduled to run until 8:00pm.

METROLINXENGAGE.COM

Yonge North Subway Extension LIVE (Northern York Region) - May 5, 2021 | 6:30-8:00 PM (EST) | Metrolinx Engage

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...

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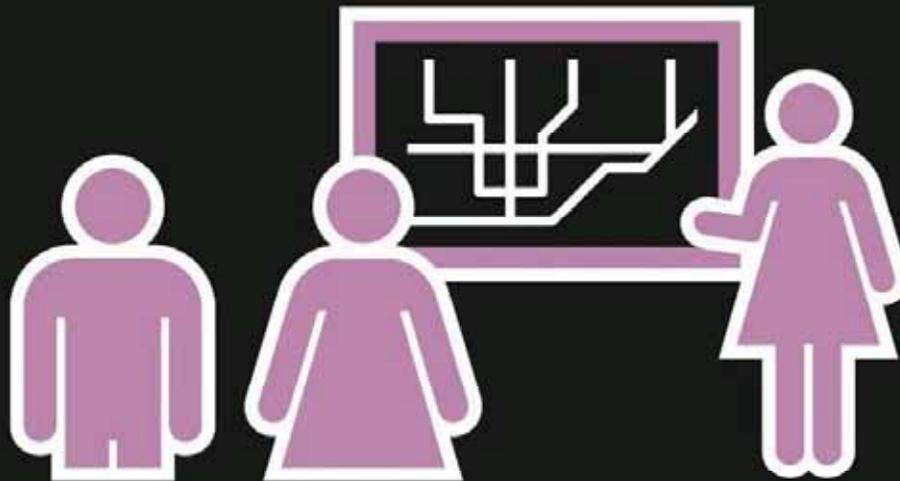


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Got questions? We've got answers!



11 likes

yongesubwayext Have you registered? 🙌

Residents in northern York Region municipalities can still sign up for our latest live Virtual Open House coming up on May 5, 6:30pm - 8:00pm.

You can learn more about the project and ask questions to our expert panel. 🚇



Yonge North Subway Extension @YongeSubwayEXT · May 3

Have you registered? 🐦

Residents in northern York Region municipalities can still sign up for our latest live Virtual Open House coming up on May 5, 6:30pm - 8:00pm.

You can learn more about the project and ask questions to our expert panel. Details here:

metrolinxengage.com/en/YongeSubway...

...





Yonge North Subway Extension @YongeSubwayEXT · May 5

...



Reminder:

Our latest live Virtual Open House for residents in northern York Region goes tonight from 6:30 p.m. to 8:00 p.m.

Learn about how the project will benefit your area and how to register to participate in tonight's discussion. 🗣️



How the Yonge North Subway Extension will offset traffic congestion a...
How the Yonge North Subway Extension will offset traffic congestion and keep the region moving

blog.metrolinx.com



9



4





Yonge North Subway Extension @YongeSubwayEXT · Apr 27

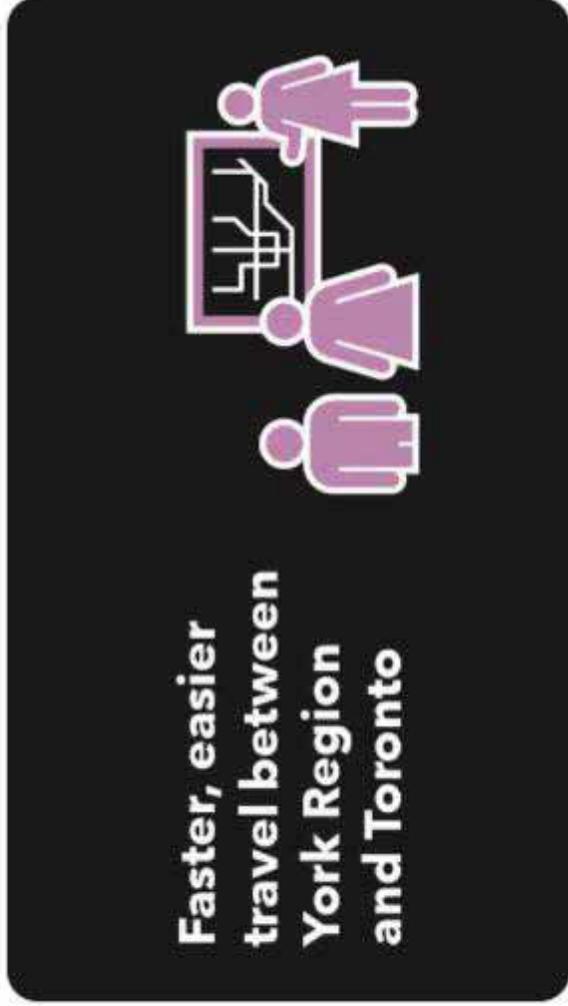
We want to hear from you! 🗣️

Residents in northern York Region municipalities are invited to a live virtual open house on May 5th, 6:00pm to 8:30pm.

Get the latest project details and ask us anything!

📍 Register here:

metrolinxengage.com/en/YongeSubway...



↻ 4



...

Information Panels



YONGE NORTH SUBWAY EXTENSION

Project Update

Stephen Collins, Program Sponsor, YNSE
Rajesh Khetarpal, Vice President, Community Engagement

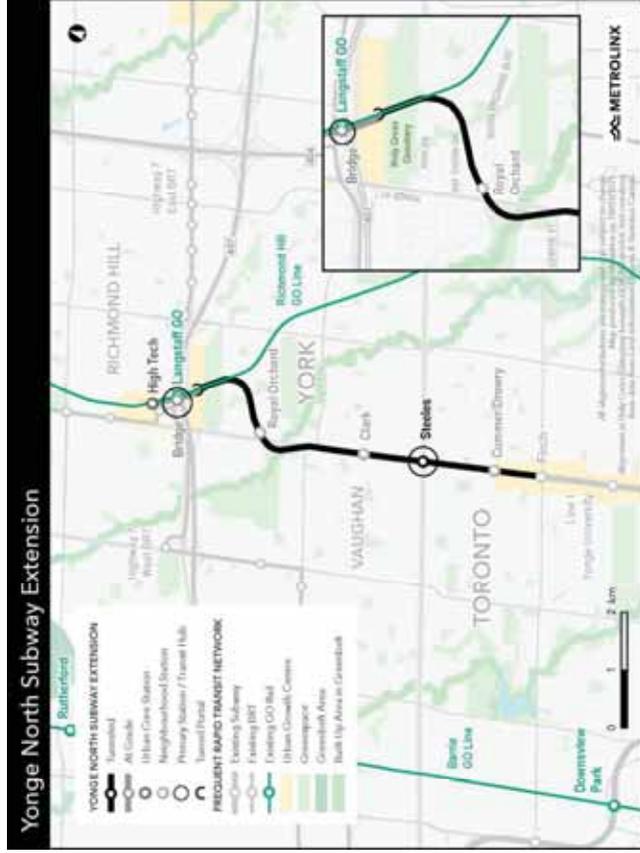
May 5, 2021

BETTER TRANSIT CONNECTIONS FOR YORK REGION & TORONTO

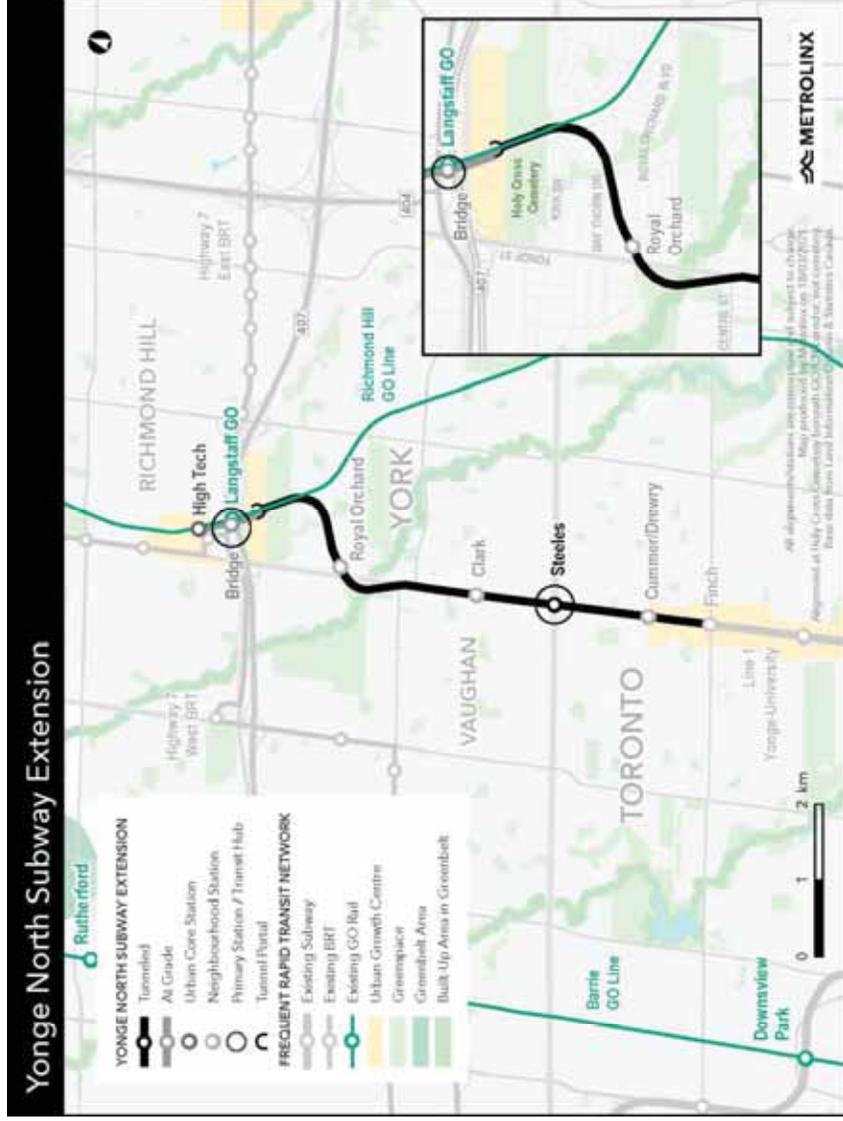
- Four new stations along an approximately eight-kilometre extension of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a future rapid transit line along Steeles Avenue.



- Bridge Station will conveniently connect with GO train, GO bus, and local transit service, including VIVA BRT.
- High Tech Station will serve future communities envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues.

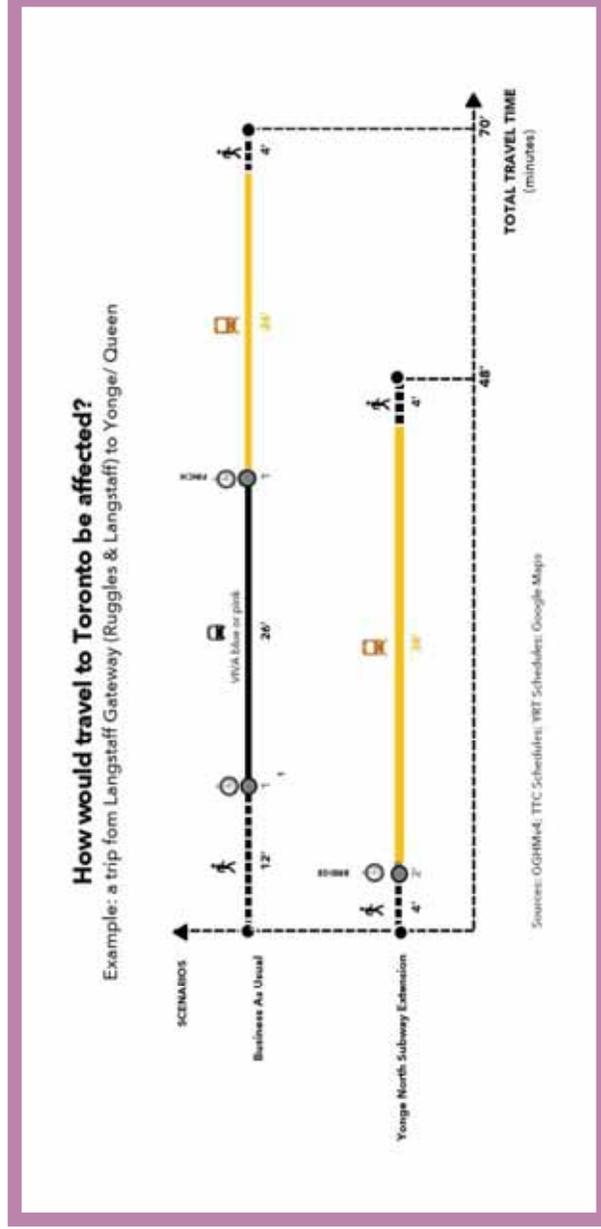


BY THE NUMBERS



Route length	~8 km
Ridership	94,100 daily boardings
Improved access to transit	26,000 more people within a 10-minute walk to transit
Improved access to jobs	22,900 employees within a 10-minute walk to transit
Daily reductions in traffic congestion	7,700 km in vehicle kilometres traveled
Yearly reductions in greenhouse gas emissions	4,800 tonnes

KEY BENEFITS



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

94,100 daily riders

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

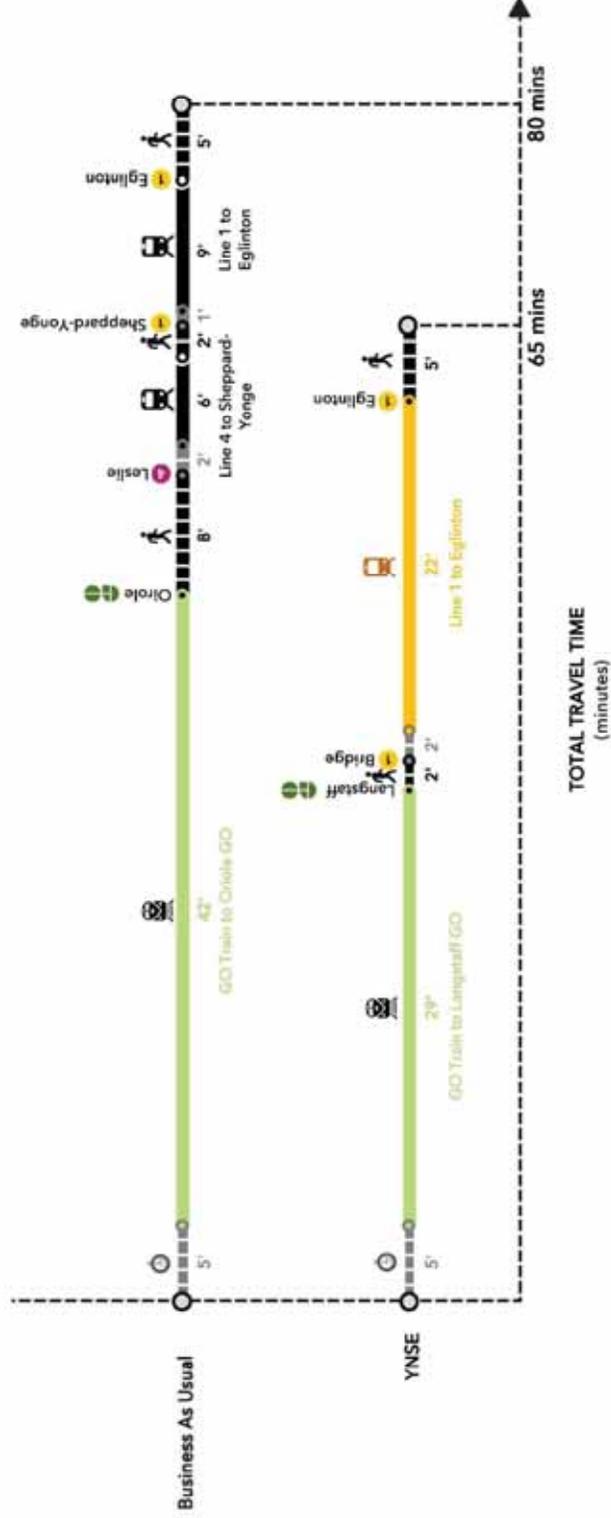
7,770 fewer kilometres traveled by cars during morning rush hour

KEY BENEFITS

How would travel to Midtown Toronto be affected?

Example: a trip from Bloomington GO to mid-town Toronto

Travel Time: Bloomington GO Station to mid-town Toronto (morning peak hour)



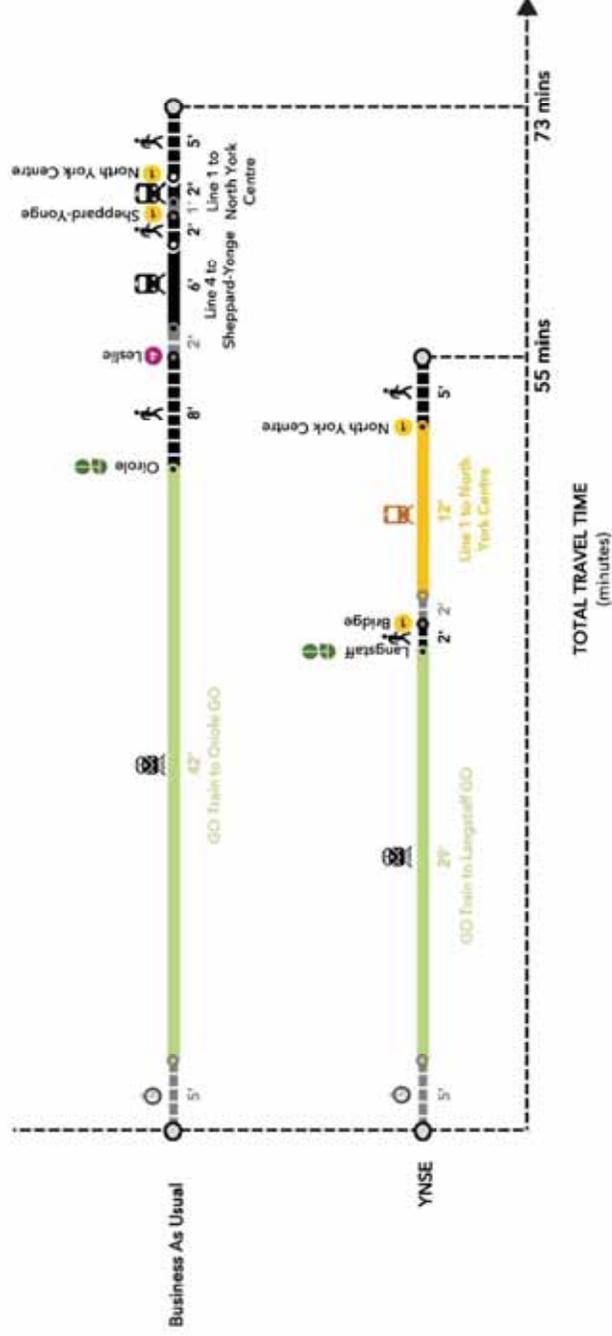
Sources: GGHI/4, TTC Schedules, YRT Schedules, Google Maps

KEY BENEFITS

How would travel to North York Centre be affected?

Example: a trip from Bloomington GO to North York Centre

Travel Time: Bloomington GO Station to North York Centre (morning peak hour)

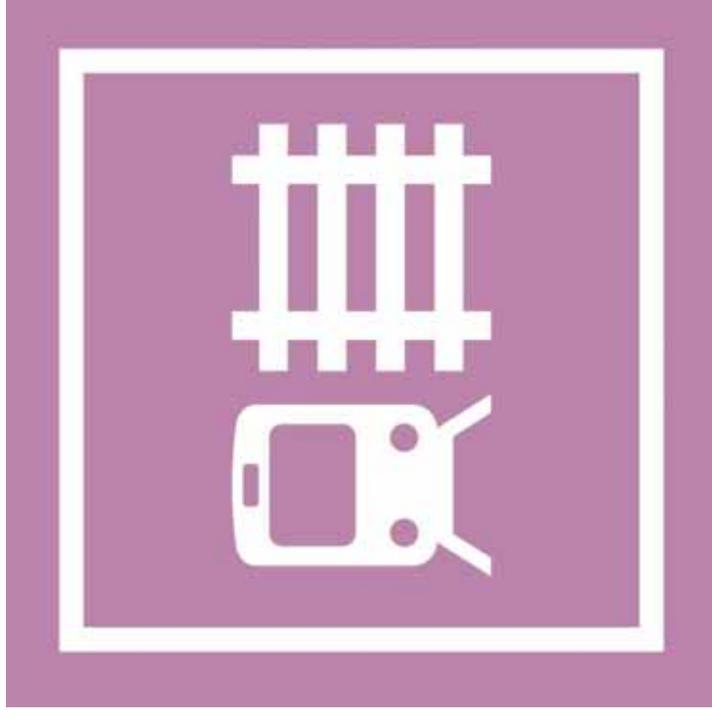


Sources: GGHMv4, TTC Schedules, YRT Schedules, Google Maps

SURFACE LEVEL ROUTE

Running the extension above ground protects for further extension of the line in the future by positioning the northern end of the project along a pre-existing rail corridor.

- Reduces the need for complex and time-consuming construction of tunnels and underground stations
- **Cuts down on disruptions** of hydro, natural gas, and water service
- Positions northern stations to provide **better transit connections** and more opportunities for nearby communities to grow
- Ensures the extension can be **built quickly** and serve key growth areas
- Surface-level subway lines have **been proven around the world** as a way to improve transit connections and strengthen communities



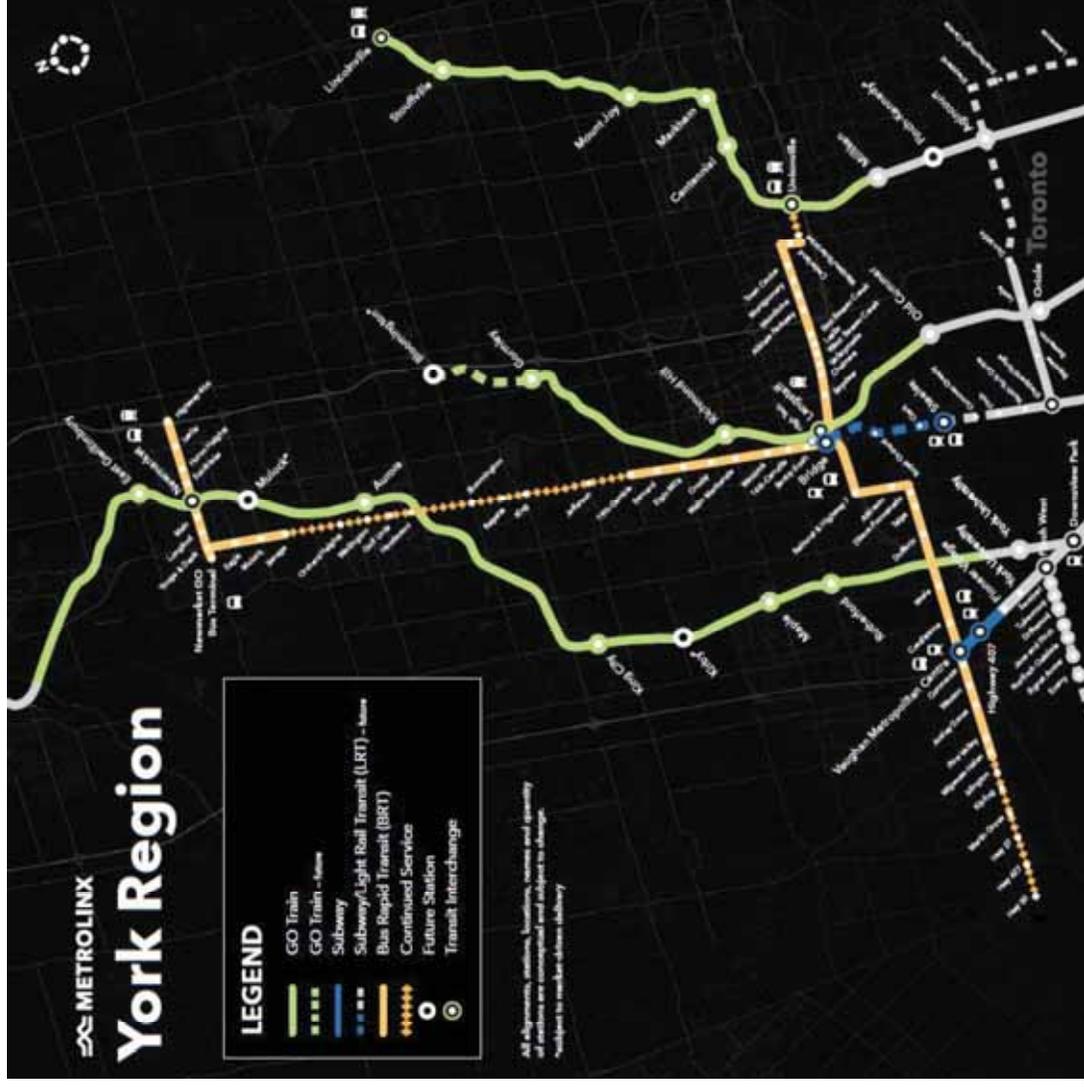
IMPROVING TRANSIT CONNECTIONS

Direct benefits to northern York Region communities:

- Fills a gap in the **regional transit network**
- A transit hub in the northern section of the route will be a **launchpad** to explore the GTA and beyond
 - o Bridge Station will **stitch together** burgeoning communities in Markham and Richmond Hill

Broader benefits:

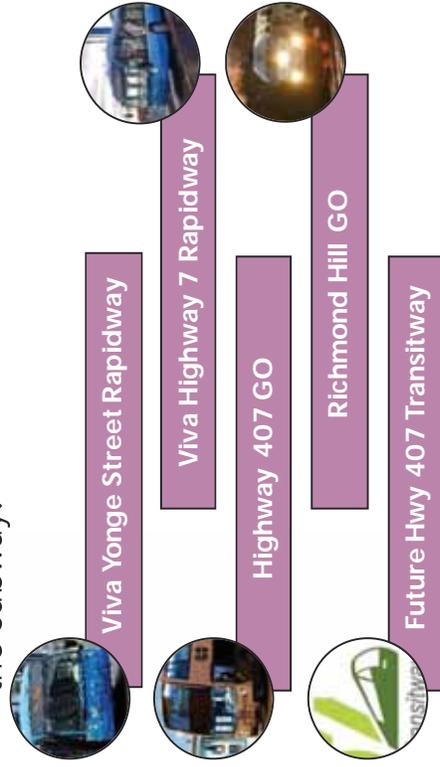
- **Better customer experiences** on existing transit lines as demand is spread across the growing network
- **Traffic congestion relief and offsets to greenhouse gas emissions** as drivers get out from behind the wheel in favour of using the subway
- The project will bring economic activity, create good jobs and connect more people in York Region to **more opportunities to succeed**



NEW TRAVEL OPTIONS THROUGH BRIDGE STATION

The Yonge North Subway Extension will open up many more travel possibilities in York Region and beyond through a planned transit hub tentatively called Bridge Station.

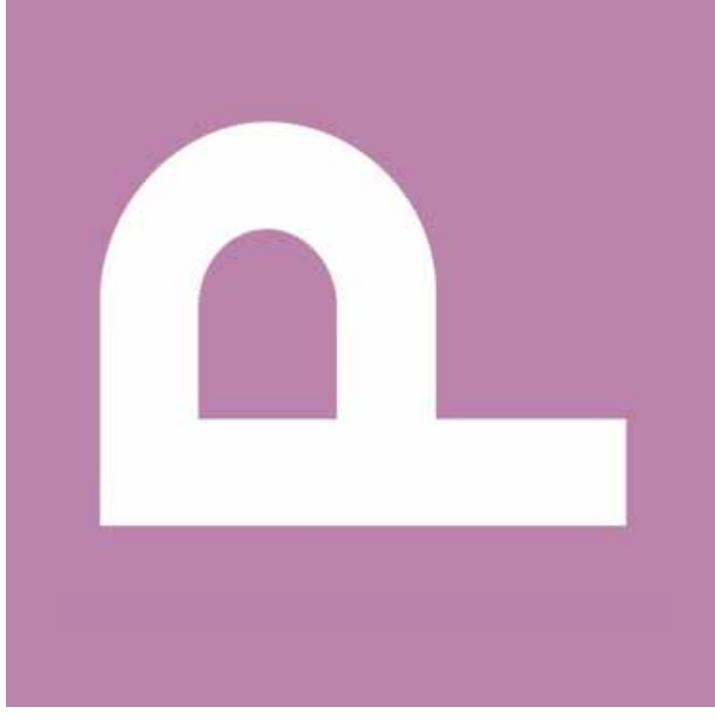
- **Fast and convenient** transfers to and from regional and local bus service
- Bridge Station will connect as many as five existing and future **regional transit lines** to the subway:



PARKING

Metrolinx evaluates commuter parking through the business case process, including an analysis of availability and demand close to Bridge Station

- The details of our analysis will be available through the Preliminary Design Business Case
- The Yonge North Subway Extension will support vibrant urban development that creates faster, easier connections to rapid transit so that people can get out from behind the wheel
- Those connections include:
 - York Region local and Viva express bus service;
 - TTC bus service;
 - Richmond Hill GO train and GO bus service;
 - Highway 407 GO bus service;
 - Active transportation like walking and cycling



ENVIRONMENTAL STUDIES

We are preparing an addendum to the existing **environmental assessment (EA)** that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route.



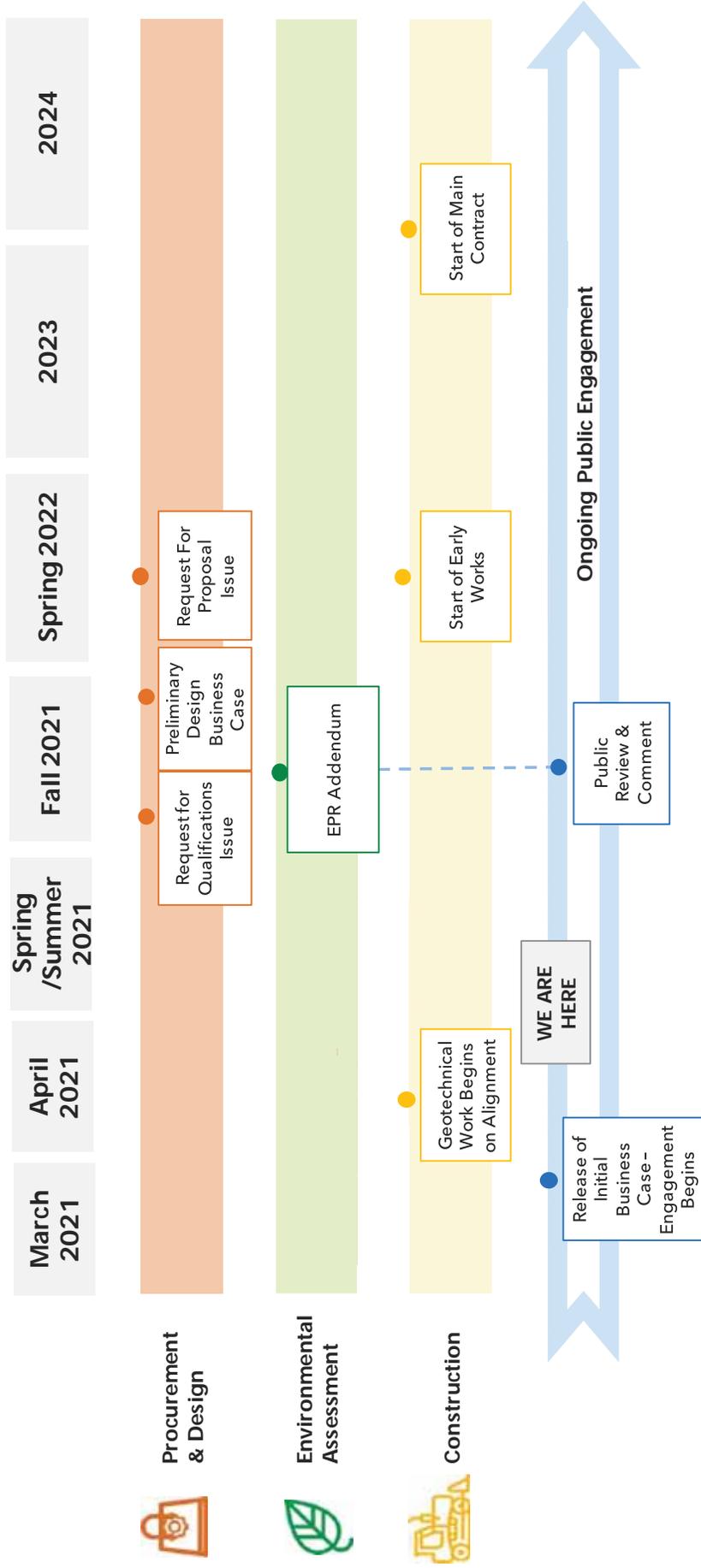
The EA will study things like...

- Noise and vibration solutions
- Soil and groundwater quality
- The natural environment
- Land use



- Crews are already **collecting ground samples** along the route to inform this work.
- Data and **public input** will help Metrolinx make sure all the necessary solutions are put in place to keep things as quiet and peaceful as possible in each neighbourhood.

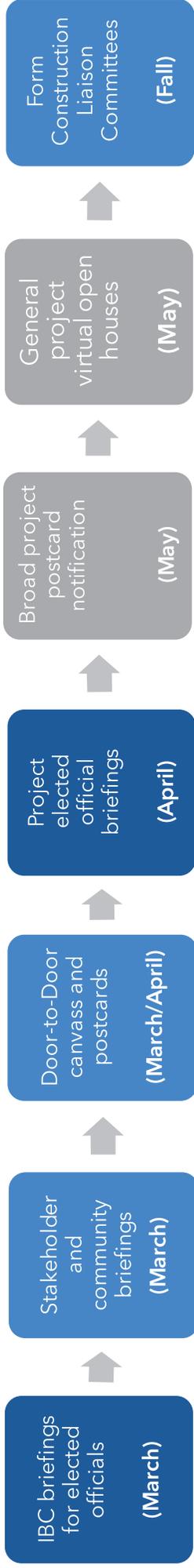
PROJECT MILESTONES



Timelines are subject to change

Communications, Community and Stakeholder Engagement

COMMUNITY & STAKEHOLDER ENGAGEMENT



OFFICIALS BRIEFINGS

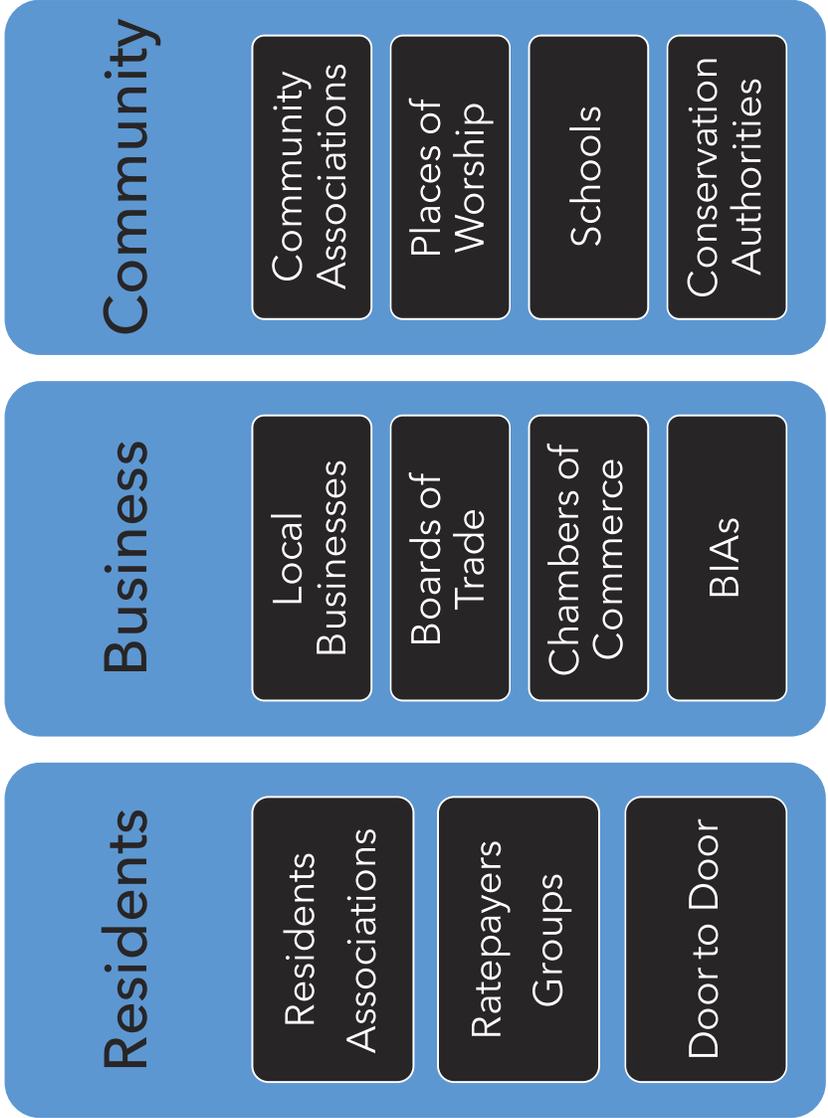
• IBC Briefings for Elected Officials	Ongoing
• Council Presentations	
• Markham	March 22
• Richmond Hill	March 24
• York Region	March 25
• Vaughan	April 7
• Markham DSC	April 26
• Briefings Elected Officials	Ongoing
• Project Presentations	May 2021
o Municipal Partners, Councils, TEO, TTC	
• Update Briefings	June 2021 - Jan 2022

COMMUNITY ENGAGEMENT

• Project Briefings to Community Groups	Ongoing
o Resident Groups, BIAs, Chambers of Commerce	
o Indigenous Communities	
• Door-to-Door Canvasses	March/April 2021
o Royal Orchard & Bayview Glen communities	
o Willowdale-Newtonbrook community	
• Community Virtual Open Houses	April 2021
o Royal Orchard, Richmond Hill, Northern York	
• Project Meetings/Introductory Post Card	May 2021
• Stakeholder Briefings	April-Aug 2021
• Project Virtual Open Houses	May-Aug 2021
• Project E-Newsletters	Bi-weekly
• Form Construction Liaison Committees	Fall 2021
• Community Walking Tours	Fall 2021

Collaboration with Communications Partners (Municipal/Regional Communicators, TTC, YRRTC)

ONGOING COMMUNITY & STAKEHOLDER ENGAGEMENT



Regional/Municipal Partners

Week of May 3:

- Northern York Region municipalities Virtual Open House
- Elected official briefings
- Richmond Hill Board of Trade breakfast briefing

Week of May 10:

- Ongoing briefings for resident, business and community groups

Week of May 17:

- General Yonge North Subway Extension Virtual Open House
- Elected official briefings

Ongoing Metrolinx News articles

UPCOMING ACTIVITIES

Field work begins this spring:



- Noise & vibration monitoring
- Natural Environment/Archeology surveys
- Exploratory work for tunnels & launch shaft
- Utility investigations

Our commitment to keeping communities informed

Residents near planned field work and natural environment/archeology surveys will receive **notification flyers** at least two weeks in advance

Updates on major field work, and natural environment/archeology surveys will be distributed regularly via **email newsletter**

Major notices of work will be posted on the **Metrolinx Engage** website

Construction Liaison Committees will open the lines of communication about all aspects of the project

STAY CONNECTED - WE'RE HERE FOR YOU!

Subscribe:

- YongeSubwayExt@metrolinx.com
- 416-202-7000
- Bi-weekly E-Blast (subscribe via email)

Project Information:

- Metrolinx.com/YongeSubwayExt
- Virtual Open House link:
www.metrolinxengage.com/YongeSubwayExt

Follow:

-  [@YongeSubwayExt](https://twitter.com/YongeSubwayExt)
-  [@YongeSubwayExt](https://www.instagram.com/YongeSubwayExt)
-  [YongeNorthSubwayExtension](https://www.facebook.com/YongeNorthSubwayExtension)



 METROLINX

Appendix

CREATING CONNECTIONS IN YORK REGION

In Construction:

- Bloomington GO Station (new)
- Rutherford GO Station and Grade Separation
- Unionville GO Station
- Lincolnville GO Station
- York vivaNEXT BRT
- Steeles Grade Separation

In Procurement:

- Barrie Contract 2 (Maple GO Upgrades)
- Barrie Contract 3 (King City GO Upgrades)
- Station upgrades at Aurora GO, Centennial GO, Markham GO, Mount Joy GO, East Gwillimbury GO, Stouffville GO
- GO Bus Expansion; Keswick to 404 Terminus at Woodbine

In Early Design:

- McNaughton Grade Separation (Vaughan)
- Wellington Grade Separation (Aurora)
- Network Electrification and infrastructure
- New rolling stock and locomotives

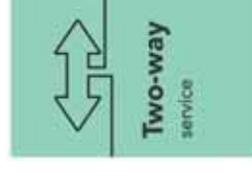


FORECAST COMPLETION 2021

GO EXPANSION IN YORK REGION

- On the Stouffville line, two-way all-day service between Mount Joy and Union Station, and fifteen minute service or better between Unionville GO Station and Union Station.
- On the Barrie line, two-way, all-day fifteen minute service or better between Aurora GO Station and Union Station

- Parking expansions, station enhancements, grade separations, electrification.



ALTERNATE ALIGNMENT OPTIONS CONSIDERED DURING REVIEW



We are refining designs as we conduct and consult on environmental assessments for the project, and our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

APPROVED REFERENCE ALIGNMENT

Refined Option 3 Alignment	
Strategic Case	
Strong Connections	<ul style="list-style-type: none"> 94,100 daily riders¹
Complete Travel Experiences	<ul style="list-style-type: none"> 835,000 person-minutes daily travel time savings compared to BAU 22 minutes saving on a trip from Langstaff Gateway area (Langstaff/Ruggles) to Downtown Toronto (Yonge/Queen) compared to BAU
Economic Case	
Total Economic Impacts (Benefits) (\$2020, Present Value)	\$3666.5 M
Total Costs (\$2020, PV)	\$4386.3 M to \$5135.5 M
Net Present Value (\$2020, NPV)	\$-1358.6 M to \$-607.9 M
Benefit-Cost Ratio	0.74 to 0.86
Financial Case (\$2020, PV)	
Total Revenue Adjustment	114.4 M
Capital Costs ²	\$4,625.0 M
Operating and Maintenance Costs	\$ -39.0 M
Total Costs	\$4,447.1 M
Deliverability and Operations	
Constructability Matters	<ul style="list-style-type: none"> Coordination with the York Durham Sewage System (YDSS) at Steeles East/Don River Crossing Construction within the busy Yonge Street corridor Maintaining services on Line 1 during construction Interface with the Highway 7 and 407 Corridor
Property Impacts	<ul style="list-style-type: none"> No tunneling under Holy Cross Cemetery
Operations	<ul style="list-style-type: none"> Integrated into current Line 1 Operations Fully automated operation allows for higher service frequencies

PROPOSED MAJOR CHANGES TO PROJECT ELEMENTS CONSIDERED IN IBC

Steeles Station

Moving Steeles Bus Terminal from Below Steeles Avenue to at-grade integrated with development

- Original proposal planned the bus terminal below Steeles Avenue perpendicular to and above the subway station
- Value engineering recommended relocating to at-grade to reduce costs and minimize impacts to YDSS and construction disruption

East Don River

Tunneling below instead of bridging over the East Don River

- Original proposal planned a two level (upper for road - lower for subway) bridge spanning the river valley
- Value engineering recommended tunneling below the watercourse to reduce costs and disruptions during construction

Train Storage Facility

Moving the YNSE Train Storage Facility north of High Tech Road from below ground to at-grade

- Original proposal planned a 3-track, 12 train below ground storage facility
- Value engineering recommended bringing the facility to at-grade in order to reduce costs while maintaining similar functionality

YNSE Alignment

Changing the point where the subway alignment shifts off of Yonge Street

- Original proposal for the alignment to shift east of Yonge Street north of Holy Cross Cemetery
- Value engineering and peer review identified potential benefit increases and cost reductions from bringing the subway to at-grade adjacent to the CN corridor, which will also better serve the central portions of the Richmond Hill Centre and Langstaff Gateway Urban Growth Centre

Public Comments

From:
To:
Subject:
Date:

From: York Region
Sent: April 26, 2021 3:22 PM
To:
Subject: RE:

Hello,

Thank you for your comment and note. We will definitely take note of your feedback.

Sincerely,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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Sent from my Galaxy

It would be nice to have a subway stop at Clark and Yonge. I am sure many people will take the subway rather than drive their own cars

Please consider it when you plan the subway stops.

Thank you

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From:
To:
Subject:
Date:

From: York Region
Sent: April 26, 2021 3:42 PM
To:
Subject: RE:

Hello,

Thank you for your comment and note. We will definitely take note of your feedback on Clark Station.

Sincerely,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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So sorry to see the inappropriate subway stations. We need a stop at Clark. This is supposed to serve the users. Please reconsider!

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From:
To:
Subject:
Date:

Hello

Thank you for getting in touch about the Yonge North Subway Extension. We're glad to hear you're excited about the project – we're thrilled to be able to bring faster, more convenient transit service to York Region.

While all six previously envisioned stations were studied in the business case, detailed analysis shows that the \$5.6 billion funding envelope announced for the project can accommodate up to four stations, if the extension follows the newly proposed route.

The project includes three confirmed stations at Steeles Avenue, Highway 7 and Highway 407, and High Tech Road.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

I'd like to thank you for reaching with your feedback. Our team working on this project will have many more conversations in many different formats to make sure your voice is heard.

If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt). Otherwise, feel free to get in touch with our dedicated Community Relations team on this project at YongeSubwayExt@metrolinx.com.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

[Sign up to the York Region and Simcoe County e-newsletter here](#)

From: York Region
Sent: April 26, 2021 3:45 PM
To:
Subject: RE: Yonge North Subway Extention

Hi ,

Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

We appreciate your patience on this and I look forward to getting back to you

Sincerely,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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Hello,

I am very excited about the Yonge North subway extension plan as a Thornhill resident! However, I am a bit disappointed to find out that the current plan doesn't include Clark and Royal Orchard stations. I believe that the subway stations should be more equality spaced out along Yonge Street to minimize traffic and to help people who commute daily for work. There are so many residents live along Clark and Royal Orchard, those two stations would very much be beneficial for so many people!

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From:
To:
Subject: FW: Yonge North Subway Extension - Upcoming Meeting
Date: May 7, 2021 2:47:42 PM

From: York Region
Sent: May 6, 2021 10:21 AM
To:
Subject: RE: Yonge North Subway Extension - Upcoming Meeting

Hi

It was great to talk to you yesterday. As promised, have a look at our webpage www.metrolinx.com/yongesubwayext. From there you'll be able to also sign up to our e-newsletter so project updates will be delivered directly to you.

To your question about the Steeles Avenue bus terminal, I was able to confirm this will be built at the surface as part of this project.

One of the ways we are able to bring the project within the announced \$5.6 billion funding envelope is by limiting the amount of excavation required for our infrastructure. The previous proposal called for a bus terminal at Steeles Station built below the ground. Our design and planning teams determined that placing these facilities at ground level will significantly reduce costs while maintaining important benefits of the project.

The number of transit connections expected at the Steeles Station hub calls for a significant amount of space for buses to safely move around the terminal to pick up and drop off passengers.

Our early analysis showed that an area roughly half a kilometer long and almost as wide as Steeles Avenue (the pavement spans four lanes at Yonge Street) would need to be hollowed out, two levels below the surface. The excavation needed would be a significant increase to the cost of the project, along with extra expenses to relocate utilities from beneath the intersection.

The exact location and size of a surface bus terminal at Steeles will be determined through the next phase of the business case analysis. We're working with neighbouring land owners along with the TTC and York Region Transit to make sure we get the most benefits out of the design while minimizing local impacts. Metrolinx will share more details about this aspect of the project when the Preliminary Design Business Case is finalized.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:

Sent: May 4, 2021 4:16 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Re: Yonge North Subway Extension - Upcoming Meeting

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URGENT =

Dear

Look at your map of Yonge street corridor between Major Mackenzie and Clark.

You will notice that there are 2 tracks there now for GO Train & 2 more planned for Subway.

I am concerned about conflict.

NB+=Your Wed zoom meeting is about Richmond Hill or Steeles station.

I am concerned about transport interface.

yours,

On Monday, May 3, 2021, 02:37:55 p.m. EDT, York Region <yorkregion@metrolinx.com> wrote:

Hi

A quick follow up, I've also received your inquiry to our contact centre regarding the shared parallel area of subway and CN rail between Royal Orchard and Highway 407. I'm wondering if I could give you a quick call so I can understand your question a bit better.

Let me know if this works for you. Feel free to send me your phone number if that works.

Hi ,

I hope you're keeping well. I just wanted to quickly follow up and let you know we've launched our webpage for the May 19 Virtual Open House.

[Have a look here to register and pose questions to our team.](#)

Michael

From: York Region
Sent: April 21, 2021 2:01 PM
To:
Subject: Yonge North Subway Extension - Upcoming Meeting

Hello ,

Thank you for getting in touch about the Yonge North Subway Extension.

To your question about further Virtual Open House opportunities, our intention is to continue these on a frequent basis to provide communities along the alignment many opportunities to have their voices heard.

We will be hosting a Virtual Open House on May 19 from 6:30-8:30pm for all communities across the subway alignment. Very shortly we'll be going live with our webpage where you'll be able to submit questions. If you haven't already, I'd encourage you to sign up to our distribution list [here](#). You'll be able to hear about all the virtual engagement opportunities once they are scheduled.

Otherwise, if you would like to discuss one-on-one, I or a member of my team would be happy to set up some time to meet with you.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

From:
To:
Subject: FW: Positive feedback from resident in walking distance to the proposed High Tech station
Date: May 7, 2021 2:48:02 PM

From: York Region
Sent: May 5, 2021 2:38 PM
To:
Subject: RE: Positive feedback from resident in walking distance to the proposed High Tech station

Hi

Many thanks for your thoughtful email, I have shared your sentiments with our team.

Not to worry if you can't make the May 19th Virtual Open House. This event will be recorded and posted on our webpage [here](#). You can also access that page now and register any question or comment for our team to review on the 19th.

To your question about noise and vibration mitigation, you are correct – we're looking at a wide array of proven noise and vibration solutions for this project. This includes resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. Specific to the stretch of tracks that run along the CN corridor in Richmond Hill, the subway will be running on dedicated tracks that will use modern technology to limit noise and vibration. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

I hope you stay engaged in this project – there is still a lot to do and there will be many opportunities to have your voice heard.

For example, we'll be setting up working groups with members of your community and our project team called Construction Liaison Committees.

This group will be a venue to review designs, hear concerns, answer questions, and keep the community updated on the project at every turn. We're looking to launch the committees in Fall of this year. Please let me know if you are interested in participating and we can keep you posted on its formation.

Best,

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hello,

Thank you for sending a post card about the Yonge Street Extension, I just had a chance to review the "Initial Business Case and supplementary analysis" PDFs, and I definitely am excited about the proposed current plans.

Although I am unlikely to attend the virtual open houses because it's right when we get our two young children ready for bed (a 18 months old and a 3 year old), could you please note that my wife and I are appreciative of the rationale for the Bridge and High Tech stations be at surface level? Having the station be walking distance for so many residents is an excellent decision for the future.

Also, I appreciate the strategies highlighted to reduce noise in the neighbourhood. I can't find the page at the moment, but the noise dampening technologies seem impressive to me. Am I correct in assuming that multiple strategies will be considered to enhance the beneficial reduction in noise?

Greatly appreciate the outreach efforts. I've signed up for the e-mail updates so I can keep informed about the planning progress.

Many thanks,

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From:
To:
Subject: FW: Go Train Rout between Longstaff Station & RichmondHill Center Station
Date: May 7, 2021 2:48:45 PM

From: York Region
Sent: May 5, 2021 1:54 PM
To:
Subject: RE: Go Train Rout between Longstaff Station & RichmondHill Center Station

Hi

Thank you for getting in touch. I believe you are referring to the Yonge North Subway Extension – our plan to extend the TTC Line 1 Subway north from Finch Station up to Richmond Hill.

In March we released our updated early plans for this project, to learn more I'd encourage you to visit www.metrolinx.com/yongesubwayext.

Details of the project, like the precise alignment it will follow the northern segment, will follow as planning work continues.

If you'd like to keep up to date on all the latest news for this project, I encourage you to sign up to our email newsletter at www.metrolinx.com/YongeSubwayExt.

Otherwise, feel free to contact me if you have any further questions.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hi there,

As I want to purchase a property close to the mentioned route

and as my best knowledge, there were 3 proposals for this route by last year, So it will be so appreciate if you give me a final confirmed location (map) of train's route to see if it passes under my proposed property or not.

Please inform me about the map- route and consequences of this route on the above properties like noise, and any.

--



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From:
To:
Subject:
Date:

From: York Region
Sent: May 5, 2021 2:00 PM
To:
Subject: RE: Yonge subway North extension

Hi

We expect the PDBC to come out towards the Fall of this year. At the moment we do not have any further information on parking plans. If you'd like to read more about our updated plans, have a look at our webpage [here](#). Otherwise, like I mentioned earlier, you can sign up to our distribution list to receive all the latest updates.

Michael

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Thanks Michael for the update
Do you know when the PDBC will be released?
Any notes regarding parking available online?

Thanks

On Monday, May 3, 2021, 02:28:36 p.m. EDT, York Region <yorkregion@metrolinx.com> wrote:

Hi,

Thank you for getting in touch with this inquiry.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and VIVA express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

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. Parking will be evaluated in more depth through the PDBC.

If you'd like to keep up to date on all the latest news for this project, I encourage you to sign up to our email newsletter at www.metrolinx.com/YongeSubwayExt.

Otherwise, feel free to contact me if you have any further questions.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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Hello,

Where would the proposed parking lots be for the new subway stops on this extension. I wasn't able to find any reference to parking on the Metrolinx website

Thanks

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From:
To:
Subject: FW: Form submission from: Contact the Yonge North Subway Extension Team
Date: May 7, 2021 2:49:17 PM

From: York Region
Sent: May 3, 2021 5:15 PM
To:
Subject: RE: Form submission from: Contact the Yonge North Subway Extension Team

Hello

Thank you once again for getting in touch about the Yonge North Subway Extension.

As part of our current plans, we will be tunneling along the Yonge Street corridor under the East Don River, between the two golf courses you mentioned.

Details of the project like the precise alignment the route in the northern segment will follow as planning work continues.

We're committed to sharing the latest information about the Yonge North Subway Extension with the community as we refine the plans for the project.

If you'd like to keep up to date on all the latest news for this project, I encourage you to sign up to our email newsletter at www.metrolinx.com/YongeSubwayExt.

Otherwise, feel free to contact me if you have any further questions.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From: York Region
Sent: April 26, 2021 3:24 PM
To:
Subject: RE: Form submission from: Contact the Yonge North Subway Extension Team

Hello

Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.

We appreciate your patience on this and I look forward to getting back to you

Sincerely,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: April-24-21 12:44 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: Form submission from: Contact the Yonge North Subway Extension Team

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Submitted on Saturday, April 24, 2021 - 00:43

Submitted by anonymous user: Submitted values are:

Your name:

Your e-mail address:

Subject: Tuneling under Royal Orchard. Where exactly would this take place.

Message: Also,do you to go underground below the valley where there are 2 golf courses?

The results of this submission may be viewed at:

 [Facebook](#)  [Twitter](#)  [Instagram](#)

From: [York Region](#)
To:
Subject:
Date:

From: York Region
Sent: May 3, 2021 1:36 PM
To:
Subject: RE: York Region Newsletter – April 30, 2021

Hi

Thank you for getting in touch with this question. We will be building four stations as part of the Yonge North Subway Extension.

The project includes three confirmed stations at Steeles Avenue, Highway 7 and Highway 407, and High Tech Road.

MetroInx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

If you'd like to read more about our updated plans on this project have a look at MetroInx.com/YongeSubwayExt. Otherwise, feel free to get in touch if you have any further questions.

Michael Paolucci
Community Relations and Issues Specialist
MetroInx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From:
Sent: May 1, 2021 11:17 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Fwd: York Region Newsletter – April 30, 2021

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Good morning,

As of now, how many new stations are proposed for the Yonge extension project, 3 or 4?

Thanks

----- Forwarded message -----

From:
Date: Fri, Apr 30, 2021 at 12:12 PM
Subject: York Region Newsletter – April 30, 2021
To:

[View this email in your browser](#)



YORK REGION

The Route Ahead: What's Next for the Yonge North Subway Extension

From:
To:
Subject:
Date:

From: York Region
Sent: May 3, 2021 10:28 AM
To:
Subject: RE: Proposed extension

Hello

Thank you once again for reaching out with your feedback about the Yonge North Subway Extension. The input we get from residents like you is important to help us move the project forward in the best way possible.

The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are expected to grow significantly in the years to come, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

I'd like to thank you for reaching with your feedback. Our team working on this project will have many more conversations in many different formats to make sure your voice is heard. If you haven't already, please sign up to receive regular email updates via our website: [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt). Otherwise, feel free to get in touch with our dedicated Community Relations team on this project at YongeSubwayExt@metrolinx.com.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From:

Sent: April 28, 2021 8:21 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: Proposed extension

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Hello,

I am aware of the challenges of settling on stops for the current extension plans, and am sympathetic to the numerous voices expressing opinions.

Nevertheless, the current plan seems to involve stations at Steeles, then none until Bridge, and the another at High Tech. This seems an unnecessarily large gap, followed by two incredibly close stations at the end of the line.

It seems to me much more logical and effective to add a station at Clark or Royal Orchard, rather than Bridge. Of course both would be better, but if the plan I most recently saw is being considered it seems ill advised.

Many thanks.

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From: [York Region](#)
To:
Subject:
Date:

From: York Region
Sent: May 3, 2021 10:26 AM
To:
Subject: RE: Yonge North Subway Extension

Hello

Thanks for reaching out to us.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

The Yonge North Subway Extension will make travel faster and easier between Richmond Hill and downtown Toronto, as well as open up new travel possibilities in all directions thanks to the planned transit hub tentatively called Bridge Station. By putting the station right under Highway 7 and Highway 407, riders will be able to access transit options that will allow them to tap into the entire regional transit network.

That means it'll be easy to get to jobs located to the east, near highways 407 and 404, or destinations to the west like York University and Pearson Airport. A simple transfer to the VIVA bus rapid transit system will make getting across York Region more convenient than ever. Bridge Station will also give customers in northern York Region new travel options when they ride the Richmond Hill GO train from places like Aurora and Newmarket.

Its also important to note that Royal Orchard Station is part of our analysis with the previously proposed Cummer and Clark stations as we work with our partners to determine the best location for the fourth station through further planning and design work.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We're committed to sharing the latest updates of our plans with the community, and that includes making sure that all necessary noise and vibration solutions are put in place to keep things quiet and peaceful and to ensure your homes and your community remain sought-after places to live in. We will have more specific details about the exact solutions we'll be introducing in the coming months once we conduct and consult on environmental assessments, but our goal is to ensure no significant difference in noise and vibration levels compared to today.

I want to thank you for sharing your feedback. We're at a stage now where we're bringing our initial plans for the project to the community through virtual open house events, and we'll be refining those plans throughout the project's lifecycle as we gather more information and feedback. We will have many more conversations in many different formats

to make sure your voice is heard and to share timely updates with you. If you haven't already, please sign up to receive regular email updates via our website:

Metrolinx.com/YongeSubwayExt

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-202-4425

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After years of wait for such subway extension and living in Royal Orchard Neighborhood, now seeing the route and set-up quite frustrating, The Subway extension in fact will be passing by through & underneath of this beautiful neighborhood, without having even a confirmed station here. Metrolinx is just doing similar to the existing Go-Train. If you are not going to service the area and just wanted to transfer people from beginning of Richmond Hill to the Downtown, there is already a Go-Train doing, why wasting our tax money and leave issues for later to be resolved with a higher cost by others?

I recommend, if you don't have enough budget to do the project properly, don't do it and wait for the time getting enough money to do the job right.

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Metrolinx Engage Ask-A-Question

Parking in York Region for Yonge line

Anonymous

May 5, 2021 - 12:08

Will there be a change in parking space north of Finch?

Will there be a garage above / nearby / beside stations at Steeles, Clark, Bridge ?

Will there be a change in parking space at Finch or High Tech?

Will there be added parking beside Home Depot at Langstaff (use of Biz Express to this area) ?

What about development above subway station-like at Davisville, Eglinton or York Mills?

How will this affect current GO bus/Train facilities?

Will this be pay or free or reserved parking?

How will transfer between parking & stations & busses be arranged/facilitated?

- [_Vote for this question12](#)
- [_Downvote this question10](#)



Answer

Metrolinx

May 26, 2021 - 16:21

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and VIVA express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

- [_Vote for this question8](#)
- [_Downvote this question6](#)



Where will open cut /above surface section be at the north end?

Anonymous

May 5, 2021 - 12:18

How deep and where will the tunnelling section be?

What effect will the vibrations have on surface buildings and land values?

What have been the experiences about this along the Bloor-Danforth subway lines?

How about noise experiences with surface properties of subways in North America,Asia or Europe?

- [_Vote for this question9](#)
- [_Downvote this question12](#)



Answer

Metrolinx

May 27, 2021 - 10:09

The current plans for the project recommend placing the northern section of the Yonge North Subway Extension at the surface, instead of tunneling all the way to Richmond Hill. In the refined version of the preferred route, the tracks head north beneath Yonge Street from Finch Station before they curve away from Yonge Street and emerge at the surface at the proposed subway tunnel portal south of Langstaff Road at the CN railway corridor. The line then travels north within the existing railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the Richmond Hill Centre area.

The tops of the tunnels will be at least 14 metres below the surface, which is equal to the height of a four-storey building. The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Many aspects of subway technology have evolved and improved since the construction of Line 2, which opened in the mid-1960s. One of the most important differences as it relates to keeping

neighbourhoods quiet and peaceful is that Line 2 was built at a shallower depth than is proposed along the Yonge North Subway Extension, which will use modern tunneling methods to carefully dig tunnels deep below the surface and use the latest technology to limit noise and vibration from trains passing over the rails. Our aim is to ensure there is no appreciable difference between the noise and vibration levels in your community today compared to when the extension is up and running.

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

- [_Vote for this question5](#)
- [_Downvote this question8](#)



[How will this affect vehicular traffic in Northern York Region?](#)

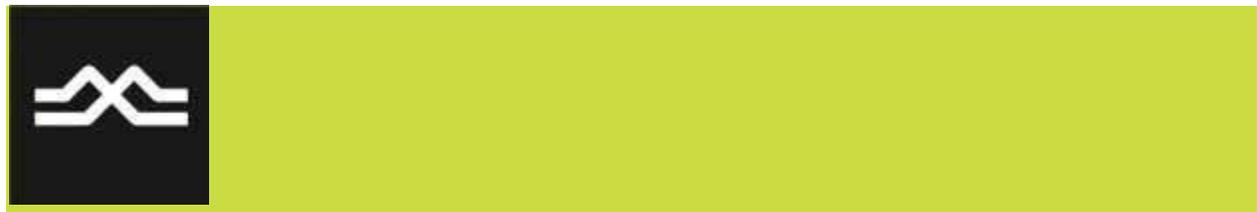
Anonymous

May 5, 2021 - 12:27

How will this subway line be connected by transit to areas south of Newmarket?
How about connections to cars, taxi etc. services and trucks in Yonge Street corridor?
Will VIVA blue run super-express trips to Oak Ridges, Aurora or Newmarket?
How about subway connections to busses using highway 404/407?

Is there a chance of using GO trains hauling small freight packages to subway transfer depots?

- [_Vote for this question9](#)
- [_Downvote this question11](#)



[Answer](#)

Metrolinx

Jun 2, 2021 - 13:43

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. The project is expected to serve 94,100 riders each day by 2041, cutting the time spent commuting in Toronto and York Region by a combined 835,000 minutes each day.

The new transit hub at Bridge Station will allow riders to easily tap into more travel options than ever before. It will offer fast and simple connections to York Region Transit and regional GO buses that travel on major roadways like Highway 7, Highway 407 and Yonge Street.

For example, riders will save as much as 15 minutes on a trip from the Oak Ridges area to midtown Toronto by getting on the Richmond Hill GO train line at the future Bloomington GO station and transferring to the subway at Bridge Station, which will be integrated with the existing Langstaff GO station. From there, customers can take Line 1 to Eglinton Station, where they'll have convenient ways to get to destinations from Etobicoke to Scarborough via the Eglinton Crosstown LRT.

- [_Vote for this question8](#)
- [_Downvote this question6](#)



[Steeles Station- where have parking & transit terminal?](#)

Anonymous

May 5, 2021 - 12:38

What development will there be at Centrepont plaza? (parking or non-parking,traffic lights)

How about development nearby to Yonge-Steeles interchange in Markham and Vaughan?

How about development at Yonge and Clark, John, Royal Orchard,Langstaff areas?

Will Centrepont be expanded or contracted in size or development?

What effect on traffic will there be in terms of traffic lights or lane and sidewalk widenings?

- [_Vote for this question10](#)
- [_Downvote this question9](#)



[Answer](#)

Metrolinx

Jun 2, 2021 - 13:44

We are working with our municipal partners and local property owners to make sure new subway stations integrate with existing and emerging communities along the route.

The Yonge North Subway Extension will support vibrant urban development that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. We are supporting the vision of the Province of Ontario and local municipalities' Urban Growth Centres along the Yonge Street corridor. The vision for these burgeoning communities is an important part of the business case analysis and informs our decisions through each stage of the project.

We will work closely with our municipal partners and property owners to gain a complete understanding of the unique local considerations in each neighbourhood along the extension and coordinate our work to deliver this important and much-needed project.

The environmental studies we're doing now will look at the potential effects the project will have on local traffic through construction and when the extension is up and running. We'll have more details to share when a draft report is finalized later this year.

- [_Vote for this question7](#)
- [_Downvote this question6](#)



[Joined late... When will "Option 3" be OFF your business plan?](#)

Anonymous

May 5, 2021 - 19:40

- [_Vote for this question10](#)
- [_Downvote this question12](#)



Answer

Metrolinx

May 26, 2021 - 16:22

The plans released in March are moving forward for further analysis through the Preliminary Design Business Case. The exact route of the Yonge North Subway Extension will evolve as planning work continues and community input is gathered. Your feedback is vital in helping us move the project forward in the best way possible and there will be many opportunities along the way for you to share your ideas and insight with us.

- [_Vote for this question7](#)
- [_Downvote this question6](#)



Why have all of the in between stations been cancelled?

Anonymous

May 5, 2021 - 20:15

- [_Vote for this question12](#)
- [_Downvote this question7](#)



Answer

Metrolinx

May 26, 2021 - 16:22

The project includes three confirmed stations at Steeles Avenue, Highway 7 and Highway 407, and High Tech Road.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

- [_Vote for this question7](#)
- [_Downvote this question7](#)



Why are high tech & bridge stations so close together?

Anonymous

May 5, 2021 - 20:16

- [_Vote for this question14](#)
- [_Downvote this question6](#)



Answer

Metrolinx

May 26, 2021 - 16:22

Bridge Station and High Tech Station are placed the way they are to serve the areas that will be the most dense in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are planned to support significant growth, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Bridge Station will connect with GO trains, GO buses, and local transit services, including Viva BRT, while High Tech station will put more than half of the Richmond Hill Centre area within walking distance of the subway by 2041.

- [_Vote for this question5](#)
- [_Downvote this question8](#)



Station at Centre/John Street

Anonymous

May 10, 2021 - 11:49

Given that the intersections of Centre Street/John Street and Yonge Street is the "historic downtown" of Thornhill, I feel that perhaps a station there might be a good idea.

- [_Vote for this question8](#)
- [_Downvote this question7](#)



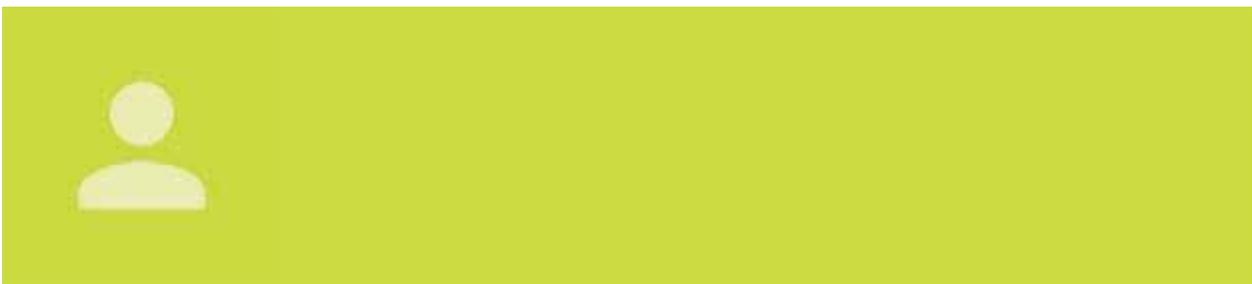
Answer

Metrolinx

May 26, 2021 - 16:23

Our analysis shows there is lower potential for growth along John Street compared to the other potential stations because it is located within the boundaries of heritage conservation districts. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

- [_Vote for this question7](#)
- [_Downvote this question7](#)



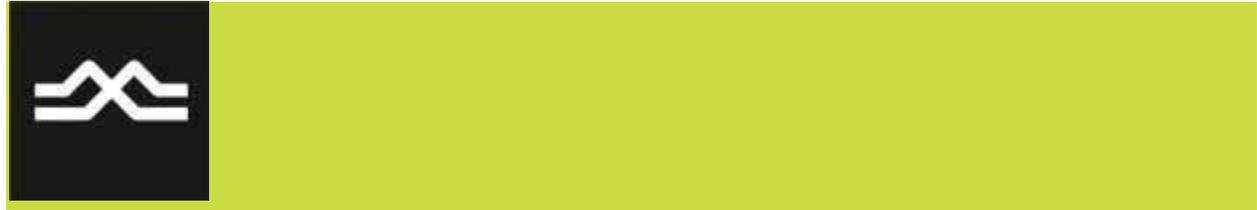
What is the timeline for choice of potential station?

Anonymous

May 13, 2021 - 10:50

What will be the deciding factors that will be considered for the choice of which of the potential stations will be constructed? When do you estimate that this decision will be made?

- [_Vote for this question12](#)
- [_Downvote this question8](#)



Answer

Metrolinx

May 26, 2021 - 16:24

We are using the same business case framework from the Initial Business Case to analyze the benefits of each station. This includes predicting how many people would use each station and looking at how many new riders a station would attract to the line each day. Our studies also consider how the distance between each station will affect ridership. Through these comparisons, we get a better understanding of how much the community would benefit from each of these stations. We also consider how complex it would be to build each station and how much impact it might have on nearby properties and development planned in the future.

Metrolinx is working with partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations. We are completing our analysis of those proposed stations through the Preliminary Design Business Case and will have more details to share when it is finalized.

- [_Vote for this question9](#)
- [_Downvote this question6](#)



Above ground facilities would be built at the potential stations

Anonymous

May 13, 2021 - 10:54

What above ground facilities would be required at each of the potential sites and have specific choices been made as to where these facilities would be placed?

- [_Vote for this question9](#)
- [_Downvote this question6](#)



Answer

Metrolinx

Jun 1, 2021 - 11:49

The stations along the Yonge North Subway Extension will require entrances, traction power substations, emergency exit buildings, emergency service buildings and bus facilities. The final sites of these surface level facilities will be confirmed through further planning and design work.

- [_Vote for this question7](#)
- [_Downvote this question6](#)



Will there be a subway station at Clark and Yonge?

Anonymous

May 14, 2021 - 19:19

- [_Vote for this question12](#)
- [_Downvote this question4](#)



Answer

Metrolinx

May 26, 2021 - 16:25

Metrolinx is working with partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations. We are completing our analysis of those proposed stations through the Preliminary Design Business Case and will have more details to share when it is finalized.

- [_Vote for this question7](#)
- [_Downvote this question10](#)



Will new funding by Feds allow us to revert back to Option 1 ?

Anonymous

May 17, 2021 - 19:54

Cost was the main reason for tunneling under houses to Go tracks. With new funding from the Feds can we now revert back to Option 1 ?

- [_Vote for this question12](#)
- [_Downvote this question7](#)



Answer

Metrolinx

May 27, 2021 - 10:11

The Yonge North Subway Extension uses innovative solutions to ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within the initial funding envelope of \$5.6 billion. Our planners considered a range of factors to make the Yonge North Subway Extension as easy as possible to access, for a wide number of people.

Running the route along the existing CN railway corridor in the northern end of the route allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other completely underground options, only three stations could be built.

This approach will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres and the existing CN rail line runs through the centre of them. This location also fills the gap in the regional transit network by connecting the subway with the GO and Viva Bus Rapid Transit networks, unlocking more travel opportunities across the region.

To get to the rail corridor in that area, we need to run a tunnel off of Yonge Street that will connect with the rail corridor.

On May 11th, the federal government announced a \$10.4 billion funding commitment to Ontario's four priority subway projects, including the Yonge North Subway Extension.

This commitment is in addition to contributions from the Government of Ontario and York Region, which make up the combined \$5.6 billion funding envelope for the Yonge North Subway Extension.

- [_Vote for this question4](#)
- [_Downvote this question9](#)



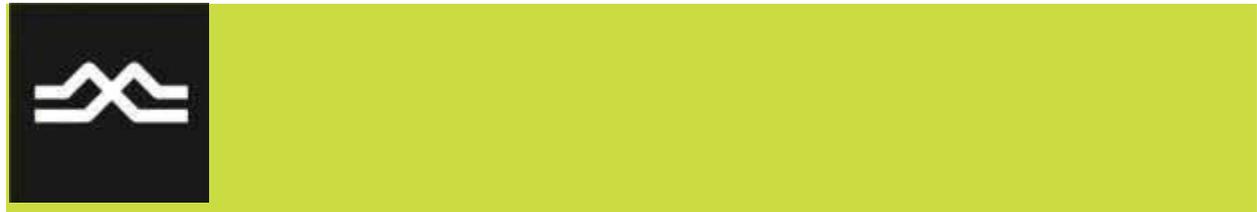
The community has spoken : we do not want tunneling under homes.

Anonymous

May 17, 2021 - 20:03

If you are serious about community involvement why do you give us lip service and not listen to the community when we tell you that we do NOT want the subway under our homes.

- [_Vote for this question9](#)
- [_Downvote this question8](#)



Answer

Metrolinx

May 26, 2021 - 16:25

The plans we recently released in the Initial Business Case are just the first step of a planning process that includes robust and frequent conversations with communities. It provides recommendations that are backed up by evidence to make sure the proposal we're bringing forward for consultation is something we can confidently deliver.

Our goal is to ensure we bring transit to the most people while limiting impacts on homes, businesses and communities as a whole. Once we identify the path a transit line will take, we're able to then target our outreach to start discussing any impacts and how we'll solve for them. That's what we're doing now, and there will be many, many more discussions as we move forward together on this important project.

- [_Vote for this question6](#)
- [_Downvote this question9](#)



What challenges are currently facing Metrolinx in choosing Opt 3

Anonymous

May 17, 2021 - 22:56

- [_Vote for this question7](#)
- [_Downvote this question9](#)



Answer

Metrolinx

May 27, 2021 - 13:27

With the completion of the Initial Business Case, we'll now begin to confirm the benefits, financing, and delivery plans for procurement through the Preliminary Design Business Case (PDBC). The development of the PDBC is expected to take place through the spring and summer of 2021. The target to finalize the PDBC is later this year.

- [_Vote for this question5](#)
- [_Downvote this question10](#)



When will a detailed map be provided to the Royal Orchard Area??

Anonymous

May 18, 2021 - 13:58

When will we know the impacted properties in the Royal Orchard community? Certain councillors have this information but it is being held in secrecy and it impacts greatly the lives of the community.

- [_Vote for this question10](#)
- [_Downvote this question11](#)



Answer

Metrolinx

May 27, 2021 - 10:13

We're still confirming property requirements as we consult on and refine our plans.

We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity.

Our preferred approach is to enter into direct negotiations with owners, with the goal of reaching amicable agreements.

Whether we have to acquire a portion of a property or the entire property, the owner will be compensated. In all cases, owners are compensated for their property at a price they could expect through a sale at fair market value.

Fair market value represents the value of the property based on the market conditions at that time. A third-party appraisal will be completed to estimate the fair market value.

Property owners may also complete their own appraisal to determine or confirm the fair market value. In some cases, other kinds of third-party experts may be asked to help determine fair market value for a property, such as environmental consultants.

- [_Vote for this question4](#)
- [_Downvote this question11](#)

Slido Live Question Period



ASK AND VOTE NOW! (YNSE3)



Q&A

Polls

Ask the speaker



Type your question

Popular

Recent

21 questions



Anonymous

1 month ago

6

Wouldn't it be better to tunnel deep under the cemetery instead?



Anonymous

1 month ago

4

Have property and commercial developers committed to assist with funding or any other kind of financing if you divert the alignment as set out in Option 3?



Anonymous

1 month ago

4

Ask



ASK AND VOTE NOW! (YNSE3)



Q&A

Polls

How much financial compensation should homeowners with the subway passing beneath their homes expect?



Anonymous
1 month ago

3

Why not build underground stns. at Langstaff (adds parking w. of Yonge & serves west Gateway) and High Tech (links bus&train stns. & serves central & east GW)?



Anonymous
1 month ago

3

Why have you allowed developers of the Langstaff Gateway to so badly affect your good judgement?



Anonymous
1 month ago

3

Why would you decide Option 3 is better when it causes huge disruption, is more difficult to build and deliver and is longer and when cost is not an issue?

Ask



ASK AND VOTE NOW! (YNSE3)



Q&A

Polls



Anonymous

1 month ago

1

Please clarify section of tracks will run at-grade north of Royal Orchard?



Anonymous

1 month ago

1

If you stayed underground with the line and Bridge station Option 1 works fine, so why go above ground at all - Finch works fine underground?



Anonymous

1 month ago

1

Has the CN given you the rights to tunnel under their tracks?



Anonymous

1 month ago

1

Airborne noise is a common issue with at grade subway operations, what measures and controls be taken to eliminate noise impacts?





ASK AND VOTE NOW! (YNSE3)



Q&A

Polls

Sorry. My Last question had a bad typo. What is the plan for commuter parking at Hitech or Bridge station?



Anonymous

1 month ago

2

Why is Metrolinx leaning towards option 3 with no proof of how it will impact our homes?



Anonymous

1 month ago

1

Is rolling stock included in the procurement?



Anonymous

1 month ago

1

How many passengers per peak hour are expected at both Bridge and High Tech Stations?



Anonymous

1 month ago

Ask

Please clarify section of tracks will run at-grade north of Royal Orchard?



ASK AND VOTE NOW! (YNSE3)



Q&A

Polls



Anonymous
1 month ago

1

will there be parking at Steeles



0

What is the timeline for procurement and construction?



Anonymous
1 month ago

0

When the original design of six stations was decided, was funding not already considered and if not, why put forth a plan that wasn't funded, unless for votes?



Anonymous
1 month ago

0

What are the specific business case frameworks you are referring to, that makes Option 3 the best?



Anonymous

0





ASK AND VOTE NOW! (YNSE3)



Q&A

Polls



Anonymous

1 month ago

0

how far does the current tunnel go past finch



Anonymous

1 month ago

0

in the PDF file I didn't see the projected time of completion. The time lines go up to 2024 only. Can you please advise?



Anonymous

1 month ago

0

Is the subway tunneling under the CN tracks or running above ground.? If above ground, will it be on the east or west side of the CN tracks going into Bridge?

slido



May 5th, 2021 Virtual Open House – Answers to Key Outstanding Comments

Business Case Decision making

Why would you decide Option 3 is better when it causes huge disruption, is more difficult to build and deliver and is longer and when cost is not an issue?

Through our analysis, we found that Option 1 could be delivered with up to three stations at Steeles, Richmond Hill Centre, and Langstaff within the \$5.6 billion announced funding envelope. Option 2 could also accommodate up to three stations in roughly the same areas.

The refined Option 3 alignment has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project. Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues.

This approach will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres. The existing rail line runs right through the centre of them, so building stations that will make it easier for people to get to existing regional bus and GO train services in that area will mean faster, more convenient transit and less traffic congestion as communities grow.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

When the original six station alignment was decided was funding not already committed?

When Metrolinx assumed responsibility for the Yonge North Subway Extension in 2019, the only funding allotted to the previously envisioned project was roughly \$91 million for preliminary design and engineering work.

What are the specific business case frameworks you are referring to, that makes Option 3 the best?

The Metrolinx business case framework is used across all major projects being planned, designed and built by Metrolinx to make sure we have a thorough understanding of the potential benefits and challenges associated with the project. Input from municipal and regional planners informed the development of the business case analysis for the Yonge North Subway Extension. The insight we gathered from our partners helped us thoroughly understand the

growth planned in each community served by the extension, and how that development will affect transit needs in the future. The Initial Business Case and supplementary analysis are available [here](#).

Running the route along the existing CN railway corridor in the northern end of the route allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other completely underground options, only three stations could be built. This approach will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres and the existing CN rail line runs through the centre of them.

Tunnelling

Wouldn't it be better to tunnel deep under the cemetery instead?

We considered a route for the extension that tunneled under Holy Cross Cemetery but we did not include it in our detailed analysis because early investigations showed that the depth the tunnels would have been needed to be built at below Pomona Mills Creek would not have allowed the route to reach the surface at Bridge Station, which fills the gap in the regional transit network by connecting the subway with the GO and Viva bus rapid transit networks, unlocking more travel opportunities across the region.

This approach will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres. The existing rail line runs right through the centre of them, so building stations that will make it easier for people to get to existing regional bus and GO train services in that area will mean faster, more convenient transit and less traffic congestion as communities grow.

Please clarify section of tracks will run at-grade north of Royal Orchard?

As a part of our plan, the subway tracks will emerge at the surface at the proposed subway tunnel portal within the CN railway corridor. The line then travels north within the existing rail corridor under the Highway 7 and Highway 407 overpasses on its approach to the Richmond Hill Centre area.

Funding

Have property and commercial developers committed to assist with funding or any other kind of financing if you divert the alignment as set out in Option 3?

We are open to considering partnerships that could add benefits to the project. The provincial government will also be exploring development opportunities that could support the project through the [Transit-Oriented Communities](#) program as part of the planning process. Any

decisions we make on alignment and station locations are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.

Stations

Option 1/2 angles towards and directly to where Bridge Station is slated to be. Wouldn't you agree that all that's necessary is for the subway portion of Bridge Station to be underground and then Option 1/2 going underground all the way works fine?

Why not build underground stns. at Langstaff (adds parking w. of Yonge & serves west Gateway) and High Tech (links bus&train stns. & serves central & east GW)?

The benefit of Bridge Station as it is proposed in Option 3 is that it brings together as many as six existing and future regional transit services in a location that is easier for the buses that run along those routes to access than where the transit hub is located in Option 1 and Option 2. Having stations above ground cuts down on travel time by avoiding lengthy descents into underground tunnels and will make it transferring from the subway to a GO train, GO bus, or local bus faster and easier.

The refined Option 3 proposal will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years. This route allows us to achieve the benefits of the project at a lower cost. This means we are able to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With Options 1 and 2, only three stations could be built.

.How many passengers per peak hour are expected at both Bridge and High Tech Stations?

An estimated 7,400 people will use Bridge Station in the morning peak hour. High Tech Station is predicted to attract between 3,000 to 5,000 riders over the same period. These estimates will be updated as we complete more planning and design work for the project.

Property Impacts

How much financial compensation should homeowners with the subway passing beneath their homes expect?

We understand that you want those details and we will reach out to impacted property owners as soon as possible. If Metrolinx confirms that your property is needed to support construction or operation of the project, we will contact you directly.

Our preferred approach is to have direct negotiations with owners, with the goal of reaching amicable agreements.

Fair market value represents the value of the property, including the property below their homes that we may need for the subway, based on the market conditions at that time. A third-party appraisal will be completed to estimate the fair market value.

Property owners may also complete their own appraisal to determine or confirm the fair market value. In some cases, other kinds of third-party experts may be asked to help determine fair market value for a property, such as environmental consultants.

Metrolinx strives to communicate with property owners early and often so that there is ample time to work through solutions. We will know more about precise environmental and community impacts as the project moves through further design stages, which are currently underway.

Parking

What is the plan for commuter parking at High Tech, Bridge, or Steeles Station?

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and VIVA express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Procurement

Is rolling stock included in the procurement?

The new subway trains required to provide service on the extension have been accounted for within the \$5.6 billion funding envelope. We will work with the TTC to procure new trains.

What is the timeline for procurement and construction?

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

CN

Has the CN given you the rights to tunnel under their tracks?

We have had numerous positive discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN – we share rail corridor throughout our existing GO network and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

Is the subway tunneling under the CN tracks or running above ground? If above ground, will it be on the east or west side of the CN tracks going into Bridge?

The current plans for the project recommend placing the northern section of the Yonge North Subway Extension at the surface, instead of tunneling all the way to Richmond Hill. The tracks will head north beneath Yonge Street from Finch Station before they curve away from Yonge and align with the CN Railway corridor. The subway will rise to emerge at the surface south of Highway 407 as it continues through the Richmond Hill Centre area. We'll be adding dedicated subway tracks to the west of the CN tracks within the existing railway corridor and looking at ways to keep the footprint of the project as small as possible as we build new infrastructure.

Noise and Vibration

Airborne noise is a common issue with at grade subway operations, what measures and controls will be taken to eliminate noise impacts?

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. Our aim is to ensure no appreciable difference between existing and future noise and vibration levels in your community.

We're going to be using solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the extension stay sought-after places to live in.

We're looking at a wide array of proven noise and vibration solutions we could put in place for the project, like noise walls that block sounds, high-grade rail fasteners that keep all the parts

tightly together, and rubber dampers that attach to the rails to absorb vibrations that cause noise.

We will have more detailed information about the solutions we'll be putting in place as we refine designs and conduct and consult on environmental assessments.

What is the allowable limit for noise?

Our goal is to ensure that there are no appreciable differences to the levels of noise you experience today compared to when the extension is up and running. Metrolinx uses provincial guidelines for the assessment of noise.

The provincial limits for airborne noise are based on the lower of either the existing levels of ambient sound in a given area, or a set of minimum sound level criteria. For areas along the surface-level segment of the route, the goal is not to exceed the existing ambient sound levels by 5 dB or more.

When it comes to minimizing noise caused by trains traveling through the tunnels, the guideline limit Metrolinx aims to come in under is 35 dBA (a unit of measurement that best reflects how sound is perceived by the human ear) for ground-borne noise. In other words, roughly the same level of sound you could expect in a library. If noise and vibration levels are expected to exceed those guidelines, we put additional solutions in place to bring them back down below those limits.

May 19th, 2021 – York Region Wide Virtual Open House

Newsletters

From:
To:
Subject: York Region Newsletter - May 17, 2021
Date: May 17, 2021, 10:34:15 AM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Metrolinx <info@community.metrolinx.com>
Sent: May 17, 2021, 9:29 PM
To: Michael Paolucci <Michael.Paolucci@metrolinx.com>
Subject: York Region Newsletter - May 17, 2021

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

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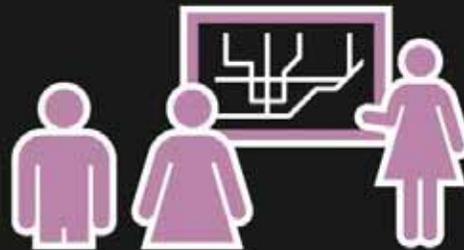
YORK REGION

Attend a Virtual Engagement Opportunity for Yonge North Subway Extension

The Yonge North Subway Extension will bring TTC Line 1 service roughly eight kilometres north from the existing Finch Station to Richmond Hill, but the benefits to communities stretch far beyond the end of the subway line.

This rapid transit project will support sustainable growth while creating transit hubs that will connect communities across York Region. [Click here for a detailed look at how that will work](#), including how much time it will save on commutes.

**Got questions?
We've got
answers!**



Got questions? Join us at our next Virtual Open House.

UPCOMING VIRTUAL OPEN HOUSE

Metrolinx will be hosting a Virtual Open House open to all residents along the subway project who would like to ask questions and learn more about the Yonge North Subway Extension. [Community input is essential to the work we do](#) and we are eager to connect with you throughout the life of the project so that you can share your feedback with us.

Our next Virtual Open House will be live on [May 19, 6:30-8:00 PM](#).

We'll share the latest plans for the project and discuss the new travel options that will open up through the new subway extension, as well as the travel time savings and offsets to traffic congestion that will come from having more convenient ways to get around.

Residents can register for the event, submit and vote on questions

now through our [dedicated page](#).

PAST EVENTS

Click on the links below to read answers to questions we received, and to watch live recordings of the events on Metrolinx Engage:

- [May 5, 2021 for northern York Region communities - Q&As coming soon](#)
 - [April 21, 2021 for the Richmond Hill community](#)
 - [April 7, 2021 for the Royal Orchard community](#)
-

STAY CONNECTED

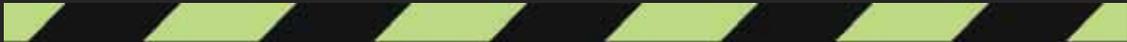
To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt).

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:

Twitter – [@YongeSubwayExt](#)

Instagram – [@YongeSubwayExt](#)

Facebook – [Yonge North Subway Extension](#)



REMINDER: Parking and Bus Loop Relocation at Rutherford

From: [Metrolinx](#)
To: [Dumbrell, Laura](#)
Subject: [Metrolinx Newsletter](#)
Date: Tuesday, July 20, 2021 3:00:12 PM

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IT'S HAPPENING.

 **METROLINX**

YORK REGION

Clark Station to Be Included as Fourth Stop on Yonge North Subway Extension



In a milestone announcement, Metrolinx has confirmed that Clark Station will join Steeles, Bridge and High Tech stations to serve growing neighbourhoods along the Yonge Street corridor and beyond. This is yet another big step for the Yonge North Subway Extension, in the plan to become part of an expansive map of integrated projects, routes and even transit carriers which will make it faster and easier to get around York Region than ever before.

Click [here](#) for the full story.

PAST EVENTS

- [May 19, 2021 for all communities along the alignment](#)
 - [May 5, 2021 for northern York Region communities](#)
 - [April 21, 2021 for the Richmond Hill community](#)
 - [April 7, 2021 for the Royal Orchard community](#)
-

FUTURE ENGAGEMENT OPPORTUNITIES

Our Community Relations team is committed to connecting with all members of the public as we continue our engagement efforts. We welcome any local community groups, organizations, businesses or interested parties to email us at YongeSubwayExt@metrolinx.com, or by calling 416-202-7000, if you would like to learn more about this project.

STAY CONNECTED

To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit Metrolinx.com/YongeSubwayExt.

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:

Twitter – [@YongeSubwayExt](https://twitter.com/YongeSubwayExt)

Instagram – [@YongeSubwayExt](https://www.instagram.com/YongeSubwayExt)

Facebook – [Yonge North Subway Extension](https://www.facebook.com/YongeNorthSubwayExtension)

Newly Opened Bloomington GO Station Awaits You



Young rail fan Marcel Deolivira watched the station being built, and wanted to be on hand on opening day. (Nitish Bissonauth photo)

On June 28, Metrolinx was proud to announce the official launch of service to Bloomington GO Station, and many true rail fans joined us to inaugurate the special day. Marcel Deolivira was one of them. His mother drove him from Toronto to attend the opening of the station and it did not disappoint.

"I remember passing by when it was under construction and when I found out it was opened I just had to check it out – it's really beautiful," he said.

If you haven't yet had an opportunity to visit Bloomington GO and check out the three level, 700+ car counting parking garage, 6-bay bus loop, or large open-air glass enclosed atrium, click [here](#) to take a virtual tour.

Vegetation and Tree Clearing

Within the Rail Corridor From Rutherford GO to King City GO

Work is underway to deliver the GO Expansion Program and prepare for the future electrification of GO service. To support this work, Metrolinx will clear, remove and prune designated trees and vegetation located within the Barrie Rail Corridor, **starting Monday, July 19. Work will take place during the daytime and take approximately 12 weeks to complete.**

Work will be conducted as quickly and efficiently as possible to minimize disturbances. Residents and businesses can expect to hear noise caused by trucks, chainsaws, woodchippers and other construction equipment related to this work. Residents and business may see dots on trees in the rail corridor identified for removal. Invasive tree species will be chipped on site, while wood from native trees may be taken off site for reuse.

REMINDER: Pedestrian Detour, Parking and Bus Loop Relocation in Effect at Rutherford GO

A pedestrian detour was implemented between the bus loop in the North West parking lot and the station building. Pedestrians will be detoured via the multi-use path on Rutherford Road. The detour is required to accommodate demolition and material removals in the area and will remain in place through to **mid-July 2021**.

The northwest parking lot is currently closed for construction until **summer 2021**. GO Customer parking and Reserve parking will be relocated to the lot at 635 Westburne Drive. Accessible parking will remain available in the north lot at the station building.

The bus loop and passenger pick-up drop-off area will be accessible via Westburne Drive. The new bus loop and passenger pick-up drop-off area configuration will remain in place through to **January 2022**.



At Unionville GO, crews are installing the snow melting system to maintain safe walking conditions for customers at the platform. In the east platform, soffit panel installation is underway at the canopy, while formwork for shelter cubs continue to take shape on the west platform.

We're building new station features to accommodate the additional 1,000 daily customers we anticipate in the next 10 years and to prepare for future two-way, all-day service.

REMINDER: Pedestrian Walkway Shift in Place

To accommodate the progress of the east platform construction, the south platform access walkway has been shifted approximately 40 feet north of its current location. The change will **remain in place until**

mid-July 2021. Please follow wayfinding signage to the new walkway.

Metrolinx Announces New Weekend Pass



Riders board a GO train in this recent image from weekend service to Niagara.
(Transit Matty photo)

On July 10, Metrolinx introduced Weekend Passes for GO Transit trips, to help riders explore the Greater Golden Horseshoe Region of Ontario.

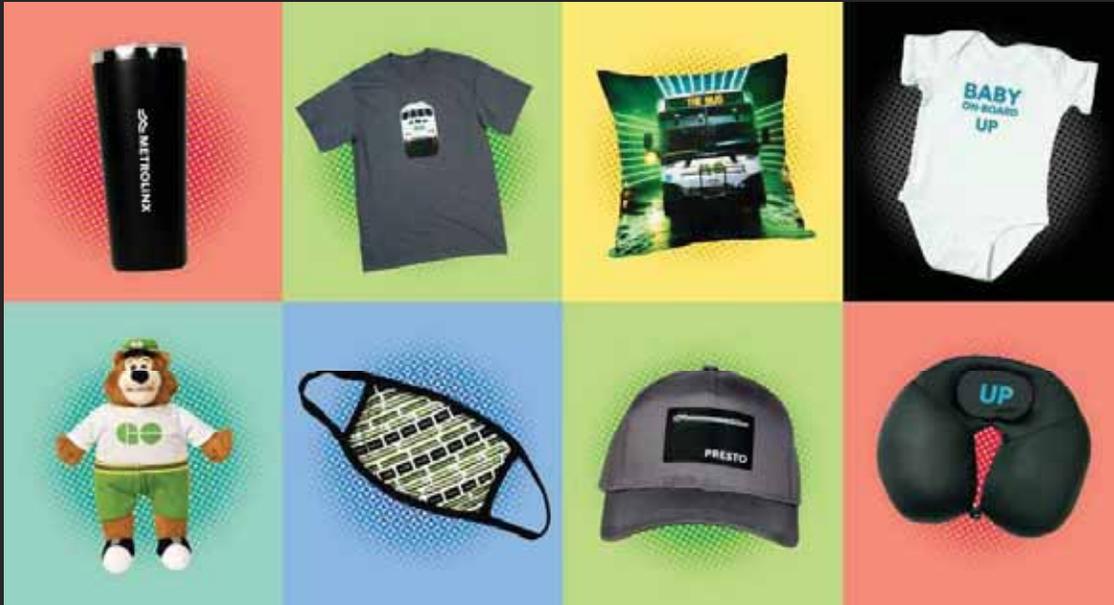
The incentives mark a return to pleasure trips on GO Transit after more than a year of largely essential travel, and come after the announcement of more weekend and holiday services on the Barrie, Lakeshore East and West lines.

The options include:

- **\$10 One-Day** (valid for travel on either Saturday, Sunday or Holiday only)
- **\$15 Weekend** (valid for travel on Saturday + Sunday, and any additional Holiday day)

Click [here](#) for the full story.

Metrolinx Launches Branded Gear in Online Store



The transit agency has created a virtual store offering merchandise and apparel showcasing the brands of Metrolinx, GO Transit, UP Express, and PRESTO.

Transit lovers can now visit the [Metrolinx Shop](#) and browse our wide selection of branded gear including face coverings, Mini GO Bear plush toys, mugs, pillows, baby onesies and more.

The shop also offers the branded face coverings that inspired the original questions from customers. The limited-edition face coverings were previously only available at the GO and UP service counters in Union Station. Produced in Canada, they come in five designs and in three sizes, to safely fit adults and children. As well, \$2 from each sale goes to the United Way.

Click [here](#) for the full story.

SAFETY NEVER STOPS

Customers travelling for essential reasons can take comfort in knowing all of the [safety actions](#) implemented during the pandemic to keep customers and staff safe remain in place including the protective barriers between seats on buses and trains and superior air filtration. Vehicles and stations will continue receiving additional deep cleaning, hand sanitizer on vehicles and in stations will be replenished regularly, and staff will continue to wear PPE.

Stay safe and focused on the basics from public health:

- Stay home if ill or potentially exposed to COVID-19; get tested if experiencing symptoms and consider getting vaccinated. Check [eligibility](#)
- Even if vaccinated, continue to wear a face covering (Check out the Metrolinx [PPE dispensers](#) and [branded masks](#))
- Wash hands regularly, use hand sanitizer and keep a safe distance from others
- Download the [COVID Alert App](#)

Latest Metrolinx Blog Posts

[Tornado and severe weather impacts Barrie GO train service](#)

July 15, 2021

[While COVID kept most transit riders at home much changed on GO Transit](#)

July 13, 2021

[Survey finds work no longer primary reason riders will use GO Transit and UP Express as they return to transit](#)

July 6, 2021

[Metrolinx adding pedal power to the Barrie Line as new bike coach pilot kicks off](#)

July 5, 2021

[Metrolinx adding more GO Transit and UP Express service as pandemic continues to subside](#)

June 30, 2021

COMMUNITY FEATURES CALL OUT

We're looking to spotlight local groups, clubs or organizations that are making a positive impact in York Region. [Contact us](#) for a chance to be featured in upcoming editions of our newsletter.

Contact Us: Feedback

If you have any questions or concerns about this work, please contact us any time at YorkRegion@metrolinx.com.

For more information on GO Transit Expansion in your community, log on to metrolinx.com/york.



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METROLINX NEWS

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These six major transit connections will expand travel options on the Yonge North Subway Extension

JULY 29, 2021

It's all about making those connections. Along with local TTC and York Region Transit bus routes, we thought we'd look at the six major existing and future transit lines that will make it faster and more convenient to travel around Toronto, York Region and beyond, thanks to the Yonge North Subway Extension.

A truly great transit network gets people to their destinations quickly and offers convenient connections between lines that make it easy to travel between cities and across regional boundaries.

In this feature, we wanted to connect the dots a bit when it comes to the Yonge North Subway Extension.

The four-stop, eight-kilometre [Yonge North Subway Extension](#) will connect four cities – Toronto, Vaughan, Markham, and Richmond Hill – as it brings TTC Line 1 subway service north from the existing Finch Station to the Richmond Hill Centre area.

The time-saving benefits of those subway rides speak for themselves: travel times to downtown Toronto will be reduced by as much as 22 minutes and the

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time spent commuting in Toronto and York Region will be cut by a combined 835,000 minutes each day.

Along with local York Region Transit and TTC bus routes, these six major transit connections to the subway extension will open up new travel possibilities across the Greater Toronto and Hamilton Area:

1) Richmond Hill GO trains

GO trains on the Richmond Hill line will connect to the Yonge North Subway Extension at [Bridge Station](#), which will be linked to the existing Langstaff GO station. Getting from the subway to the GO train will be especially fast and easy because Bridge Station will be built at surface level, which means riders will save travel time by avoiding lengthy trips from underground tunnels. Connections to the Richmond Hill line will open up new travel possibilities to and from [northern York Region](#), including the Oak Ridges area served by the brand new [Bloomington GO station](#). Riders can also look forward to more frequent GO service on the line, which has been helping people in York Region and Toronto get around since 1978 – Metrolinx plans to ramp up service by 30 per cent through its [GO Expansion](#) program.



2) Highway 407 GO bus services

The Yonge North Subway Extension will make it easier than ever to travel across the region by offering convenient connections to Highway 407 GO bus services. For example, with a fast transfer at Bridge Station to GO buses that travel along 407 East routes, it'll be easier to get to Centennial College and the University of Toronto's Scarborough campus. Riders will also have the option of taking the GO bus west to Highway 407 Station, where 407 West GO bus connections will open up travel options to places like Mississauga, Oakville and Hamilton and beyond.

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3) Future Highway 407 Transitway service

The proposed Highway 407 Transitway would make bus service along the Highway 407 corridor even faster by adding new, separated bus lanes alongside the existing highway. The transitway would create connections along local and regional bus routes in communities across the entire region, making travel easier from Burlington in the west to Pickering in the east – and all destinations in between. Connecting this future service to the Yonge North Subway Extension will be simple because the extension's northern transit hub, Bridge Station, will be located along the Highway 407 corridor.

4) York Region Viva Highway 7 bus rapid transit

The Viva Orange line is a regional bus rapid transit service that travels mostly along Highway 7 and serves neighbourhoods in Vaughan. It's worth noting that over the next two decades, more than 11,000 people and almost 6,000 jobs are expected to be located in Vaughan's Bathurst-and-Centre and Promenade Centre areas alone. The Yonge North Subway Extension will bring those communities closer to Line 1 subway service through a convenient connection to a future extension of Viva Orange at Clark Station.



5) York Region Viva Yonge Street bus rapid transit

Buses on the Viva Blue bus rapid transit line travel along Yonge Street to link the main transit terminal in Newmarket to the heart of the Richmond Hill Centre area. This line breezes past traffic congestion on Yonge by using dedicated bus lanes to provide fast, convenient service. Viva Blue will bring riders on the Yonge North Subway Extension closer to travel options in places like Aurora and Newmarket through a connection at the Bridge Station transit hub.



6) Future TTC Steeles Avenue rapid transit service

The proposed Steeles Avenue rapid transit line would serve neighbourhoods on the boundary of York Region and Toronto, from Jane Street in the west to

McCowan Road in the east, connecting to Line 1 subway service through the Yonge North Subway Extension's southern transit hub at Steeles Station.

You can find more information [here](#) about what Metrolinx is building to improve the transit network in your region.

To learn more about how the Yonge North Subway Extension will make the regional transit network stronger, and to sign up to get project updates delivered to your inbox visit [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Story by James Moore, Metrolinx senior communications advisor

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← Hovering above a nearly complete Mount Dennis Station on Toronto's Crosstown line

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IT'S HAPPENING.

 METROLINX

YORK REGION

New Bay Concourse Now Open



The new Bay Concourse is ready to welcome transit customers – giving people lots of space to wait for trains. (Brian Main photo)

After six years of rehabilitation and construction work the Bay Concourse has reopened! The City of Toronto's Union Station Revitalization Project was one of the most complex construction projects in the country, with work on the historic site needing to take place while train and bus service was maintained at one of the busiest commuter hubs in North America.

With the newly renovated space, customers will have roughly three times the amount of room inside Union Station than before, with the combined Bay and York Concourses.

The extra space makes it easier for customers to locate their platforms and allows direct access to the TTC Subway through the new retail space. The Bay Concourse provides an additional 72 departure screens, 30 PRESTO devices, seven ticket vending machines and six self-service PRESTO reload machines.

Click [here](#) for the full story.

Expanding Connections with the Yonge North Subway Extension

The four-stop, eight-kilometre [Yonge North Subway Extension](#) will connect four cities – Toronto, Vaughan, Markham, and Richmond Hill – as it brings TTC Line 1 subway service north from the existing Finch Station to the Richmond Hill Centre area.

The time-saving benefits of those subway rides speak for themselves: travel times to downtown Toronto will be reduced by as much as 22 minutes and the time spent commuting in Toronto and York Region will be cut by a combined 835,000 minutes each day.

Along with local York Region Transit and TTC bus routes, these six major transit connections to the subway extension will open up new travel possibilities across the Greater Toronto and Hamilton Area:

1. Richmond Hill GO trains
2. Highway 407 GO bus services
3. Future Highway 407 Transitway service
4. York Region Viva Highway 7 bus rapid transit
5. York Region Viva Yonge Street bus rapid transit
6. Future TTC Steeles Avenue rapid transit service

Click [here](#) for the full story.

PAST EVENTS: VIRTUAL OPEN HOUSE

- [May 19, 2021 for all communities along the alignment](#)
 - [May 5, 2021 for northern York Region communities](#)
 - [April 21, 2021 for the Richmond Hill community](#)
 - [April 7, 2021 for the Royal Orchard community](#)
-

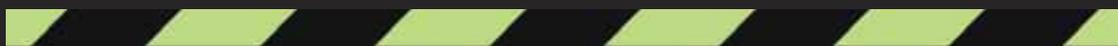
FUTURE ENGAGEMENT OPPORTUNITIES

Our Community Relations team is committed to connecting with all members of the public as we continue our engagement efforts. We welcome any local community groups, organizations, businesses or interested parties to email us at YongeSubwayExt@metrolinx.com, or by calling 416-202-7000, if you would like to learn more about this project.

STAY CONNECTED

To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit Metrolinx.com/YongeSubwayExt.

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:



Finishing Works Underway at Unionville GO Parking Lot



This week, crews will perform final paving and line painting at the Unionville GO Station parking lots.

Beginning August 9, crews will perform final paving and line painting at the Unionville GO Station parking lots. To perform these works safely, a section of the parking lot will be closed for the duration of the work (depicted above). Driveways will remain open, and sections of customer and accessible parking spots will remain available throughout the week.

WHAT TO EXPECT

Asphalt grinding and paving activities will take place overnight **August 9-13, 2021**. Upon completion of final paving, crews will demobilize, clean up and perform line painting. The parking lot is expected to reopen on **Monday, August 16, 2021**.

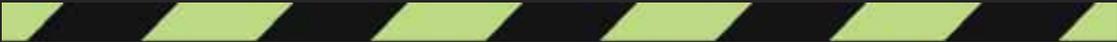
HOURS OF WORK

Paving activities are expected to take place August 9-13 between the hours of 8:00 p.m. and 6:00 a.m. Site clean up and line painting is

expected to take place during daytime hours August 14-16, 2021. Work may be rescheduled or extended due to weather conditions or unforeseen circumstances.

There will be no changes to the current pedestrian route, platform access, or impacts to public transit modes during this work.

Thank you for your patience while we improve transit to get communities moving.



Stouffville Line Service Changes

AS OF AUG 7: MORE WEEKDAY EVENING AND WEEKEND TRIP OPTIONS ON THE STOUFFVILLE LINE

As the province continues to reopen, we're bringing back more weekday and weekend GO train service to give you flexible travel options for work and for fun.

Weekday service:

We're resuming these weekday trips on the Stouffville line:

Southbound

- One trip departing Lincolnville GO at 5:20 a.m., making all stops and arriving at Union Station at 6:28 a.m.
- Four trips departing Mount Joy GO at 7:35 p.m., 8:35 p.m., 9:35 p.m. and 10:35 p.m., making all stops and arriving at Union Station at 8:28, 9:28, 10:28 and 11:28 p.m.

Northbound

- Three trips departing Union Station at 7:14 p.m., 8:14 p.m., and 9:14 p.m., making all stops and arriving at Mount Joy GO at 8:05, 9:05 and 10:05 p.m.
- Two trips departing Union Station at 10:14 p.m. and 11:14 p.m., making all stops and arriving at Lincolnville at 11:22 p.m. and 12:22 a.m.

Also, the 6:14 p.m. northbound trip from Union Station to Lincolnville

will now end at Mount Joy GO at 7:05 p.m. and will not continue to Stouffville or LincolNville GO.

Weekend service:

Weekend train service is back to give you the flexibility for weekend getaways. There will be hourly service between Mount Joy GO and Union Station, with some trips extending to LincolNville GO.

AUG 14-15: NO TRAIN SERVICE DUE TO TRACK CONSTRUCTION

On Saturday, Aug. 14, and Sunday, Aug. 15, there will be no GO train service on the Stouffville line. Instead, GO bus service will run between LincolNville and Unionville and then travel express to Union Station Bus Terminal.

Here's what you need to know:

Southbound to Union Station

- GO bus service will be provided at LincolNville GO or Mount Joy GO and from there make all station stops to Unionville GO, and operate express from Unionville GO to Union Station Bus Terminal.

Northbound to LincolNville/Mount Joy

- Express GO bus service will be provided between Union Station Bus Terminal and Unionville GO and from Unionville GO, will make all station stops to Mount Joy GO or LincolNville GO.

[Plan your trip here](#) or [see the full schedules here](#).

We appreciate your understanding as this important work is being completed.

Regular GO service will resume on Monday, August 16.



Construction to Start at Maple GO Station

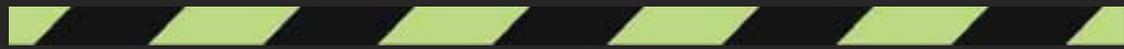


This month, construction will commence at Maple GO Station near the cul-de-sac on Eagle Rock Way to facilitate Barrie GO Expansion. This contract will perform enabling works and build infrastructure for the double-tracking work and station improvements to Maple GO to come at a later date. Activities will include earthworks, fencing, installation of one retaining wall, installation of new station stairs building, and the

installation of a pedestrian tunnel to connect to the future second track. This work will enable much-needed station improvements and a second track on the Barrie line.

The bus loop expansion and vertical circulation building are integrated into the current development being undertaken by York Major Holdings.

Construction will mainly take place **Monday through Friday from 7:00 a.m. to 5:00 p.m.** The use of excavators, trucks and site lighting is required. There will be changes to the existing traffic configuration within the station parking lot and a new temporary pedestrian path to safely access the station from Eagle Rock Way.



Vegetation and Tree Clearing Within Rail Corridor from Englehard Drive in Aurora to Tannery Creek in Newmarket

Work is underway to deliver the GO Expansion Program and prepare for the future electrification of GO service. To support this work, Metrolinx will clear, remove and prune designated trees and vegetation located within the Barrie Rail Corridor.

Once cleared, growth control zones will be established to manage vegetation inside the corridors over the long term. Native trees removed as part of this work will be replaced within the Town of Aurora and the Town of Newmarket through a compensation program based on the Metrolinx Vegetation Guideline (2020).

Work will be starting as early as **Tuesday, August 17 and continue for up to eight weeks.** Crews will be working 7 days a week between the hours of 7am and 7pm.

Residents and businesses near the corridor can expect to hear noise

caused by trucks, chainsaws, woodchippers and other construction equipment related to this work.

Work will be conducted as quickly and efficiently as possible to minimize disturbances. Please note that work may be delayed or rescheduled due to weather conditions or unforeseen circumstances.

For more information on this work, please visit:

www.metrolinx.com/en/greaterregion/projects/vegetation-management.aspx.

Metrolinx Vaccine Clinic GOes Mobile



GO Bear stands with one of the newly minted GO-VAXX buses. (Anne Marie Aikins photo)

Two GO buses have been retrofitted into mobile vaccination clinics to visit various community hubs and gatherings throughout this summer and fall. No appointment necessary. Read more to find out where the special GO buses will be traveling in the coming weeks.

Click [here](#) for the full story.

SAFETY NEVER STOPS

If you haven't travelled on GO for a while, welcome back and thank you for choosing to ride with us. Since you've been gone, a lot has changed. But your health and safety remain central to everything we do. [Check out these top 10 tips before you ride with us](#), and consider these new features to keep you safe from the start to the end of your journey with us:

- **Some of our trains are shorter.** Please look down the platform when the train approaches as you may need to adjust where you're waiting. Be sure to use all available doors to board and listen for station announcements. Some coaches may be more popular than others. Please move to another coach to find a more comfortable space. We continue to monitor all trips and will make adjustments if needed.
- **New Contactless Payment Options:**
 - Mobile users – whether you have an Android or an iPhone – can [instantly load funds and passes](#) onto your PRESTO card.
 - Buy your GO Transit tickets online to enjoy the ease and convenience of a [GO Transit e-ticket](#).
- **Dozens of safety measures** have been implemented to ensure our trains, buses and stations are clean and provide a safe transit option. [Find out how we're responding to COVID-19 by clicking here](#).

[Click here to see the new schedules](#). Be sure to check the website often for updates.

Latest Metrolinx Blog Posts

[Track construction means no Stouffville line trains this weekend plus Lakeshore East service impacts](#)

August 10, 2021

[A look back at the iconic Bay Concourse as it reopens at Union Station](#)

August 5, 2021

[Artist turns GO bus into his canvas to celebrate history and Toronto Caribbean Carnival](#)

July 29, 2021

[Stouffville GO line sees significant changes](#)

July 22, 2021

COMMUNITY FEATURE: Unionville BIA



Support Brick-and-Mortar: Shop Main Street Unionville

As York Region residents did their best to navigate the past year and a half by way of delivery apps, and online shopping, independent

retailers envisioned the day they could reopen and welcome back their beloved patrons. Nestled in the heart of Markham is Main Street Unionville, a beautiful and vibrant place to shop and dine, boasting diverse storefronts, spas and restaurants, owned and operated by friends and neighbours.

"In addition to welcoming all visitors, we want everyone to know that Unionville is open for business," says Sara Sterling, Executive Director of the Unionville Business Improvement Area (UBIA).

The UBIA supports the small businesses on Main Street Unionville through the promotion of businesses and beautification of the street.

As a tourist destination, Main Street Unionville encourages visitors to come for the day to not only shop and dine, but explore the trails, Art Gallery and more. Visitors travel from all over to experience the old world charm in this historically unique village. Unionville is served locally by YRT/VIVA, and regionally by GO Transit trains and buses from Unionville GO Station which only recently had evening and weekend train service reinstated following reductions due to COVID.

"Increased transit will help to bring more visitors to Main Street Unionville, and residents that aren't able to walk to Main Street can access it via public transit, and the GO Train at the South end of Main Street," said Sara.

Experience the Main Street Unionville Market **every Sunday from 9am-2pm**, now until September 19th.

Click [here](#) to plan your trip today, and visit www.unionvilleinfo.com to find all there is to do and experience in Main Street Unionville.

Contact Us: Feedback

If you have any questions or concerns about this work, please contact us any time at YorkRegion@metrolinx.com.

For more information on GO Transit Expansion in your community, log on to metrolinx.com/york.



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Blog Posts



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An environmental assessment for the Yonge North Subway Extension

MAY 19, 2021

Experts are collecting valuable data for environmental studies for the Yonge North Subway Extension. Here’s what they’re looking at and how community input will help Metrolinx move the project forward, as well as information on an open house being held tonight (May 19).

When transit planners and designers set out on a project like the [Yonge North Subway Extension](#), they need to see the path ahead from every level and every angle. To do that, experts need to investigate how all the things that exist today could be affected by – or could affect – the new transit Metrolinx is building for tomorrow.

This includes a full environment assessment underway, as well as valuable insights from those who live and work in neighbourhoods the project touches.

The extension will make it faster and easier for people across the region to get around by bringing TTC Line 1 subway service roughly eight kilometres north to the Richmond Hill Centre area. The project will connect four cities along the route – Toronto, Vaughan, Markham and Richmond Hill – and create [a major transit hub at the Highway 7/Highway 407 corridor](#) that will give riders more ways than ever to move around the Greater Toronto and Hamilton Area.

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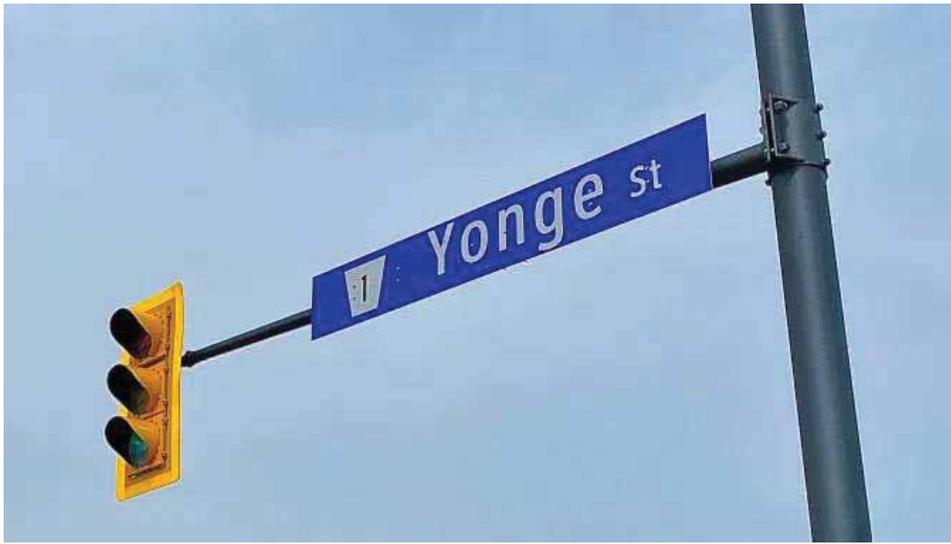
Tweets by @Metrolinx



Vaccination clinic

We're hosting a first dose COVID-19 vaccination clinic at Guildwood GO Station on June 8 between 9 a.m. - 6:30 p.m. If you're 18+ and interested in receiving the Moderna vaccine, please register here: bit.ly/2TaS2sY #MetrolinxFYI





The iconic 'Yonge St.' sign above the Bayview Glen intersection. (Metrolinx photo)

Transforming the commute for thousands of people – an estimated 94,100 customers will ride the extension daily by 2041 – is no small job. The project includes underground stations and tunnels, surface-level stations and tracks, along with signals and other structures that will help support reliable and safe subway service from one end to the other.

Experts are now doing detailed studies of the surrounding environment to get a thorough understanding of any potential environmental changes that might happen throughout the lifetime of the project. This process is called an environmental assessment, or an EA. The EA will assess any changes to the environment since the last environmental studies for the project were done in 2009 and evaluate the updated route.

The EA includes a broad range of studies that take a close look at how the project might affect things like wildlife and their habitat, air quality, and local traffic patterns while the extension is being built and after it is up and running. In addition, studies will be conducted to learn of potential effects the project may have on buildings and places that are important to cultural heritage. A detailed review of historical records will also be done and complemented by on-site surveys to determine if areas along the extension have potential for archaeological finds.

Archaeological assessments are planned for the project and could include opportunities for Indigenous monitors to take part in field work to commemorate the history of the area, which is the traditional territory of many Indigenous Nations, including the Anishnabeg, the Haudenosaunee and the Wendat Peoples, and is on the treaty territories of the Mississaugas of the Credit First Nation and Williams Treaties First Nations. Consulting with Indigenous Nations. Involving them in the EA process is essential to gaining a complete understanding of how the latest plans for the project might affect Aboriginal and Treaty rights holders.

RECENT POSTS

Metrolinx looks for input on transit security and Transit Safety interactions with the community June 8, 2021

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As environmental studies continue, Metrolinx will reach out to neighbouring communities along the route to get input on solutions being recommended to avoid or reduce potential impacts. One of the most important factors, especially for people who live along proposed transit routes, is [how Metrolinx will design the project to keep neighbourhoods peaceful and quiet](#).

“The detailed studies we’re doing right now will help inform what solutions need to be put in place to help reduce noise and vibration impacts,” says James Francis, Metrolinx manager, Environmental Programs and Assessment. “Our aim is to make sure there are no significant differences between the levels of noise and vibration experienced in neighbourhoods along the extension today compared to when the subway extension up and running.”

Residents will be able to provide their input across a wide array of channels and engagement sessions that will support the environmental assessment process. For example, [live Virtual Open House events](#) are being held regularly to share the latest project updates and allow people to submit their questions and comments to leaders on the project team. Residents can also submit their input via email, or through a dedicated forum on [Metrolinx Engage](#), which serves as a hub for EA-related information. That feedback, along with the findings of the environmental studies, will be used to prepare a comprehensive report on how potential impacts of construction and operation of the extension will be managed. This report is planned to be made available this fall for review and comment.

To learn more about the EA and how your input will inform the work Metrolinx does to move the Yonge North Subway Extension forward, sign up to participate in a live Virtual Open House tonight (May 19) from 6:30pm – 8:00pm.

Interested in another recent Yonge North Subway Extension feature? Here’s one.



How the Yonge North Subway Extension will offset traffic congestion and keep the region moving

The Yonge North Subway Extension will support sustainable growth while creating transit hubs that will connect communities across York Region. Here's a detailed look at how that will work, including how much time it will save on commutes when compared with, say, watching the best of Star Wars on repeat. The Yonge North Subway Extension ... Continue reading

 Metrolinx News



Story by James Moore, Metrolinx senior communications advisor

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Kipling Transit Hub is complete and offering more connections in West Toronto →



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Clark Station to be included as fourth stop on Yonge North Subway Extension

JULY 16, 2021/ METROLINX

Clark Station will make the regional transit network stronger by connecting more neighbourhoods to the Line 1 subway and creating an easy transfer to York Region's Viva Orange bus rapid transit service. Learn more about what makes Clark Station a smart addition to this vital transit project.

Metrolinx has reached an important milestone on the way to building better transit connections between York Region and Toronto.

A new station in Thornhill at the intersection of Clark Avenue and Yonge Street will be included as the fourth station on the Yonge North Subway Extension. Metrolinx confirmed today that Clark Station will join Steeles, Bridge and High Tech stations to serve growing neighbourhoods along the Yonge Street corridor and beyond, becoming part of an expansive map of integrated projects, routes and even transit carriers that are rewiring the way riders can easily get to points all around the Greater Golden Horseshoe Region of Ontario.



A TTC subway train moves along a platform. (TTC photo)

Part of a Connected Network

The Yonge North Subway Extension will make it faster and easier to get around York Region and open up new ways to travel around the entire Greater Golden Horseshoe by extending TTC Line 1 subway service roughly eight kilometres

north from Finch Station, passing through Vaughan and Markham on its way to Richmond Hill.

“One of the most important benefits of the project’s design is that it allows for a fourth station to be built,” says Metrolinx Yonge North Subway Extension project sponsor Stephen Collins.

“A close look at the numbers reveals why Clark Station best complements the other three confirmed stations and is the right fit for the project.”

The latest analysis from Metrolinx shows Clark Station will put 8,100 people and 1,900 jobs within a 10-minute walk of the subway by 2041, which will feature transit hubs that will provide seamless connections to local and regional travel options.

Those travel options include a quick and easy transfers between Bridge Station and Langstaff GO, where riders can get on a Richmond Hill GO train and reach destinations in northern York Region from the brand-new Bloomington GO station. That’s in addition to future 407 Transitway services, regional GO bus and Viva bus rapid transit services, and the many local bus routes the extension will link up with.

“We’re exploring ways we can refine our initial plans and make the project even better by enhancing the benefits and reducing the impacts.”

METROLINX YONGE NORTH SUBWAY EXTENSION PROJECT SPONSOR, STEPHEN COLLINS

Reducing Traffic

Clark Station will also help reduce traffic congestion by getting more people out of their cars and onto transit. Metrolinx expects 2,500 riders will use the subway at Clark Station during the peak of the morning rush, with more than half of those riders connecting to the subway from a bus. One of the most important bus connections will be with the future extension of Viva Orange service, which will bring convenient access to areas like the Bathurst-and-Centre corridor and Promenade Centre, which is expected to be home to more than 11,000 people and almost 6,000 jobs in the years to come.

It'll be convenient to get to Clark Station by bicycle because the new station will be located along new separated bike lanes along Clark Avenue that extend from west of Dufferin Street to Yonge Street.



A look inside a York Region Transit bus, as the new Yonge North Subway Extension will offer up opportunities to easily move around the region and onto other connecting carriers. (James Moore photo)

While this major milestone confirms important benefits of the project, Metrolinx is also looking at other ways to make the subway extension the best possible fit for the communities it will serve.

“We’re exploring ways we can refine our initial plans and make the project even better by enhancing the benefits and reducing impacts,” says Collins.

“We are looking at how we can build the subway tunnels even deeper underground in some areas and how we can adjust the route of the subway so that it travels under fewer homes.”

Collins says the steps Metrolinx is taking to refine the project will be informed by [detailed environmental studies](#) and community input from every neighbourhood along the route of the extension.

If you have questions about stations, timelines and the latest plans for the Yonge North Subway Extension you can find answers on the [Frequently Asked Questions page](#).

Story by James Moore, Metrolinx senior communications advisor

These six major transit connections will expand travel options on the Yonge North Subway Extension

JULY 29, 2021/ METROLINX

It's all about making those connections. Along with local TTC and York Region Transit bus routes, we thought we'd look at the six major existing and future transit lines that will make it faster and more convenient to travel around Toronto, York Region and beyond, thanks to the Yonge North Subway Extension.

A truly great transit network gets people to their destinations quickly and offers convenient connections between lines that make it easy to travel between cities and across regional boundaries.

In this feature, we wanted to connect the dots a bit when it comes to the Yonge North Subway Extension.

The four-stop, eight-kilometre Yonge North Subway Extension will connect four cities – Toronto, Vaughan, Markham, and Richmond Hill – as it brings TTC Line 1 subway service north from the existing Finch Station to the Richmond Hill Centre area.

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new Bloomington GO station. Riders can also look forward to more frequent GO service on the line, which has been helping people in York Region and Toronto get around since 1978 – Metrolinx plans to ramp up service by 30 per cent through its GO Expansion program.



2) Highway 407 GO bus services

The Yonge North Subway Extension will make it easier than ever to travel across the region by offering convenient connections to Highway 407 GO bus services. For example, with a fast transfer at Bridge Station to GO buses that travel along 407 East routes, it'll be easier to get to Centennial College and the University of Toronto's Scarborough campus. Riders will also have the option of taking the GO bus west to Highway 407 Station, where 407 West GO bus connections will open up travel options to places like Mississauga, Oakville and Hamilton and beyond.



3) Future Highway 407 Transitway service

The proposed Highway 407 Transitway would make bus service along the Highway 407 corridor even faster by adding new, separated bus lanes alongside the existing highway. The transitway would create connections along local and regional bus routes in communities across the entire region, making travel easier from Burlington in the west to Pickering in the east – and all destinations in between. Connecting this future service to the Yonge North Subway Extension will be simple because the extension’s northern transit hub, Bridge Station, will be located along the Highway 407 corridor.

4) York Region Viva Highway 7 bus rapid transit

The Viva Purple and Orange lines are regional bus rapid transit services that travel mostly along Highway 7 and serve neighbourhoods in Markham, Richmond Hill and Vaughan.

East of Yonge Street, Viva Purple provides connections to jobs in Markham’s central business district and York University’s future Markham Centre campus. This line will connect to the Yonge North Subway Extension at Bridge Station. West of Yonge Street, Viva Orange brings communities in Vaughan closer to Line 1 subway service through a convenient connection to a future extension of the Viva line at Clark Station.

It's worth noting that over the next two decades, more than 11,000 people and almost 6,000 jobs are expected to be located in Vaughan's Bathurst-and-Centre and Promenade Centre areas alone.



5) York Region Viva Yonge Street bus rapid transit

Buses on the Viva Blue bus rapid transit line travel along Yonge Street to link the main transit terminal in Newmarket to the heart of the Richmond Hill Centre area. This line breezes past traffic congestion on Yonge by using dedicated bus lanes to provide fast, convenient service. Viva Blue will bring riders on the Yonge North Subway Extension closer to travel options in places like Aurora and Newmarket through a connection at the Bridge Station transit hub.



6) Future TTC Steeles Avenue rapid transit service

The proposed Steeles Avenue rapid transit line would serve neighbourhoods on the boundary of York Region and Toronto, from Jane Street in the west to McCowan Road in the east, connecting to Line 1 subway service through the Yonge North Subway Extension's southern transit hub at Steeles Station.

You can find more information [here](#) about what Metrolinx is building to improve the transit network in your region.

To learn more about how the Yonge North Subway Extension will make the regional transit network stronger, and to sign up to get project updates delivered to your inbox visit [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Story by James Moore, Metrolinx senior communications advisor

Social Media Posts



Yonge North Subway Extension

May 19 at 10:43 AM · 🌐

 Reminder:

Our latest live Virtual Open House goes tonight from 6:30 p.m. to 8:00 p.m. Learn about how updated environmental studies and your feedback will help us move the project forward in the best way possible. 🌐

<https://blog.metrolinx.com/.../an-environmental-assessment-f.../>



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An environmental assessment for the Yonge North Subway Extension

 1

3 Shares

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Yonge North Subway Extension

May 17 at 8:42 AM · 🌐

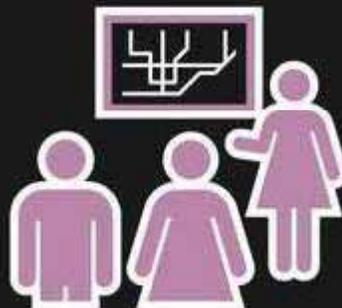
We want to hear from you! 💬

- 👤 Get updates on environmental studies
- 👤 Ask our project leaders anything
- 👤 Provide input that will help move the project forward

Please join us for a live Virtual Open House on May 19th, 6:30pm - 8:00pm.

📍 Register here: <https://www.metrolinxengage.com/en/ynse/live-meeting-may19>

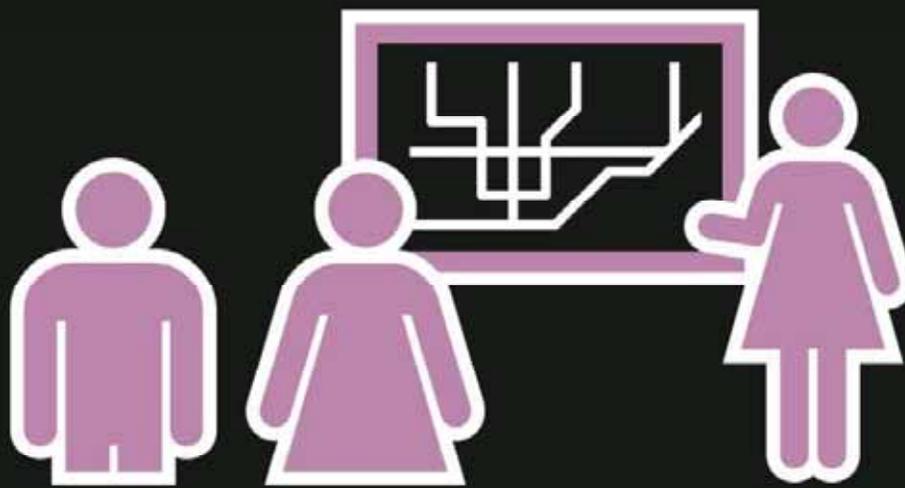
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Get updates on environmental studies



Ask our project leaders anything



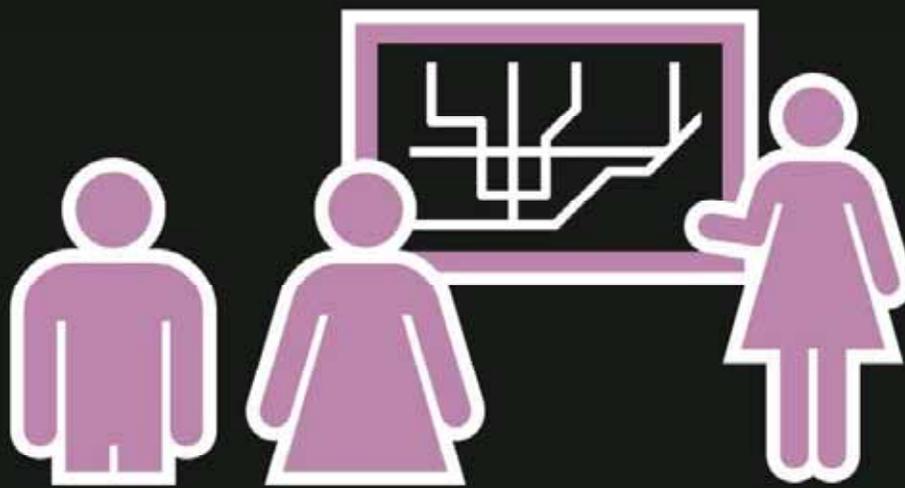
Provide input that will help move the project forward

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Register by clicking the link in our bio.

17 May



8 likes

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Register by clicking the link in our bio.

17 May



Yonge North Subway Extension @YongeSubwayEXT · May 19



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An environmental assessment for the Yonge North Subway Extension
An environmental assessment for the Yonge North Subway Extension

blog.metrolinx.com

2

1

2



Yonge North Subway Extension @YongeSubwayEXT · May 17

...

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- Join us for a live Virtual Open House on May 19, 6:30pm - 8:00pm.
- Register here: metroinxengage.com/en/ynse/live-m...



1

3

2



Yonge North Subway Extension

May 27 · 🌐



If you missed any of our recent live virtual open house events, we've got you covered! 📺

The video stream of each session is online for you to watch any time. You can also find updated answers to questions asked at each event...
[See More](#)



METROLINXENGAGE.COM

Yonge North Subway Extension - Live Meetings | Metrolinx Engage



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@YongeSubwayEXT



If you missed any of our recent live virtual open house events, we've got you covered! 📺
The video stream of each session is online for you to watch any time. You can also find updated answers to questions asked at each event.

🔍 Find it all here: metrolinxengage.com/en/ynse/live-m...

10:00 AM · May 27, 2021 · Salesforce - Social Studio





Yonge North Subway Extension



June 7 · 🌐

🌐 Did you know the Yonge North Subway Extension will save you as much as 22 minutes on a trip from Markham to downtown Toronto?



Learn more about how the project will make it faster and easier to get around the entire region:... [See More](#)



👍 4

7 Comments

👍 Like

💬 Comment

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Yonge North Subway Extension
@YongeSubwayEXT



 **#DidYouKnow** the Yonge North Subway Extension will save you as much as 22 minutes on a trip from Markham to downtown Toronto? 

Learn more about how the project will make it faster and easier to get around the entire region:
metrolinx.com/en/greaterregi...



2:00 PM · Jun 7, 2021 · Salesforce · Social Studio

1 Quote Tweet





Yonge North Subway Extension



June 21 at 2:49 PM · 🌐

Did you know the Yonge North Subway Extension will connect with as many as many as six existing and future regional and rapid transit lines? 🚇 🚊 🚝

Learn more about how the project will give you faster, more convenient travel options than ever to get around th... [See More](#)



2

1 Comment

Like

Comment

Share



Yonge North Subway Extension

June 28 at 1:30 PM · 🌐



The new Bloomington GO Station will give you more travel options along the Yonge North Subway Extension, which will connect with the Richmond Hill GO train line at its planned Bridge Station. 🚇🚊

These two important projects will make the regional transit ne... [See More](#)



BLOG.METROLINX.COM

History is made as Bloomington GO Station opens doors for the first time

[Learn More](#)



3

1 Comment



Yonge North Subway Extension



June 30 at 2:00 PM · 🌐

#DidYouKnow the Yonge North Subway Extension will save riders in northern York Region as much as 15 minutes on a trip to downtown Toronto? 🤖 📱

Learn more about how the extension will help you tap into the convenience of a stronger transit network: ... [See More](#)



BLOG.METROLINX.COM

How the Yonge North Subway Extension will offset traffic congestion and keep the region moving



4

1 Comment



Yonge North Subway Extension

@YongeSubwayEXT



#DidYouKnow the Yonge North Subway Extension will save riders in northern York Region as much as 15 minutes on a trip to downtown Toronto? 🚇🚊
Learn more about how the extension will help you tap into the convenience of a stronger transit network:
blog.metrolinx.com/2021/05/05/how...



2:00 PM · Jun 30, 2021 · Salesforce - Social Studio





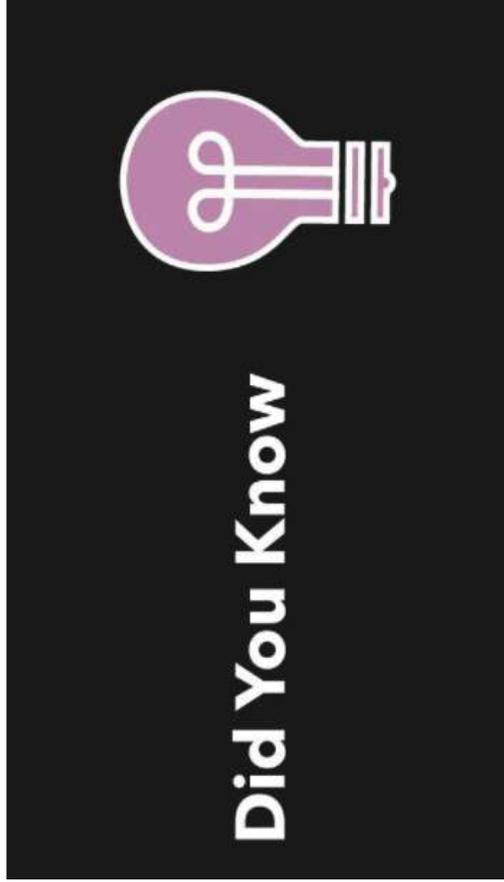
Yonge North Subway Extension

July 7 at 1:00 PM · 🌐



Did you know the Yonge North Subway Extension will have connections to as many as seven local, regional and rapid transit services? 🌐 📱 🚗

Learn more about how the project will give you more ways than ever to explore the entire region: <http://metrolinx.com/Yo...> **See More**



2 Comments



Yonge North Subway Extension
@YongeSubwayEXT



#DidYouKnow the Yonge North Subway Extension will have connections to as many as seven local, regional and rapid transit services? 🚇🚊🚝

Learn more about how the project will give you more ways than ever to explore the entire region:
metrolinx.com/YongeSubwayExt



1:00 PM · Jul 7, 2021 · Salesforce - Social Studio

1 Quote Tweet





Yonge North Subway Extension

July 14 · 🌐

Did you know the environmental studies we're doing for the project include detailed assessments of parks, trees and waterways? 🌲🌊

Learn more about the updated environmental assessment for the Yonge North Subway Extension here:

<https://www.metrolinxengage.com/.../yonge-north-subway-extens...>



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Yonge North Subway Extension @YongeSubwayEXT · Jul 14



#DidYouKnow the environmental studies we're doing for the project include detailed assessments of parks, trees and waterways? 🌲🌊

Learn more about the updated environmental assessment for the Yonge North Subway Extension here:

[metrolinxengage.com/en/content/yon...](https://www.metrolinxengage.com/en/content/yon...)



1





Yonge North Subway Extension

July 16 · 🌐

Fourth station confirmed ✅

A new station at Clark Avenue in Thornhill will be the fourth stop along the Yonge North Subway Extension.

Clark Station will connect neighbourhoods along Highway 7 to the subway and make the transit network even stronger.

<https://blog.metrolinx.com/.../clark-station-to-be-included-.../>



BLOG.METROLINX.COM

Clark Station to be included as fourth stop on Yonge North Subway Extension

👍❤️ 18

8 Comments · 1 Share

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💬 Comment

➦ Share



Yonge North Subway Extension @YongeSubwayEXT · Jul 16



Fourth station confirmed ✅

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Clark Station to be included as fourth stop on Yonge North Subway Ex...

Clark Station to be included as fourth stop on Yonge North Subway Extension

[🔗 blog.metrolinx.com](https://blog.metrolinx.com)



Yonge North Subway Extension

July 19 · 🌐

Check out our Frequently Asked Questions page so you can learn more about the topics you're interested in the most. 🤔

Get the facts on everything from project timelines to station locations here: <http://www.metrolinx.com/.../.../yonge-subway-extension-faq.aspx>



Like



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Yonge North Subway Extension @YongeSubwayEXT · Jul 19



Check out our Frequently Asked Questions page so you can learn more about the topics you're interested in the most. 🤔

Get the facts on everything from project timelines to station locations here: metrolinx.com/en/greaterregi...





Yonge North Subway Extension

July 29 at 1:31 PM · 🌐

It's all about making those connections 🔗

The Yonge North Subway Extension will make it easier to travel between cities and across regional boundaries by connecting to these major transit lines:

<https://blog.metrolinx.com/.../these-six-major-transit-conne.../>



BLOG.METROLINX.COM

These six major transit connections will expand travel options on the Yonge North Subway Extension

👍 6

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Yonge North Subway Extension @YongeSubwayEXT · Jul 29



It's all about making those connections 🔗

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These six major transit connections will expand travel options on the Y...
These six major transit connections will expand travel options on the Yonge North Subway Extension

blog.metrolinx.com

💬 2

↻ 2





Yonge North Subway Extension

August 3 at 1:38 PM · 🌐

Did you know the Yonge North Subway Extension will curb traffic congestion and offset greenhouse gas emissions by serving 94,100 riders each day by 2041? 🤖

Learn more about how the project will put more people on transit in York Region and Toronto:

<http://www.metrolinx.com/YongeSubwayExt>



👍 Like

💬 Comment

➦ Share



Yonge North Subway Extension

August 6 at 1:51 PM · 🌐

The Yonge North Subway Extension will bring more people and jobs in York Region closer to the subway through convenient bus rapid transit connections at Clark Station. 🚌

Catch up on the ways this new stop will make travel easier in Thornhill and beyond:

<https://blog.metrolinx.com/.../clark-station-to-be-included-.../>



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Clark Station to be included as fourth stop on Yonge North Subway Extension

👍❤️ 12

3 Comments 1 Share



Yonge North Subway Extension @YongeSubwayEXT · Aug 6

...

The Yonge North Subway Extension will bring more people and jobs in York Region closer to the subway through convenient bus rapid transit connections at Clark Station. 🚌

Catch up on the ways this new stop will make travel easier in Thornhill and beyond:



Clark Station to be included as fourth stop on Yonge North Subway Ex...
Clark Station to be included as fourth stop on Yonge North Subway Extension

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1

1



Yonge North Subway Extension

August 17 at 8:11 AM · 🌐

Got questions? 🤔 We've got answers! 🗣️

Design details, project timelines and network connections are just some of the topics you can learn more about on our website.

Find answers to frequently asked questions about the Yonge North Subway Extension:... [See More](#)

**Your
Questions
Answered**



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Yonge North Subway Extension @YongeSubwayEXT · Aug 17



Got questions? 🤔 We've got answers! 🗣️

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Find answers to frequently asked questions about the Yonge North Subway Extension:

metrolinx.com/en/greaterregi...



Yonge North Subway Extension

3 hrs · 🌐

The Yonge North Subway Extension will bring subway service to growing communities in York Region and strengthen the transit network.



Learn more about how the transit hub at Bridge Station will make it easier to explore the entire region:

<https://blog.metrolinx.com/.../a-launch-pad-to-explore-the-r.../>



BLOG.METROLINX.COM

A launch pad to explore the region: a closer look at Bridge Station



1 Comment



Yonge North Subway Extension @YongeSubwayEXT · 3h



The Yonge North Subway Extension will bring subway service to growing communities in York Region and strengthen the transit network. 🚇🚌🚊

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A launch pad to explore the region: a closer look at Bridge Station

A launch pad to explore the region: a closer look at Bridge Station

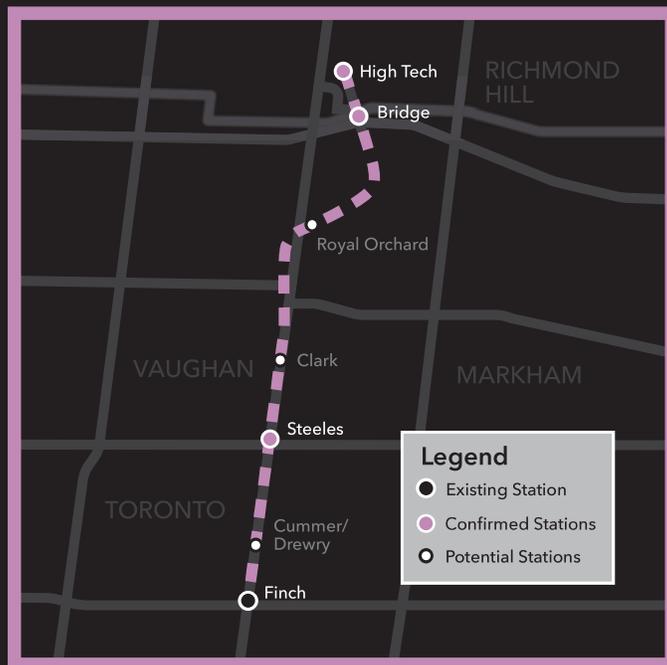
[🔗 blog.metrolinx.com](https://blog.metrolinx.com)



Postcard

Yonge North Subway Extension

The Yonge North Subway Extension is coming your way!



 **METROLINX**

Yonge North Subway Extension

Metrolinx has just released the latest plans for the Yonge North Subway Extension. This important and much-needed rapid transit project will open up new travel possibilities in every direction across the region's growing transit network.

- The plans include four new stations along an eight-kilometre extension of TTC Line 1, that will bring subway service north from Finch Station to Richmond Hill.
- The extension will save you as much as 22 minutes on a trip from York Region to downtown Toronto. During construction, the Yonge North Subway Extension is expected to support the equivalent of 4,300 full-time jobs each year.
- The extension will also ease congestion throughout the transportation network and reduce greenhouse gas emissions.
- For the latest plans, please visit the project website at [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt).

What's Next?

We're eager to connect with you - please join us for our upcoming virtual open house to hear from project experts, ask questions, and share your input.

Date: Wednesday, May 19, 2021 • **Time:** 6:30 p.m. - 8:00 p.m.

Registration: Please visit MetrolinxEngage.com/YongeSubwayExt

*Alternatively, you can email YongeSubwayExt@metrolinx.com or call us at 416-202-7000 to register

Let's keep in touch!

Metrolinx.com/YongeSubwayExt
YongeSubwayExt@metrolinx.com
[@YongeSubwayExt](https://twitter.com/YongeSubwayExt) 416-202-7000

Disponible en français

Information Panels

Yonge North Subway Extension

Information Session

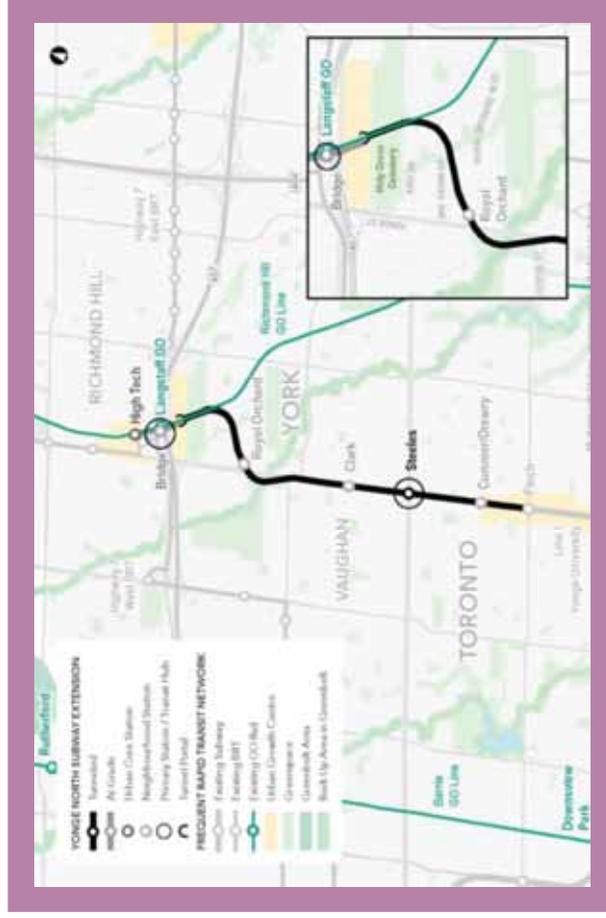


May 19, 2021



Yonge North Subway Extension

By the Numbers



- ~8 km route**
- 4* new stations**
- | Confirmed | Potential |
|-------------|-----------------|
| • Steeles | • Cummer |
| • Bridge | • Clark |
| • High Tech | • 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**

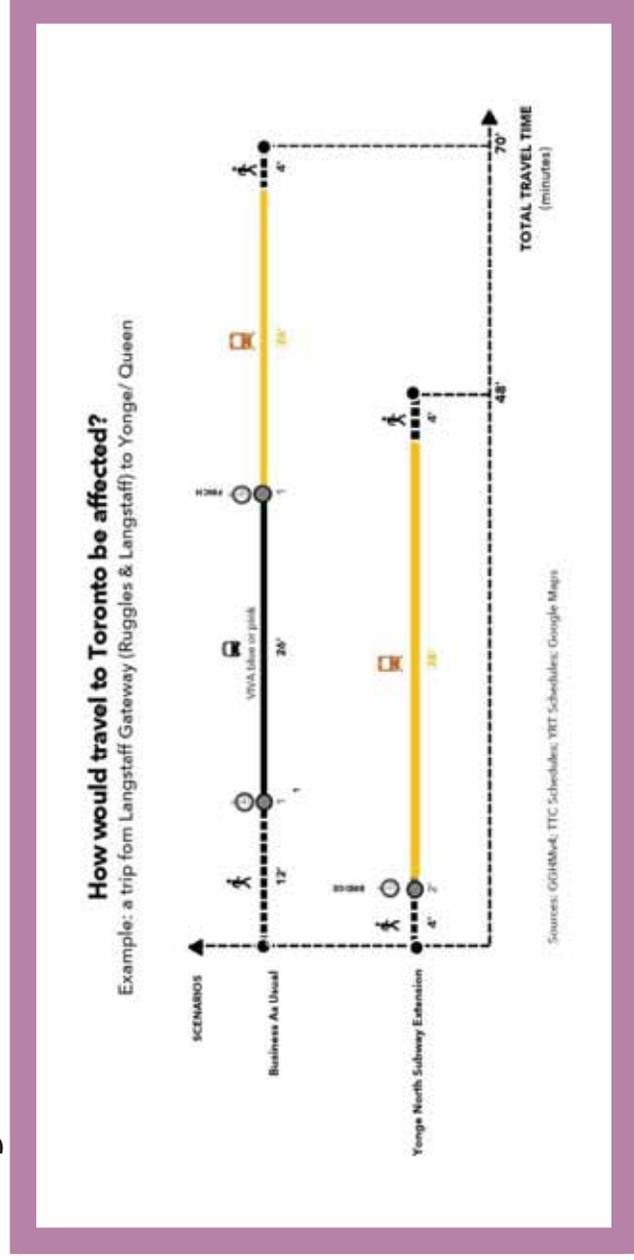
* Metrolinx is working with municipal partners to evaluate the best location for the fourth station as planning work continues.



Yonge North Subway Extension

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

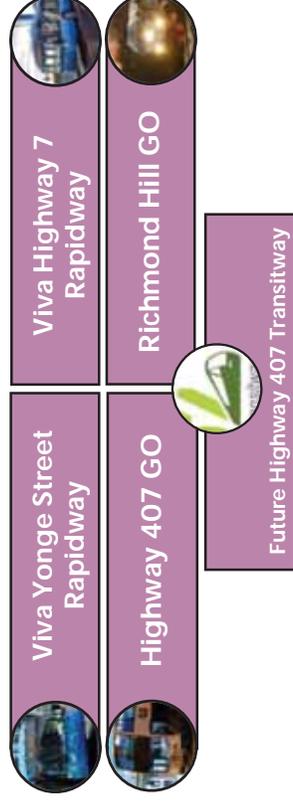


Yonge North Subway Extension

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:



Yonge North Subway Extension

Initial Business Case - Route Analysis

Option 1

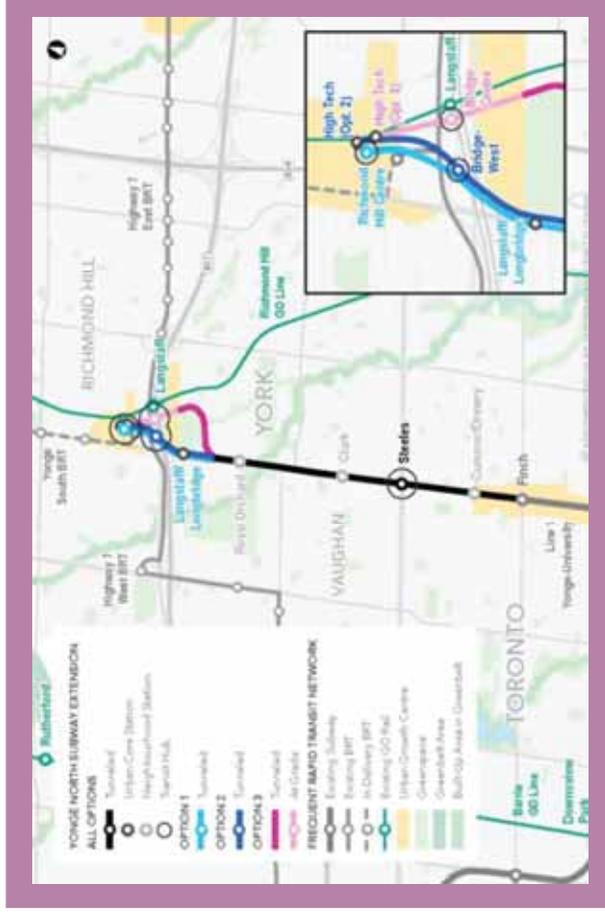
- Same route as approved EA, fully underground
- Funding envelope accommodates up to **3 stations**

Option 2

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

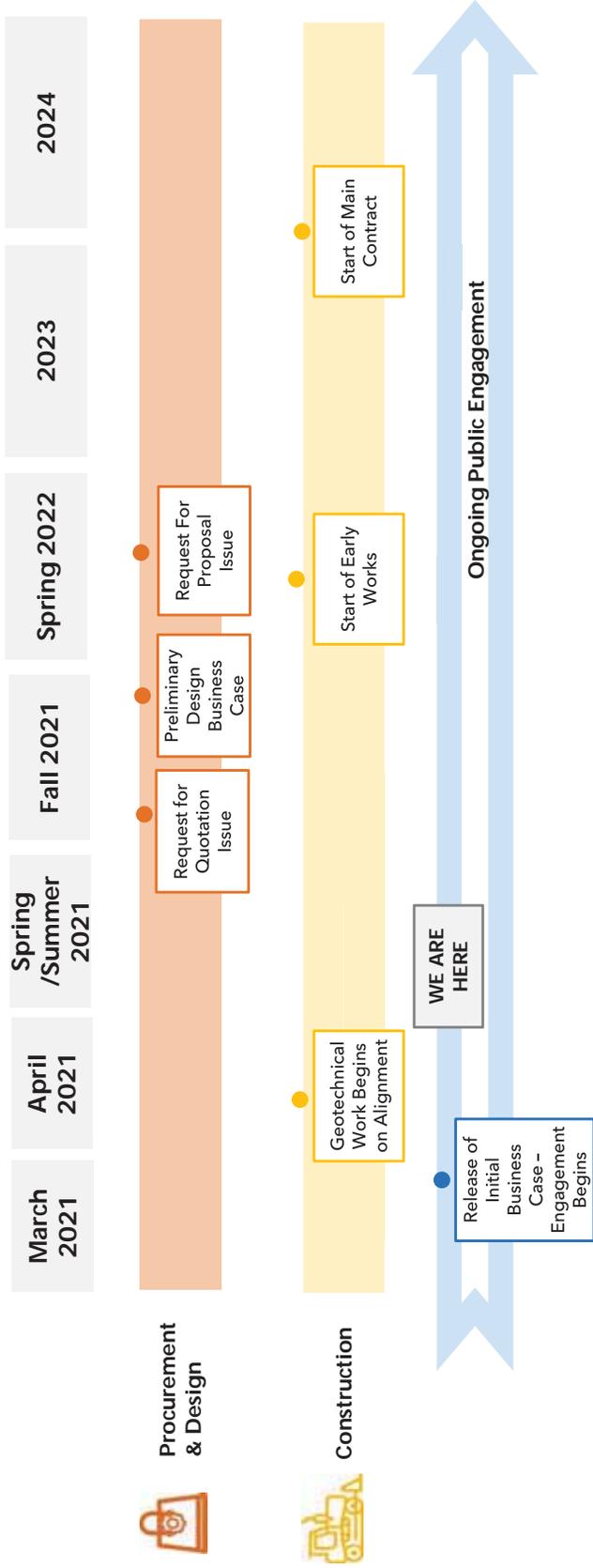
Option 3

- 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



Yonge North Subway Extension

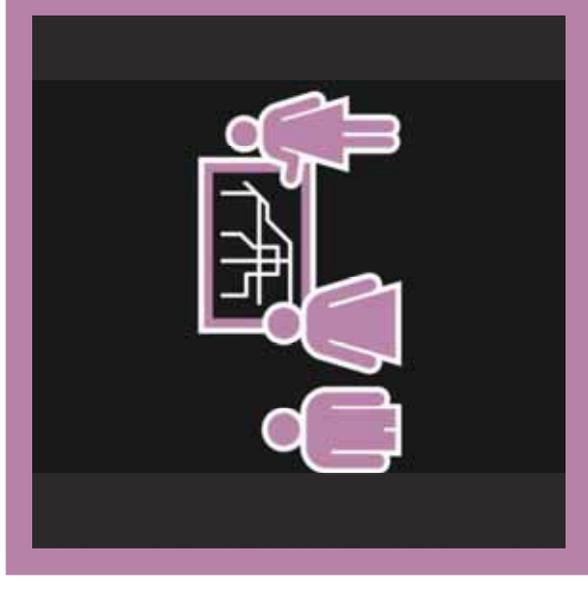
Project Timeline



Yonge North Subway Extension

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:
 - o Results of our existing conditions studies
 - o Results of our impact assessment study and the solutions proposed to reduce those impacts (such as noise and vibration)



Yonge North Subway Extension

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

Yonge North Subway Extension

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
 - o ~6 km underground
 - o 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
 - o 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

Yonge North Subway Extension

Environmental Studies Underway

 Natural Environment <ul style="list-style-type: none">• Plant inventories• Fish and fish habitat assessments• Bird surveys• Wildlife habitat assessments• Species at risk surveys	 Cultural Heritage <ul style="list-style-type: none">• Research and document historical homes and properties• Surveys of buildings, areas and features (landmarks) with potential heritage significance	 Air Quality <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">o Schoolso Hospitalso Care facilities• Predict air quality based on potential changes the project will bring	 Noise and Vibration <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">o Residenceso Schoolso Hospitalso Care facilities• Investigate potential solutions	 Traffic <ul style="list-style-type: none">• Review of potential impacts to traffic during construction and operations:<ul style="list-style-type: none">o Automobile traffic and transit serviceso 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:
 - o Bicycle and pedestrian routes and multi-use trails
 - o Parks and open spaces
 - o 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

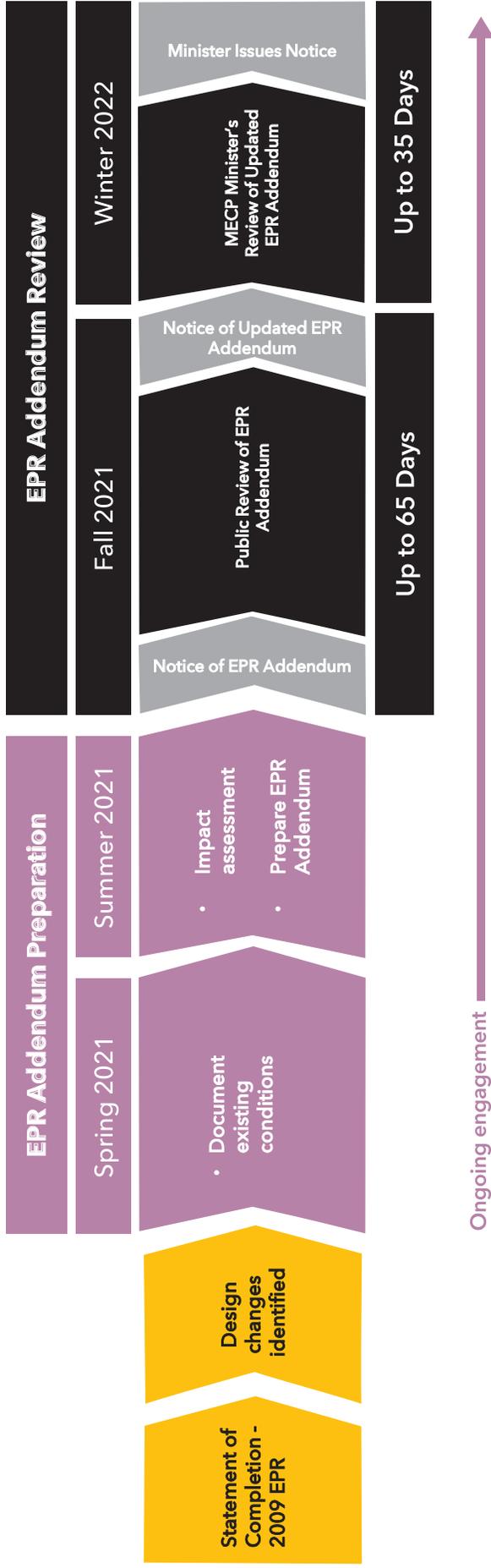
Upcoming Environmental Activities



- 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

Yonge North Subway Extension

EPR Addendum Look-Ahead Schedule



Yonge North Subway Extension

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**



YNSE – Alignment-wide Virtual Open House

Wednesday May 19, 2021

6:30pm-8:45 pm

Live Stream (Metrolinx Engage)

OVERVIEW

During our fourth virtual house for the Yonge North Subway Extension project (YNSE), panelists shared updated plans for the YNSE, some of the innovative solutions we are using to ensure the extension can be built quickly and serve key growth areas, and how we'll continue to connect with local communities to understand concerns and answer questions. A significant portion of the presentation was focused on the upcoming Environmental Studies for the YNSE.

This was the largest virtual open house to date, with highly engaged attendees. Attendees were able to ask questions in Slido or ask their questions live via voice by joining the Zoom meeting. The virtual open house was extended by 45 minutes to answer as many questions as possible, particularly for live question askers in the Zoom Room.

As expected, most of the attendees were from the Royal Orchard community of Thornhill (Markham), with many of them frustrated by the proposed plan for the alignment to go under a number of their homes.

ATTENDEES

Panelists

Stephen Collins, Program Sponsor for YNSE

Raj Khetarpal, Acting VP for Community Engagement (905)

Devin Horne, Manager, Rapid Transit Project Planning

James Francis, Manager, Environmental Programs and Assessment

Julia Kun, Project Manager, Environmental Programs and Assessment

Lisa Lieu, Manager, Property Acquisitions

Charlie Hoang, Global Lead, Transit Architecture, Technical Advisor

Sam Kulendran, Engineer, Technical Advisor

Moderators and Support

Azim Ahmed, Manager, Community Relations, Yonge North Subway Extension

Jackie Czajka, Senior Advisor, Community Engagement

Michael Paolucci, Community Relations and Issues Specialist

Sam Bugos, Community Relations and Issues Specialist

Nick Faieta, Senior Manager, Community Relations

Kaylin Barnes, Project Coordinator

Elected officials present

Mayor Scarpitti from Markham

Mayor Bevilacqua from Vaughan

Acting Mayor DiPaola from Richmond Hill

Deputy Mayor Hamilton from Markham

Richmond Hill Councillor Chan

Vaughan Councillor Shefman

Markham Councillor Irish

Total number of Live Stream attendees

536

Total number of Zoom attendees

QUESTION AND COMMENT THEMES

- Total number of questions asked in Slido: In the hundreds
- Total number of questions asked in Zoom: 44
- Key question themes:
 - Tunnelling
 - Alignment Options
 - Business Case decision-making
 - Funding
 - Stations selection
 - Property Impacts
 - Future expansion

Public Comments

From:
To:
Cc:
Subject:
Date:

Hello

Thank you once again for reaching out with your feedback about the Yonge North Subway Extension. The input we get from residents like you is important to help us move the project forward in the best way possible.

Not to worry if you can't make the May 19th Virtual Open House. This event will be recorded and posted on our webpage at www.metrolinxengage.com/YongeSubwayExt.

To your question about our proposed plans for this project, there are a variety of factors that we consider as we plan and design the extension. Our expert planners and engineers balance factors like the number of stations that can be built, how much travel time could be saved and how many connections could be made to other transit lines with how quickly and efficiently the project could be completed, how effectively any local impacts could be managed, and how to ensure the best possible use of taxpayer dollars.

If you would like to read more about the planning work so far I'd encourage you to have a look at a summary of our studies [here](#).

Every approach has pros and cons, but we only choose options that we know will bring significant benefits to the communities they serve, with impacts we know we can avoid or manage to a very large extent.

The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion.

Since the areas surrounding these two stations are expected to grow significantly in the years to come, Bridge and High Tech will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

I'd like to thank you for reaching with your feedback. Our team working on this project will have many more conversations in many different formats to make sure your

voice is heard. If you haven't already, please sign up to receive regular email updates via our website: Metrolinx.com/YongeSubwayExt. Otherwise, feel free to get in touch with our dedicated Community Relations team on this project at YongeSubwayExt@metrolinx.com.

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region
Sent: April 21, 2021 2:08 PM
To:
Cc:
Subject: RE: Yonge Extension

Hello
Thank you for getting in touch with your questions on the Yonge North Subway Extension. I wanted to quickly acknowledge that we've received your email and will be in touch shortly with a full response.
Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Hello.

I just received your invitation to the May 19 "open house". I'd like to send a few comments, in the event that I can't make the session. I hope you'll consider them.

This project is a long time coming. I recall that we've been waiting for a Yonge subway extension since I was a child. So the potential for it to become a reality in time for my children and children's children to benefit from it, really is meaningful and exciting news. Our excitement however, has recently turned to more disappointment.

Unfortunately, the latest proposed station changes will greatly diminish the utility of the extension, both to the Thornhill community (in Markham and in Vaughan) and to the objective of reducing bus traffic on Yonge Street. With these amendments, your notice that, "The Yonge North Subway Extension is coming your way!" is only partially true. It is coming in our direction - **and then passing us by completely.**

Your latest proposal for a 4.2 kilometer gap between the Steeles and Bridge Stations, with another half km to another station at the terminus, may make sense in terms of meeting current budget constraints; it does not make any sense if your objective is to service the local community north of Steeles and south of Seven, and to encourage their foot traffic into proximate stations. I assume that your research will confirm my assertion that most commuters residing from Clark Avenue north will be taking Yonge Street buses to the Steeles station. This will needlessly compound vehicular traffic on Yonge Street, as well as foot traffic at Steeles. It will also discourage the public from getting out and walking to the subway - which would certainly be advantageous, not only in minimizing traffic, but also from a community mental and physical health perspective.

I also cannot comprehend why, in (the proposed) jettisoning of both the Clark and Royal Orchard stations, you have not entertained a compromise position for a station situated equidistant between Steeles and Bridge, i.e., at John/Centre streets; two km north of Steeles Ave. One station at this location would readily serve the area between Clark and Royal Orchard (approx. 12 minutes walk from each) and would match the distance intervals between stations on the Yonge line, from Eglinton to Sheppard Aves., which have been operating successfully and meeting the north Toronto community's needs for decades.

Please do not hesitate to contact me, should you wish to discuss my comments further.

Sincerely,

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From:
To:
Subject: FW: It's time to celebrate – the Yonge North Subway Extension receives federal funding!
Date: May 26, 2021 11:35:11 AM

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From: York Region
Sent: May 26, 2021 11:03 AM
To:
Subject: RE: It's time to celebrate – the Yonge North Subway Extension receives federal funding!

Hi

Thank you for your question on the Yonge North Subway Extension.

The project includes three confirmed stations at Steeles Avenue, Highway 7 and Highway 407, and High Tech Road.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

As mentioned, feel free to reach out to our team directly should you have any further questions on this project. As well, if you'd like to read more about the project or to sign up to our distribution list I'd encourage you to visit our website at www.metrolinx.com/yongesubwayext

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From:
Sent: May 25, 2021 11:27 AM
To:
Cc: York Region <YorkRegion@metrolinx.com>
Subject: RE: It's time to celebrate – the Yonge North Subway Extension receives federal funding!

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Good morning

Thank you for your email.

I'm sharing your comments with Metrolinx, who will respond. Kindly note the email address for any future questions or comments you may have regarding the Yonge North Subway Extension.

Best regards,

Leslie Pawlowski
Communications Specialist

YORK REGION RAPID TRANSIT CORPORATION | www.vivanext.com
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Our vehicles are blue, but we think green. Consider the environment before you print.

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From:

Sent: Friday, May 21, 2021 4:11 PM

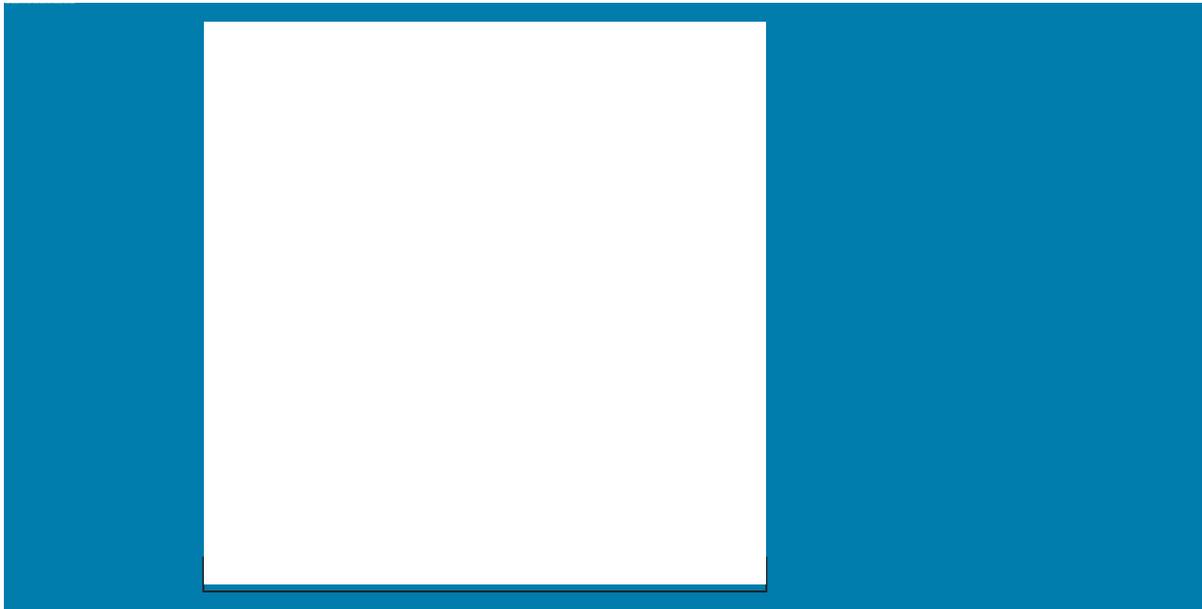
To: Yonge Subway Extension <info@yongesubwayext.com>

Subject: Re: It's time to celebrate – the Yonge North Subway Extension receives federal funding!

HOW MANY STATIONS FOR THE YONGE NORTH EXTENSION. Deliberately omitted???

At the very least there should be stations at Steeles and Clark.

On Fri, May 21, 2021, 14:25 Yonge Subway Extension, <info@yongesubwayext.com> wrote:



share:

Three empty rectangular boxes for social media sharing links.

May 21, 2021

It's time to celebrate—the Yonge North Subway Extension receives federal funding!

Transit expansion in the Greater Toronto Hamilton Area is moving full steam ahead! On May 11, [the federal government announced](#) an unprecedented funding commitment of \$10.4 billion to support the delivery of Ontario's four priority subway projects: the Ontario Line; a three-stop Scarborough Subway Extension; the Eglinton Crosstown West Extension and the Yonge North Subway Extension! This is in addition to a significant provincial funding commitment, marking the largest subway expansion in Canadian history.



This announcement is part of the federal government's plan to create one million jobs, fight climate change and rebuild a more sustainable and resilient economy. Read more about this in statements from the [Chair of York Region](#) and the [Chair of the York Region Rapid Transit Corporation](#).

We are thrilled with the federal and provincial government's commitment to invest in public transit—the Yonge North Subway Extension is York Region's top transit priority. This is a significant milestone for the Province, York Region and the GTHA, meaning that we can finally get shovels in the ground for this critical project!

benefits of the Yonge North Subway Extension

The Yonge North Subway Extension [YNSE] will create new jobs, build a stronger economy, shape communities and support a sustainable future by:

- [Creating 52,000 new jobs delivered through the YNSE construction](#) providing new opportunities for apprentices and businesses, which includes 5,000 new jobs delivered 10 years after construction
- Saving over 13 tonnes of greenhouse gas [GHG] per workday by reducing 3,300 bus trips per day required to service this segment of Yonge Street in 2031

- Serving 94,100 riders each weekday
- Providing improved access to transit and jobs:
 - 26,000 more people within a 10-minute walk from a station along the extension by 2041
 - 22,900 employees within a 10-minute walk from a station along the extension by 2041

According to a recent Deloitte report, the Yonge North Subway Extension will generate significant economic benefits for both Ontario and Canada.

next steps

[York Region](#) and [YRRTC](#) will continue working with all levels of government to help move this critical project forward.

for more information

For more information project updates, public consultation opportunities, as well as news about design and construction of the [YNSE](#), and more, please visit [Metrolinx](#).

You have received this email because you have subscribed to information about the Yonge Subway Extension. If you no longer wish to receive emails about the Yonge Subway Extension, click below to unsubscribe.

Sent to:

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To:
Subject:
Date:

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Original Q - **We live in the neighbourhood. please share with us why the 2 stations Hightech and Bridge will be so close to each other. Understood you guys must have a reason so as not to waste \$. Looking forward to your reply from May.**

From: York Region
Sent: May 26, 2021 10:56 AM
To:
Subject: Yonge North Subway Extension Inquiry

Hi

Thank you for getting in touch with your question on the Yonge North Subway Extension.

The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

By 2041, as many as 64,000 people are expected to live in the Richmond Hill Centre and Langstaff Gateway communities and more than 36,000 people could have jobs in the area. Since the neighbourhoods surrounding Bridge and High Tech stations are expected to grow significantly in the years to come, these stations will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Thank you once again for reaching out. If you'd like to read more about the project or to sign up to our distribution list I'd encourage you to visit our website at www.metrolinx.com/yongesubwayext

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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From:
To:
Subject: FW: Yesterday's Metrolinx meeting with the RO community
Date: May 26, 2021 11:36:36 AM

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From: York Region
Sent: May 25, 2021 5:18 PM
To:
Subject: RE: Yesterday's Metrolinx meeting with the RO community

Hi

Thank you for your message and feedback. While we understand that there is a lot of frustration and concern within the community right now, we do appreciate positive comments such as this. We have shared your message with Stephen.

Thank you,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From:
Sent: May-20-21 6:51 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yesterday's Metrolinx meeting with the RO community

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Hello,

This message is for Stephen Collins.

I wanted to say thank you to you and your team for extending yesterday's meeting past it's allotted time. You didn't have to, but recognized that spending the extra time was important for the community.

Second, and more importantly, thank you Stephen for always answering our questions calmly and with respect. Even when the same question was asked for the 10th time, you answered it as if it was

the first time it was asked. I didn't like the answer, but I can still appreciate the delivery.

Sincerely,

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Subject:
Date:

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From: York Region
Sent: May 10, 2021 10:56 AM
To:
Cc:
Subject: RE: Alternative Route 3

Hello

Thank you for your continued interest in the Yonge North Subway Extension. I will certainly share your Alternative 4 suggestion with our planning and design teams as they continue their analysis.

Looking forward, the precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

As I mentioned in my previous email, there will be many opportunities to have your voice heard and to share your feedback with our team. Coming up, on May 19 we'll be hosting a Virtual Open House where we'll be sharing more information on the project, including our environmental assessment. As well, we'll be fielding questions from residents across the entire route. If you'd like to participate I'd encourage you to register [here](#).

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From:
Sent: May 6, 2021 11:47 AM
To: York Region <YorkRegion@metrolinx.com> **Cc:**
Subject: RE: Alternative Route 3

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Hi Michael,

Going by yesterday's presentation, it seems like the door is closed (at least in metrolinx mind) to everything except Alternative 3.

Your people indicated yesterday that – even with going as planned – the subway won't be active until 2030.

Firstly, if metrolinx is even listening to the backlash from the Royal Orchard neighbourhood re Alt. 3, I think this timeline will be further delayed.

If it does go through on that line, the additional costs of:

- (a) winning over public participation, coupled with that of
 - (b) compensation for noise and vibration issues that will surely arise
- will likely take the project considerably over budget.

As a possibility for your consideration, might I suggest Alternative 4 shown in red on the attachment.

The benefits are as follows:

- It almost entirely eliminates tunneling under the Royal Orchard subdivision, except for only a handful of residences,
- The required design curves are easily accommodated,
- The additional costs and efforts I referred to re public participation and compensation would be considerably lessened, and
- The actual construction costs might possibly be less as well.

The obvious difference is that there would not be an option for a station at Royal Orchard. But considering that there is only one chance in three of that happening, what is the likelihood anyway?

Actually the circle I indicated where Alt. 4 leaves Yonge Street - the actual centre of Thornhill at Yonge and Centre Streets - is generally central to the northern portion of the overall project and could likely be considered as a more logical location for the fourth station.

Is the above not worth serious consideration while we still can?

Regards,

Hi ,

Thanks for your patience as I've looked into your inquiry on the Yonge North Subway Extension.

I appreciate your concerns and the impacts that this proposed alignment may present to your community. As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

We studied the possibility of curving the alignment north of the Royal Orchard community as part of our work. Our analysis showed that the curves this alignment would require would be too sharp to meet the minimum requirements for operational safety.

We expect to have more detailed information about potential impacts in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

As our analysis states, the subway is proposed to be built at a depth where there would be no direct impact on the homes above – again, the exact details of the depth will be determined through further study.

As we are in the early design stages for the project, there is still significant work to be done with many opportunities for you to share your input. Metrolinx is committed to understanding your concerns and answering your questions.

If you'd like to learn more about the project and have your voice heard, I encourage you to sign up for the virtual open houses we will host in the weeks to come. If you'd like to participate, please sign up to receive email updates via our website:
[Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)

I'd like to thank you again for getting in touch with us. Community input is essential to the work we do, and we are grateful for your feedback.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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From: York Region
Sent: April 9, 2021 5:08 PM
To:

Subject: RE: Alternative Route 3

Hi

Thanks for reaching out with this question.

I wanted to quickly get in touch and acknowledge we've received your email and will be in touch shortly with a full response.

Thank you for your patience on this and I look forward to getting back to you.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

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Addressing the current Alternative Route 3, I am curious why, instead of cutting a significant swath under a broad portion under the Royal Orchard neighbourhood, more consideration wasn't given to tunneling entirely under the Holy Cross Cemetery lands – or at least a portion of it?

- There are only two buildings on site (which could possibly be avoided), as opposed to an entire subdivision,
- Since, for obvious reasons, a lesser depth could be maintained, there might be potential construction savings,
- There might also be possible savings in minimizing the public participation scenario required here and potentially significant compensation costs,
- Also, the route from Yonge Street to the railway tracks would be shorter.

Unless there are some restrictions with regards to cemetery lands, why isn't this being considered as well as Alternative 3?

Respectfully,

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From:
To:
Subject: RE: It's time to celebrate – the Yonge North Subway Extension receives federal funding!
Date: May 26, 2021 1:22:37 PM

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Hi

Thank you for your comments. We understand and appreciate that you have questions about how the latest plans for the project might affect you and your community. Metrolinx is committed to meeting with you to understand your concerns and provide you the answers and information you're looking for.

The precise alignment of the Yonge North Subway Extension will evolve as planning work continues. We're committed to sharing the latest updates of our plans with the community, and that includes making sure that all necessary noise and vibration solutions are put in place to keep things quiet and peaceful and to ensure your home and your community remain sought-after places to live in.

It's important to note that the tunnels are also going to be built at a depth that will avoid direct impacts on the homes above. The tops of the tunnels will be at least 14 metres below the surface, which is equal to the height of a four-storey building. The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Since we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

As Leslie mentioned, feel free to reach out to our team directly should you have any further questions on this project. If you'd like to read more about the project or to sign up to our distribution list I'd encourage you to visit our website at www.metrolinx.com/yongesubwayext

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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Good morning

Thank you for your email.

I'm sharing your comments with Metrolinx. Kindly note the email address for any future questions or comments you may have regarding the Yonge North Subway Extension.

Best regards,

Leslie Pawlowski
Communications Specialist

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Thank you.*

From:
Sent: Friday, May 21, 2021 5:20 PM
To: Yonge Subway Extension <info@yongesubwayext.com>
Subject: Re: It's time to celebrate – the Yonge North Subway Extension receives federal funding!

Did they tell you that they are planning to put the subway right under many homes in a beautiful established area of Thornhill. Not much to celebrate if you live in the area! Metrolinx has two Optional Routes that they have dismissed. One of these was presented by Doug Ford but now ignored. Not much to celebrate.

On May 21, 2021, at 2:26 PM, Yonge Subway Extension <info@yongesubwayext.com> wrote:



share:



May 21, 2021

It's time to celebrate—the Yonge North Subway Extension receives federal funding!

Transit expansion in the Greater Toronto Hamilton Area is moving full steam ahead! On May 11, [the federal government announced](#) an unprecedented funding commitment of \$10.4 billion to support the delivery of Ontario's four priority subway projects: the Ontario Line; a three-stop Scarborough Subway Extension; the Eglinton Crosstown West Extension and the Yonge North Subway Extension! This is in addition to a significant provincial funding commitment, marking the largest subway expansion in Canadian history.



This announcement is part of the federal government's plan to create one million jobs, fight climate change and rebuild a more sustainable and resilient economy. Read more about this in statements from the [Chair of York Region](#) and the [Chair of the York Region Rapid Transit Corporation](#).

We are thrilled with the federal and provincial government's commitment to invest in public transit—the Yonge North Subway Extension is York Region's top transit priority. This is a significant milestone for the Province, York Region and the GTHA, meaning that we can finally get shovels in the ground for this critical project!

benefits of the Yonge North Subway Extension

The Yonge North Subway Extension [YNSE] will create new jobs, build a stronger economy, shape communities and support a sustainable future by:

- [Creating 52,000 new jobs delivered through the YNSE construction](#) providing new opportunities for apprentices and businesses, which includes 5,000 new jobs delivered 10 years after construction
- Saving over 13 tonnes of greenhouse gas [GHG] per workday by reducing 3,300 bus trips per day required to service this segment of Yonge Street in 2031
- Serving 94,100 riders each weekday
- Providing improved access to transit and jobs:

- 26,000 more people within a 10-minute walk from a station along the extension by 2041
- 22,900 employees within a 10-minute walk from a station along the extension by 2041

According to a recent Deloitte report, the Yonge North Subway Extension will generate significant economic benefits for both Ontario and Canada.

next steps

[York Region](#) and [YRRTC](#) will continue working with all levels of government to help move this critical project forward.

for more information

For more information project updates, public consultation opportunities, as well as news about design and construction of the [YNSE](#), and more, please visit [Metrolinx](#).

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Subject:
Date:

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From: York Region
Sent: May 26, 2021 12:12 PM
To:
Cc:
Subject: RE: Last mile connectivity

Hi ,

Thanks for reaching out to us. Connectivity via all transit nodes – including bicycling – is certainly a major priority for our projects, including the Yonge North Subway Extension.

Our stations will ensure that bicycle storage is available and is proposed to be in the eventual design plan. While lanes outside the station are the jurisdiction of the city, we definitely encourage the implementation of lanes that allow for our customers to have more options to reach our stations. This will alleviate pressure on parking and congestion, and also increase overall accessibility to transit. So in short – we agree!

Thank you,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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Hello,

For the Yonge north subway expansion please consider how you can work with the city of Markham to plan for local transit connectivity to the subway stations. This not only includes local bus connectivity, but also the addition of bike lanes. There should also be committed funds to plow the bike lanes in the winter to ensure 365 day usage.

Finally, I hope covered bike lock-ups or storage is part of the stations design to encourage citizens to use bikes to get to the stations.

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From: [York Region](#)
To: _____
Subject: RE: Yonge Subway Ect
Date: June 1, 2021 11:26:49 AM

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Hi

Thank you for your follow up email and I appreciate you letting me know we didn't your question fully.

Below I've input answers to your three questions. Please let me know if you have any further questions or points of clarification.

Michael

1. How will the massive development projects proposed for the Yonge Street corridor affect the subway build?

It's difficult to predict at this point, but our focus remains on ensuring the Yonge North Subway Extension is planned and designed to support the communities along the Yonge Street corridor as they grow. To this end, we are supporting the vision of the Province of Ontario and local municipalities' Urban Growth Centres along the Yonge Street corridor. The vision for these burgeoning communities is an important part of the business case analysis and informs our decisions through each stage of the project.

But right now we still don't have all those details in place. We will work closely with our municipal partners and property owners to gain a complete understanding of the unique local considerations in each neighbourhood along the extension and coordinate our work to deliver this important and much-needed project.

2. Which will take precedence - the subway or the proposed developments?

Both are vital to sustain growth. The developments and growth plans that you reference are not led by Metrolinx, but we'll be coordinating our plans so that new transit and new developments complement one another.

Any discussions we may have with developers and landholders throughout the course of a project would be to explore innovative partnership opportunities that would benefit customers and communities. There are existing development plans for some of the lands along the proposed route, and upfront work is being done by Metrolinx and the municipality to understand how those plans might impact the project.

3. Will the subway build cause the developments to be delayed and for how long?

Since we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done on understanding how these projects overlap and connect. The phasing and integration of the subway is being coordinated with our municipal partners along with local property owners to deliver this important project.

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Hello Michael

Thank you for your email, however, it did not address questions (1-3) in my original email dated May 26. I look forward to specific answers to these three questions as soon as possible.

Regards

Sent from my Galaxy

----- Original message -----

From: York Region <YorkRegion@metrolinx.com>

Date: 2021-05-28 3:18 p.m. (GMT-05:00)

To:

Subject: RE: Yonge Subway Ect

Hi

Thanks once again for reaching out with your question.

The Yonge North Subway Extension is being planned and designed to support the communities along the Yonge Street corridor as they grow. The extension will spur vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. To this end, we are supporting the vision of the Province of Ontario and local municipalities' Urban Growth Centres along the Yonge Street corridor. The vision for these burgeoning communities is an important part of the business case analysis and informs our decisions through each stage of the project.

For example, as many as 64,000 people are expected to live in the Richmond Hill Centre and Langstaff Gateway communities and more than 36,000 people could have jobs in the area by 2041. Since the neighbourhoods surrounding Bridge and High Tech stations are expected to grow significantly in the years to come, these stations will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus. It's also worth noting that High Tech Station would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

We will work closely with our municipal partners and property owners to gain a complete understanding of the unique local considerations in each neighbourhood along the extension and coordinate our work to deliver this important and much-needed project.

Since we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done.

We're looking forward to working closely and I want to thank you for attending the meeting we held with Keep York Moving earlier this month. I've been corresponding with Jordan Max to see if we can set up another meeting but specific for your organization so please stay tuned.

If you have any questions please do not hesitate to get in touch,

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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From: York Region
Sent: May 26, 2021 10:38 AM
To:
Subject: RE: Yonge Subway Ect

Hi

Many thanks for getting in touch. We're reviewing your questions and will get back to you shortly with a full response.

With that said I can answer part of your question right now. 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.

I'll be in touch with a response to your other questions in short order.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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Good Afternoon
A prompt reply to questions below would be very much appreciated.
Regards

- 1.How will the massive development projects proposed for the Yonge Street corridor affect the subway build?
 - 2.Which will take precedence - the subway or the proposed developments?
 - 3.Will the subway build cause the developments to be delayed and for how long?
 - 4.What is the anticipated start date for subway construction?
- Thank you

Sent from my Galaxy

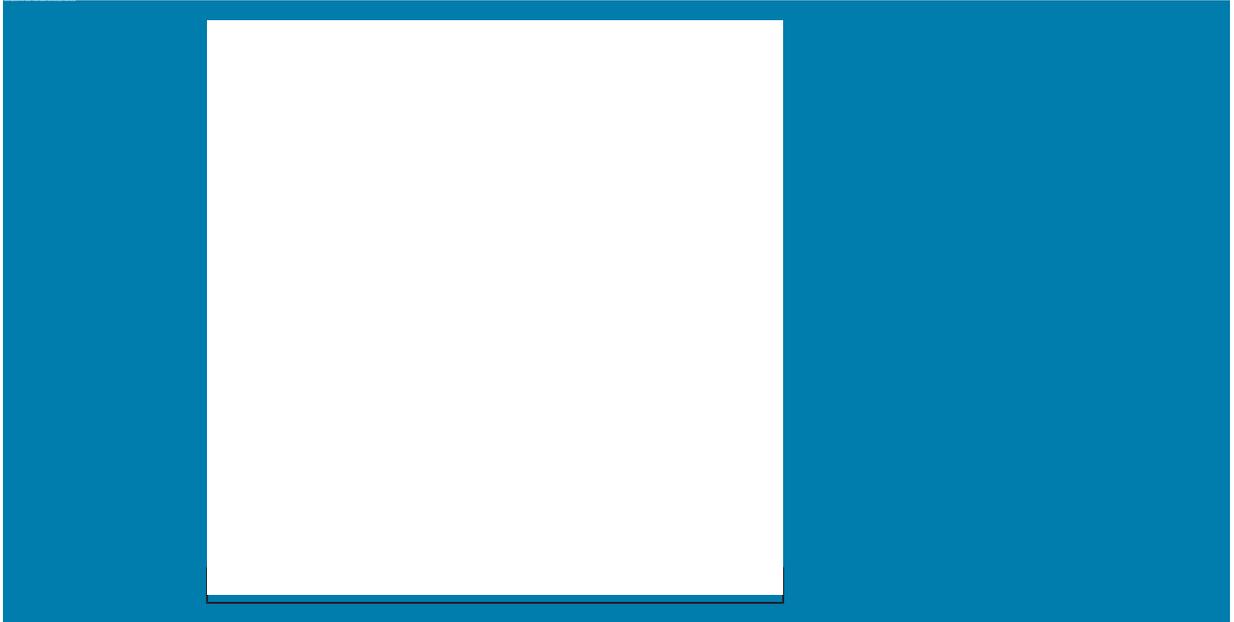
----- Original message -----

From: Yonge Subway Extension <info@yongesubwayext.com>

Date: 2021-05-21 2:26 p.m. (GMT-05:00)

To:

Subject: It's time to celebrate – the Yonge North Subway Extension receives federal funding!



share:



May 21, 2021

It's time to celebrate—the Yonge North Subway Extension receives federal funding!

Transit expansion in the Greater Toronto Hamilton Area is moving full steam ahead! On May 11, [the federal government announced](#) an unprecedented funding commitment of \$10.4 billion to support the delivery of Ontario's four priority subway projects: the Ontario Line; a three-stop Scarborough Subway Extension; the Eglinton Crosstown West Extension and the Yonge North Subway Extension! This is in addition to a significant provincial funding commitment, marking the largest subway expansion in Canadian history.



This announcement is part of the federal government's plan to create one million jobs, fight climate change and rebuild a more sustainable and resilient economy. Read more about this in statements from the [Chair of York Region](#) and the [Chair of the York Region Rapid Transit Corporation](#).

We are thrilled with the federal and provincial government's commitment to invest in public transit—the Yonge North Subway Extension is York Region's top transit priority. This is a significant milestone for the Province, York Region and the GTHA, meaning that we can finally get shovels in the ground for this critical project!

benefits of the Yonge North Subway Extension

The Yonge North Subway Extension [YNSE] will create new jobs, build a stronger economy, shape communities and support a sustainable future by:

- [Creating 52,000 new jobs delivered through the YNSE construction](#) providing new opportunities for apprentices and businesses, which includes 5,000 new jobs delivered 10 years after construction
- Saving over 13 tonnes of greenhouse gas [GHG] per workday by reducing 3,300 bus trips per day required to service this segment of Yonge Street in 2031

Serving 94,100 riders each weekday

- Providing improved access to transit and jobs:
 - 26,000 more people within a 10-minute walk from a station along the extension by 2041
 - 22,900 employees within a 10-minute walk from a station along the extension by 2041

According to a recent Deloitte report, the Yonge North Subway Extension will generate significant economic benefits for both Ontario and Canada.

next steps

[York Region](#) and [YRRTC](#) will continue working with all levels of government to help move this critical project forward.

for more information

For more information project updates, public consultation opportunities, as well as news about design and construction of the [YNSE](#), and more, please visit [Metrolinx](#).

You have received this email because you have subscribed to information about the Yonge Subway Extension. If you no longer wish to receive emails about the Yonge Subway Extension, click below to unsubscribe.

Sent to:

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York Region Rapid Transit Corporation, 3601 Highway 7 East, Twelfth Floor, Markham, ON L3R 0M3, Canada

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To:

Subject: RE: Yonge Subway Ect

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I'll be in touch with a response to your other questions in short order.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-268-9446

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Regards

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- 2.Which will take precedence - the subway or the proposed developments?
- 3.Will the subway build cause the developments to be delayed and for how long?
- 4.What is the anticipated start date for subway construction?

Thank you

Sent from my Galaxy

----- Original message -----

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Date: 2021-05-21 2:26 p.m. (GMT-05:00)

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share:



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addition to a significant provincial funding commitment, marking the largest subway expansion in Canadian history.



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for more information

For more information project updates, public consultation opportunities, as well as news about design and construction of the [YNSE](#), and more, please visit [Metrolinx](#).

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From:
To:
Subject:
Date:

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From: York Region
Sent: June 2, 2021 1:14 PM
To:
Subject: RE: Question on walking distance to station

Hello

Thank you for getting in touch with this question about the proposed Cummer Station.

We estimate it would take 10 minutes to walk 800 metres based on an average walking speed of 5 kilometres per hour. For the purpose of our business case analysis, we measure walking distance from where our early plans place entrances to the subway stations. While potential waits at traffic lights are not included in our modelling, we do take into account the walking connections that will exist in the area by 2041.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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From: York Region
Sent: May 28, 2021 1:22 PM
To:
Subject: RE: Question on walking distance to station

Hi

I sincerely apologize the delay in response here. I'm looking into your question and will get back to you shortly.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-268-9446

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Hello,

I have a question about the 800m / 10 minute walking distance.

Where is it measured from? the centre of the platform? or from each entrance?

Is it as the crow flies? or is it actual walking distance? Does it include delays for traffic lights?

I live near the potential Cummer station. These seemingly trivial differences make quite a difference on the ground.

Thanks,

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From: York Region

Sent: July 9, 2021 5:59 PM

To:

Cc: Councillor, Keith Irish - Markham <KIrish@markham.ca>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Rajesh Khetarpal <Rajesh.Khetarpal@metrolinx.com>

Subject: RE: Outstanding Information from Metrolinx

Hello ,

Below you'll find a number of the outstanding questions and answers you've been waiting patiently for. I want to note that we are working on responses to the questions you've posed to us. Please stay tuned on that front. As always, feel free to reach out if you have any questions.

1. Only one subway route option has been presented to the public for consideration. The public may wish to look at other cost saving options that fits into your budget but does not impact the Royal Orchard Community. Why is community not being offered route options to review?

The reference alignment is the preferred alignment that has been approved for further work and that is the one we are focusing our efforts on.

The route shared through the supplementary analysis that was released alongside the Initial Business Case (IBC) is moving forward for further analysis through the Preliminary Design Business Case.

We will continue to refine and improve our designs as we collect feedback from communities and complete detailed environmental studies.

The initial plans give us a road map for the project so we can reach out to the community to get insights that will help move the project forward in the best way possible. It provides recommendations that are backed up by evidence to make sure the proposal we're bringing forward for consultation is something we can confidently deliver.

2. Richmond Hill Centre and Langstaff Gateway can be "bridged" by installing a high speed moving sidewalk. Metrolinx, at their meeting, indicated that the moving

sidewalk did not have the capacity to handle all the passenger demand in 20 years.

We have no plans for a moving sidewalk at either of these locations, as this is outside the scope of this project.

The location of Bridge Station brings important benefits to transit riders because it allows regional buses that travel along major roadways like Highway 7, Highway 407 and Yonge Street to quickly and easily access the station without having to divert far from their routes.

This transit hub is ideally placed to bring as many as six existing and future regional and rapid transit services together in one convenient location. Bridge Station is also centrally located within the Langstaff Gateway area, which has long been identified through provincial, regional and municipal plans as a neighbourhood that will grow significantly in the years to come.

3. According to a TTC Report, the Bloor station on the Yonge Line has a capacity of 34,000 passengers per hour per direction. I understand that the combined boardings from both the High Tech and Bridge Stations are below this capacity. Could you please confirm maximum boardings per hour per direction at each station? This further supports the need for only one?

Bridge and High Tech Stations' specific ridership projections will be included in our forthcoming Preliminary Design Business Case, which is due out later this year.

Bridge Station and High Tech Station are placed the way they are to serve the areas that will be the most dense in the future, making it faster and easier for riders to use the subway, and to better support growth while curbing local traffic congestion. These two stations will work in tandem to bring more transit benefits to more people.

4. What agencies will provide approval and is Metrolinx aware of when these approvals are scheduled to be approved, is public participation available and what are the dates of approval in the project time lines.

The Yonge North Subway Extension receives extensive review and approvals by the Province of Ontario, the Ministry of Transportation, the Ministry of Environment Conservation and Parks, the Regional Municipality of York, local municipalities, and a host of other reviewing authorities with jurisdiction over applicable permits, licences and approvals.

Government approval occurs at many stages through a project's lifecycle. However, as it pertains to the environmental assessment, we are preparing an addendum to the existing Environmental Project Report (EPR) for the Yonge North Subway Extension. Public participation continues through this process and we expect the Notice of EPR Addendum to be published this fall. Upon the publication of the notice, a 30-day public review period will be

provided, followed by up to 35 days for Metrolinx to respond to comments and post an updated EPR Addendum. Publication of the updated EPR Addendum opens a 35-day period during which the Minister of Environment, Conservation and Parks can issue a notice related to the EPR Addendum. This period is anticipated to be completed in winter 2022.

Public participation and our ongoing dialogue with the community continues throughout every stage of the project, beyond the environmental assessment. Our commitment is to keep you informed as project plans develop.

5. Why does Metrolinx not include all three route Options on all public materials?

The reference alignment is the preferred alignment that has been approved for further work and that is the one we are focusing our efforts on.

The refined Option 3 route has been chosen for further analysis and refinement through the Preliminary Design Business Case and forms the basis of our plans for the project going forward.

We will continue to refine and improve our designs as we collect feedback from communities and complete detailed environmental studies.

6. What is the business case framework and is this part of the EA addendum? The Cummer station is funded in part by the City of Toronto and the two other stations are funded in part by York Region. Has York Region committed funding to both station and if not, what have they committed funding to and for what?

A Metrolinx business case is a planning document separate from the environmental assessment.

The business case is a comprehensive collection of evidence and analysis that sets out the rationale for why an investment should be made in order to solve a problem or address an opportunity. As with all Metrolinx business cases, the Initial Business Case for the Yonge North Subway Extension is structured around four cases:

- The Strategic Case, which determines the value of addressing a problem or opportunity based on regional development goals, plans and policies.
- The Economic Case, which uses standard economic analysis to detail benefits and costs of the options to individuals and society as a whole, in economic terms.
- The Financial Case, which assesses the overall financial impact of the options, its funding arrangements and technical accounting issues and financial value for money.
- The Deliverability and Operations Case, which considers

procurement strategies, operating plans and the risks associated with deliverability and operations.

For additional information on the Metrolinx business case framework please see the following links:

<http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Metrolinx%20Business%20Case%20Overview%20Volume%201.pdf>

<http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Metrolinx-Business-Case-Guidance-Volume-2.pdf>

The Province of Ontario – City of Toronto Preliminary Agreement sets out the City's funding responsibilities. The Province of Ontario – Regional Municipality of York Preliminary Agreement sets out York Region's funding responsibilities. We suggest you review these documents to understand each municipality's commitments.

In general, York Region agreed to provide their pro-rata share of the municipal portion of the total project capital cost, which has been established as \$5.6 billion. The total Municipal portion of the total capital budget is 26.67%.

7. What does Metrolinx consider an acceptable level of noise and vibration for both construction and operation? What studies and Metrolinx approvals determined that this level is considered acceptable? What happens if these levels are exceeded and how is the affected person compensated if there is a delay in fixing the concern?

Our goal is to ensure that there are no appreciable differences to the levels of noise you experience today compared to when the extension is up and running. Metrolinx uses provincial guidelines for the assessment of noise.

The provincial limits for airborne noise are based on the lower of either the existing levels of ambient sound in a given area, or a set of minimum sound level criteria. For areas along the surface-level segment of the route, the goal is not to exceed the existing ambient sound levels by 5 dB or more.

When it comes to minimizing noise caused by trains traveling through the tunnels (ground borne noise and vibration), the guideline limit Metrolinx aims to come in under is 35 dBA (a unit of measurement that best reflects how sound is perceived by the human ear) for ground-borne noise. In other words, roughly the same level of sound you could expect in a library. If noise and vibration levels are expected to exceed those guidelines, we put additional solutions in place to bring them back down below those limits.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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From:

Sent: July 9, 2021 10:34 AM

To: Rajesh Khetarpal <Rajesh.Khetarpal@metrolinx.com>

Cc: Councillor, Keith Irish - Markham <KIrish@markham.ca>; York Region <YorkRegion@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Azim Ahmed <Azim.Ahmed@metrolinx.com>

Subject: RE: Outstanding Information from Metrolinx

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Thanks for the update and voice message from . Looking forward to the response from Metrolinx today.

Sent from [Mail](#) for Windows 10

From: [Rajesh Khetarpal](#)

Sent: July 8, 2021 12:37 PM

To:

Cc: [Councillor, Keith Irish - Markham](#); [York Region](#); [Leona Hollingsworth](#); [Azim Ahmed](#)

Subject: RE: Outstanding Information from Metrolinx

Hi

Apologies that you haven't heard back from our team, vacation overlap may have contributed.

We are working towards having as many responses back to you tomorrow, with any pending to follow as soon as possible.

Leona our Director, Community Engagement will give you a call today.

Thanks

Raj

RAJESH KHETARPAL

Vice President (A), Community Engagement

Metrolinx | [97 Front Street West](#) | Toronto | Ontario | M5J 1E6

C: [416.562.9646](tel:416.562.9646)

From:

Sent: July 7, 2021 7:22 PM

To: York Region <YorkRegion@metrolinx.com>

Cc: Councillor, Keith Irish - Markham <KIrish@markham.ca>; Rajesh Khetarpal

<Rajesh.Khetarpal@metrolinx.com>

Subject: RE: Outstanding Information from Metrolinx

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Hi Raj,

I have not received a response from Metrolinx regarding the following outstanding matters. Would appreciate an update.

Sent from [Mail](#) for Windows 10

From:

Sent: July 2, 2021 2:35 PM

To: [York Region](#)

Cc: [Councillor, Keith Irish - Markham](#); [Rajesh Khetarpal](#)

Subject: RE: Outstanding Information from Metrolinx

Hi Azim,

For clarity, the majority of my questions in the most recent communication are not new and many date back to April. As you had difficulty finding my outstanding questions, I had summarized it for you.

You mention below that a 'lot of flux right now' has delayed the response from Metrolinx. Can you please provide information on what you mean by this? The only change that I am aware of was mentioned briefly at the initial CLC about some minor tweaking of the subway alignment. A tweak to the alignment would not impact providing answers to the outstanding questions or the delay that dates back 3 months.

In our past discussions and written communications, we agreed that information and answers would be provided by Metrolinx as you receive it. Even after long delays, Metrolinx did agree to have all the outstanding questions sent to me by June 22. Please forward all available answers by Monday. If there are any outstanding answers please provide a date that I can expect to receive it. Also, please provide the cell number for Michael in the event I need to reach him.

Thanks,

Sent from [Mail](#) for Windows 10

From: [York Region](#)

Sent: July 2, 2021 9:48 AM

To:

Subject: RE: Update

Good morning ,

I hope you are keeping well. Sincerest apologies for the delay in getting you answers to your most recent round of questions. Our goal is to provide you with the most fulsome answers possible to your questions, that both reflects the current reality of the project and also provides you with an accurate account of what to expect in the months, years and decades ahead.

As I am sure you can appreciate, there is a lot in flux right now, and we are doing our best to balance between speedier responses while also acknowledging that reality. We will continue to endeavour to provide you and the community with this. I take ownership in not providing you more frequent updates, which we will ensure are done much better moving forward.

Regarding the specific status of your responses, they are currently being drafted and we expect them to be complete shortly. While I will be away next week and the week after, my colleague Michael will be ensure we keep you up to date on those responses. He monitors this account daily as well.

Thank you,
Azim

From:

Sent: June-29-21 4:11 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: RE: Update

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Hi Azim,

I have been patiently waiting for a response from Metrolinx for questions that date back as far as April. Tuesday June 22 has come and gone and its now a week later and still no response from Metrolinx. Why such a long delay which is now reaching 3 months to get questions answered from Metrolinx?

Sent from [Mail](#) for Windows 10

From: [York Region](#)

Sent: June 17, 2021 3:11 PM

To:

Subject: Update

Hi

Hope you are keeping well. Wanted to update you on the outstanding questions you confirmed last week. We are tracking to have them for you by this coming Tuesday. As always, if you need any revisions or clarifications, feel free to reach out to me.

Looking forward to seeing you (virtually) at tonight's CLC.

Thanks,

Azim

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: York Region
Sent: July 12, 2021 10:17 AM
To:
Subject: RE: Outstanding Questions

Hello ,

As promised, here are answers to your outstanding questions. We appreciate your patience as you've waited for our response. Note, there's one question we're still working on but we'll be in touch soon with a fulsome response.

1. What is the proposed route (of Option 3 as it pertains to Royal Orchard Community)? And the answer to this question is not that Metrolinx is studying, evaluating etc. Nor is the answer in sending me to go through the IBC. At this time, based on factual data with Metrolinx and the discussion they had with the Provincial government (and other decision makers), what is the route? This is a simple question and please do not provide evasive, incomplete or untruthful answers.

A: The proposed route is the one presented to the community during our virtual open houses. It is available at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

We are determined to make the project the best possible fit for the communities it will serve, so we will continue to actively explore possible refinements.

Specifically, we're looking at how we can go even deeper, and under fewer homes, in the Royal Orchard community.

We will share information and any updated plans with the community as soon as it becomes available.

2. What can I and RO community do to have Metrolinx go back to Option 1 and 2?

The answer to this question is not keep doing what we are doing. What else should we be doing to have Metrolinx go back to Option 1 and 2? What in Metrolinx's governance model that we should be approaching or having you approach to have the agency go back to the other two options?

A: We are moving forward with Option 3, which allows for four stations within the \$5.6 billion funding envelope as opposed to three stations for Options 1 and 2.

Based on feedback from the community and our continued technical assessments, we are working to explore how the Option 3 route can be refined, to minimize impacts and make this project the best fit for the communities it will serve.

We appreciate any and all feedback received, and your participation on our Community Liaison Committees. We are currently completing our formal Environmental Assessment for the Yonge North Subway Extension, which offers an opportunity to formally record comment on the project before it is approved.

The feedback we've been collecting through virtual open house events and other ongoing engagements is being considered as part of the planning and design process for the project and will be documented in the updated environmental assessment. Metrolinx is providing a public review period of 30 days to meet provincial regulations in the Environmental Assessment Act. These regulations require the addendum to the Environmental Project Report to be updated to reflect public feedback and published within 65 days of a draft report being posted.

3. What has Metrolinx done to have the province consider options 1 and 2? Can you please share facts/documents to this effect? This question was also asked in the Q/A session on May 19th, 2021. Again, the answer is not to send us to review the IBC. When Metrolinx discussed option 3, they would have also discussed option 1 and 2. Please provide minutes, emails, any other documents that show the contents of the discussion. If Metrolinx did not discuss option 1 and 2 at all and just proposed option 3, then please provide details of discussions, emails, documents from those meetings.

A: Metrolinx business cases help assess the benefits, costs, and impacts of potential transportation investments, and the analysis within them forms the basis of our decision making. As with all Metrolinx projects, the Initial Business Case (IBC) for the Yonge North Subway Extension was presented to the Metrolinx Board and the Province of Ontario to secure approval for the project.

The plans we released in the IBC are just the first step of a planning process that includes robust and frequent conversations with communities. It provides recommendations that are backed up by evidence to make sure the proposal we're bringing forward for consultation is something we can confidently deliver. Metrolinx will work with our municipal and regional partners to better understand the unique local considerations that will help us plan and design the best project possible.

Some of the key documents that helped inform our business case include the City of Toronto Official Plan, the Regional Municipality of York Official Plan, and the 2041 Regional Transit Plan. We are also leveraging planning and design work already done by our municipal and regional partners.

4. Depth of the top of the tunnel: What is the depth of the top of the tunnel at various spots along the route as it traverses RO Community? Different numbers are being thrown at us and an average of depths does not help either. Since Metrolinx has the "anticipated route" already, please provide planned depth at specific spots (for example on

Banquo street xxx, on Kirk Drive yyy etc. or under specific properties categorized as those that may be expropriated such as, those that may be subjected to subsurface acquisition, those that will not be compensated in any way etc.).

A: The tops of the tunnels will be at least 14 metres below the surface.

Our teams are working on increasing the detail of project designs and reviewing the depth of the subway. We're looking at how we can go even deeper, and under fewer homes, in the northern end of the extension.

We'll know more about precise depths of the subway tunnels as we complete geotechnical investigations that will give us insight into what the layers of earth below the surface are made of. However, it is important to note that the subway is proposed to be built at a depth where there would be no direct impact on the homes above.

5. I am sure your property management team already has models for each category of impacted property - please provide the details as available now. For example: **a) When will I be notified if my property is subject to subsurface acquisition** (or expropriation or any other type of acquisition)? That is, what is the expected date? The answer to the question is not "we are studying, evaluating etc." The question is about expected date as planned now. The answer should help us in taking decisions for our future. By delaying providing the answers you are causing further harm. **b) If there is a potential subsurface acquisition of the property, what are the terms and conditions for such an acquisition as known to Metrolinx at this point in time?** The answer to this question is not "we are studying/evaluating or we will get back" etc. In your current plan, what are the terms in your template-draft that will help us understand the terms for our next steps (and I understand that compensation may not be known at this time but other term and conditions should be available)? These questions are some things that you can answer now. Again, the answer is not that in future Metrolinx's property management team will discuss with individual owners - that is an evasive answer. In addition to causing the continuing harm, your delay/obstruction in providing full information is further jeopardizing us from being able to take mitigating steps.

A: We're working on getting you a full answer to this question. I'll be in touch shortly with a follow up.

6. Regarding the Church and/or Holy Cross cemetery having put pressure on government/Metrolinx not to have the tunnel under the Cemetery. Can you confirm if the church and /or cemetery has contacted Metrolinx in any form or shape? Can you share the relevant documents? You were to do some digging and get back.

A: We are not aware of Holy Cross Cemetery contacting Metrolinx prior to the public release of the Initial Business Case (IBC) in March 2021.

*Since the release of the IBC we have reached out to and heard from many stakeholders including Holy Cross Cemetery. As with all correspondence we have with property owners, Metrolinx respects the confidentiality of those conversations. The reference alignment was advanced based on maximizing transit benefits, such the ability to include a fourth station, and to open up **fast and convenient transfers** to as many as five existing and future regional transit lines, within the project budget allocation. There was no technically feasible alignment under the cemetery that*

would have been able to reach the location of Bridge Station at surface level.

7. Can you confirm that the current cost estimate is a class 5 estimate? Again, this is a straightforward question and the answer is not "it may be correct". Azim, please recognize that the option being pursued by Metrolinx impacts our financial wellbeing, our mental health, our families, children's education and more. Unlike the management of Metrolinx for whom dealing with our questions is part of their job for which they are being paid, we have to first earn our livelihood during work hours and then work the second shift to interact with Metrolinx just to save our only significant life investment. The patterns of behavior of Metrolinx remind us of the dark chapter in Canada's history when indigenous people's local culture, rights and homes were taken away. Through option 3, we are being stripped of the quality of life that we have built over several years of struggle. Please treat our questions with respect they deserve and not from administrative perspective alone and it's not helpful to keep saying that Metrolinx is studying the impacts - of course they are studying the impact but in the meantime our lives are being torn asunder and the least we can expect is full and truthful disclosure of information so that the community and individuals have the time and opportunity to be able to understand full gravity of the impacts to enable them to take action on next steps.

A: Yes, the cost estimates used in the Initial Business Case to complete the Economic and Financial Cases are considered Class 5 cost estimates.

It is important to note that we will continue to refine our plans through the preliminary design and engineering work we are doing right now, which is informed by geotechnical investigations, technical analysis and the feedback we collect from communities and stakeholders.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: York Region
Sent: July 8, 2021 1:38 PM
To:
Subject: Outstanding Questions

Hi ,

I hope you are keeping well. I'm writing to let you know we'll be sending over answers to your questions shortly. I appreciate your patience on this and look forward to getting back to you soon.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

Sign up to the York Region and Simcoe County e-newsletter [here](#)

From: [York Region](#)
To:
Subject: RE: Station Choice
Date: Wednesday, July 28, 2021 10:29:03 AM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

Thank you for getting in touch with this question.

Our analysis found that Clark Station will bring faster transit to more people.

The new station will put 8,100 people and 1,900 jobs within a 10-minute walk of the subway by 2041 largely because of how well it will connect with key growth areas along Bathurst Street and Centre Street – thanks to the planned extension of the Viva Orange BRT line, which serves communities along Highway 7.

Put together, we expect 2,500 riders will use the subway at Clark Station during the peak of the morning rush, with more than half of those riders connecting to the subway from a bus. The connection to the Viva Orange line will bring convenient access to areas like the Bathurst-and-Centre corridor and Promenade Centre, which is expected to be home to more than 11,000 people and almost 6,000 jobs in the years to come.

Our studies also show there is lower potential for growth along Centre Street compared to the areas served by the other stations in our analysis because Centre Street is located within the boundaries of local heritage conservation districts.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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From:
Sent: July 19, 2021 11:06 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Station Choice

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Hi there,

Why wasn't Centre Street chosen for a stop on the extension? It is arguably further from Steeles, and has solid transit connections, like to the Promenade transit terminal?

From: [York Region](#)
To: -
Subject: Bus Connections Question
Date: Wednesday, July 28, 2021 10:06:41 AM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

It's good to hear from you again - I received your question from my colleagues in the GO Transit Contact Centre.

We're working with our partners at York Region Transit and the TTC to evaluate potential bus connections and facility design at each of the new stations along the Yonge North Subway Extension. As a part of our planning work, we're considering how to create a convenient experience for customers while accommodating fast, reliable service. We're also working with our partners to make sure we get the most benefits out of our designs while making the project the best possible fit for the communities it will serve. Metrolinx will share more details about this aspect of the project when the Preliminary Design Business Case is finalized.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

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Metrolinx Engage Ask-A-Question



Where is the planned storage facility?

Anonymous

May 19, 2021 - 13:56

- [_Vote for this question8](#)
- [_Downvote this question6](#)



Answer

Metrolinx

May 26, 2021 - 16:25

The Train Storage Facility will be placed within the CN Railway north of High Tech Station.

- [_Vote for this question6](#)
- [_Downvote this question9](#)



Cost of digging under the river.

Anonymous

May 19, 2021 - 20:27

Recently you wrote in an engage that digging under the river will be cheaper than rebuilding the bridge. Is that assuming that either Clark or Royal Orchard will be cut, or is that alignment cheaper even if both Royal Orchard and Clark are built?

- [_Vote for this question7](#)
- [_Downvote this question7](#)



Answer

Metrolinx

Jun 4, 2021 - 17:07

Both Royal Orchard and Clark stations can be accommodated within the announced \$5.6 billion funding envelope should one of them be selected as the fourth station to be included in the project.

- [_Vote for this question6](#)
- [_Downvote this question7](#)



Add stations that provide best access for residents.

Anonymous

May 19, 2021 - 21:59

Just add stations at Cummer, Clark, Royal Orchard and maybe even John/Centre if that is what the community wants. You will have already dug the tunnel. The stations don't have to be full service but mostly self-service with new fare technology that we will have by the time this thing is built. There will be so many condominiums (with more taxpayers) from Finch to High Tech that you will definitely need a multi-station system for downtown York Region, like you have in Toronto. These projects always go over budget anyway.

- [_Vote for this question8](#)
- [_Downvote this question9](#)



Answer

Metrolinx

May 27, 2021 - 10:14

While all six previously envisioned stations were contemplated within the 2009 Environmental Assessment and a subsequent Benefit Case Analysis that Metrolinx completed in 2013, Metrolinx has undertaken analysis of alternative options that would achieve the highest possible benefits and fit within the approved budget for the project. The analysis has determined that the \$5.6 billion funding envelope announced for the project can accommodate up to four stations, if the extension follows the recommended alignment.

- [_Vote for this question7](#)
- [_Downvote this question9](#)



407 Transitway Connection

Anonymous

May 25, 2021 - 14:33

In the 2011 EA for the 407 Transitway, a proposed fully grade separated route was laid out for the transitway to connect to Richmond Hill

Centre: https://407transitway.com/400ToKennedy/downloads/Plate%2041_Jan%2031%202...

Since then, that EA has lapsed, and now you are proposing an alternate alignment for the Subway Extension. With the diagram of the bus terminal for Bridge Center Station, there seems to be no mention of the 407 Transitway anywhere. If Option 2 or 3 are chosen, will Bridge Center/Bridge West station be designed with a fully grade separated 407 Transitway in mind, or will the Transitway have to access the bus terminal, and temporarily leave the grade separated corridor?

- [_Vote for this question6](#)
- [_Downvote this question9](#)



[Answer](#)

Metrolinx

Jun 4, 2021 - 17:06

We are working with our partners to plan a potential connection at Bridge Station to the Highway 407 Transitway that would give transit vehicles fast and easy access to the terminal.

- [_Vote for this question6](#)
- [_Downvote this question10](#)



[Vaughan and Markham Council Rejection of Option 3](#)

Anonymous

Jun 17, 2021 - 12:59

Both Vaughan Council and Markham Council have voted to reject the Option 3 alignment. The YNSE is aimed to serve these cities, and they are demanding that Metrolinx reject any alignment that runs under existing residential communities. Please defer to your local government where the YNSE intends to serve. What steps are Metrolinx taking to seriously consider Option 1 and 2, or other alternative alignments that adhere to Yonge Street?

- [_Vote for this question36](#)
- [_Downvote this question9](#)



[Answer](#)

Metrolinx

Jun 22, 2021 - 15:15

The exact alignment of the Yonge North Subway Extension will evolve as planning work continues and community input is gathered.

The initial plans that come from the Initial Business Case and supplementary analysis give us a road map for the project so we can reach out to the community to get insights that will help move the project forward in the best way possible.

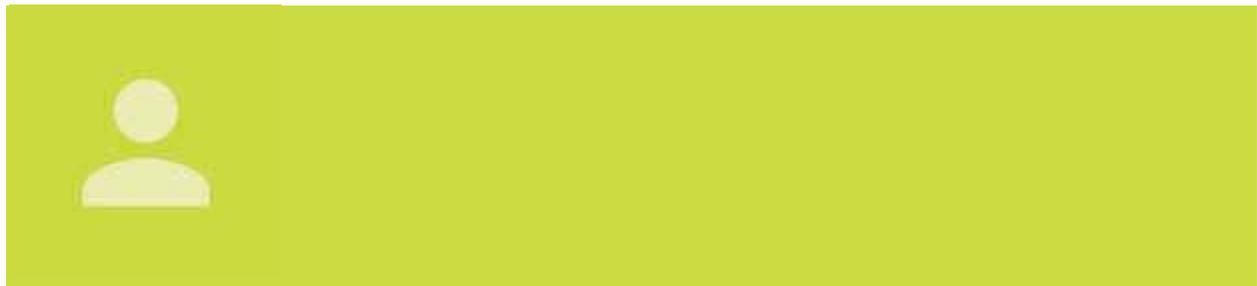
Every approach has pros and cons, but we only choose options that we know will bring significant benefits to the communities they serve, with impacts we know we can avoid or manage to a very large extent.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

Its important to note that there is still significant work to be done on this important project, with many opportunities for you to share your input and engage with us.

- [_Vote for this question4](#)
- [_Downvote this question4](#)



[What about future expansion of the subway?](#)

Anonymous

Jul 17, 2021 - 19:43

The Bloor Danforth Viaduct was built decades before Line 2, but because of foresight an allowance was made during construction for a future subway line under the roadbed. Forty years from now there may be reasons to take Line 1 further north, or for it to intersect with an east/west line on Steeles or #7. Are you making allowances for those possibilities?

- [_Vote for this question2](#)
- [_Downvote this question2](#)



Answer

Metrolinx

Jul 28, 2021 - 09:40

Yes, we are enabling for future extensions as part of our design. In fact, one of the benefits to running the alignment along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

- [_Vote for this question2](#)
- [_Downvote this question2](#)



Will you seek public input on the Clark Station?

Anonymous

Jul 17, 2021 - 19:48

I'm very happy Clark was chosen, but all stations are not created equal. Will you consult with the public about the features and design of this station, so that we can help it reach its potential?

- [_Vote for this question2](#)
- [_Downvote this question3](#)



Answer

Metrolinx

Jul 28, 2021 - 14:39

We'll be looking for opportunities to consult with communities on the look and feel of certain design elements of the new stations on the Yonge North Subway Extension. This feedback is considered alongside factors like cost and technical feasibility.

- [_Vote for this question2](#)
- [_Downvote this question3](#)



When will we learn if our businesses will be affected.

Anonymous

Jul 30, 2021 - 08:29

My business is at the corner of Yonge and Clark. When will you be giving me a timeline on your plans for my corner and how long my business will be affected?

- [_Vote for this question3](#)
- [_Downvote this question3](#)



Answer

Metrolinx

Aug 4, 2021 - 16:58

We will know more about precise environmental and community impacts as the project moves through further design stages, which are currently underway. We expect to confirm specific property requirements with owners starting in mid 2022.

Metrolinx strives to communicate with property owners early and often so that there is ample time to work through solutions. Going forward, we will support businesses through construction by offering noise and traffic mitigation and local business supports like promotional signage, wayfinding, and construction hoarding.

As well, when businesses are impacted by the construction of a transit project, Metrolinx works with owners and tenants to see how they may be able to continue operating.

If operations are impacted, compensation and supports may be provided. Each case is considered independently to ensure the right solutions are in place for each business.

- [_Vote for this question1](#)
- [_Downvote this question1](#)



Is it possible to get the slide decks from the May 19th meeting

Anonymous

Jul 30, 2021 - 08:37

- [_Vote for this question2](#)
- [_Downvote this question3](#)



Answer

Metrolinx

Aug 4, 2021 - 17:00

You can view the presentation and slides for the May 19th Virtual Open House [here](#).

- [_Vote for this question1](#)
- [_Downvote this question1](#)



Bridge Station question 1/2

Anonymous

Aug 23, 2021 - 01:19

Will Bridge station actually be 'bridged' over the Richmond Hill GO line

- [Vote for this question](#)10
- [Downvote this question](#)7



Answer

Metrolinx

Aug 26, 2021 - 14:24

The proposed transit hub at Highway 7 and Highway 407 will conveniently connect as many as six future and existing regional and rapid transit services, including the Richmond Hill GO line. Bridge Station will give customers new travel options that will allow them to tap into the entire regional transit network.

Bridge Station will be built at surface level and will provide fast and convenient transfers to Richmond Hill GO trains through an elevated customer concourse. Building the station at surface level will save riders lengthy trips to and from underground platforms and will make transferring from the subway to a GO train, GO bus, or local bus faster and easier.

- [Vote for this question](#)7
- [Downvote this question](#)5



Bridge Station question 2/2

Anonymous

Aug 23, 2021 - 01:31

I don't think the word 'bridge' is enough to make the station feel important and intermodal.
My suggestions: Bridge Central, Longbridge

- [Vote for this question](#)12
- [Downvote this question](#)7



Answer

Metrolinx

Aug 26, 2021 - 14:24

Thank you for your feedback. Bridge Station is an important part of the project, and it was determined to be essential for maximizing the benefits of the Yonge North Subway Extension. The station will significantly improve access to frequent rapid transit and support the growth of the neighbourhoods it serves.

- [Vote for this question](#)5
- [Downvote this question](#)2



A few more name suggestions to rename Bridge station

Anonymous

Aug 27, 2021 - 16:31

- Longbridge Square
- Long Bridge (both words are separated)

- [Vote for this question7](#)
- [Downvote this question9](#)



Construction schedule

Anonymous

Aug 28, 2021 - 03:47

if Ontario line construction will start in 2022, what year and month will construction start for this extension

- [Vote for this question7](#)
- [Downvote this question6](#)



Answer

Metrolinx

Sep 7, 2021 - 09:49

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.

- [Vote for this question5](#)
- [Downvote this question8](#)



Will YNSE still open on-time if the Ontario Line is delayed?

Anonymous

Aug 28, 2021 - 09:26

- [Vote for this question7](#)
- [Downvote this question9](#)



Answer

Metrolinx

Sep 7, 2021 - 09:50

The possibility of crowding on Line 1 is an important factor in the planning and design of the Yonge North Subway Extension, which is why the project is targeted for completion in 2029-30, after the Ontario Line goes into service.

- [Vote for this question5](#)
- [Downvote this question9](#)



ATC

Anonymous

Sep 8, 2021 - 23:37

will the extension have Automatic Train Control above ground

- [Vote for this question6](#)
- [Downvote this question6](#)



[Answer](#)

Metrolinx

Sep 27, 2021 - 13:03

Yes, the automatic train control system similar to the existing Line 1 will help make sure service along the Yonge North Subway Extension is fast and reliable. Trains will be operated as an extension of the existing TTC Line 1 service.

- [Vote for this question6](#)
- [Downvote this question2](#)



[Bridge station](#)

Anonymous

Sep 8, 2021 - 23:46

If Bridge station is going to connect with Richmond Hill GO line, does it mean 'add a second track to the existing GO platform'

- [Vote for this question8](#)
- [Downvote this question9](#)



[Answer](#)

Metrolinx

Sep 24, 2021 - 17:05

As part of our GO Expansion, customers on the Richmond Hill line will benefit from up to 30% more train service. On the Richmond Hill GO line, existing track will be re-commissioned in the Don Valley up to Pottery Road to allow trains to pass each other, enabling service in both directions. Riders will be able to easily transfer from the Yonge North Subway Extension to the Richmond Hill line because Bridge Station will be connected to the existing Langstaff GO station.

- [Vote for this question3](#)
- [Downvote this question5](#)



Could both stations above the 407 be combined?

Anonymous

Sep 16, 2021 - 10:24

I have trouble understanding why there are two stations so close by above the 407. I understand that it needs to be connected to the go transit but why not create a single station that does both what these two are doing?

It seems like the budget of the bridge station could be spent on another station more evenly spaced out down the line.

- [Vote for this question8](#)
- [Downvote this question4](#)



Answer

Metrolinx

Sep 24, 2021 - 15:39

The stations on the northern section of the extension are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

Bridge and High Tech stations will support York Region's growth plans for the Langstaff Gateway and Richmond Hill Centre urban grow centres, which have been in place for many years in response to the demand for housing and employment opportunities in the region. Since those areas are expected to grow significantly in the years to come, these stations will help make sure any growth is sustainable by contributing a large portion of the riders that will use the subway extension.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

- [Vote for this question3](#)
- [Downvote this question5](#)



[No consideration for more elevated portions?](#)

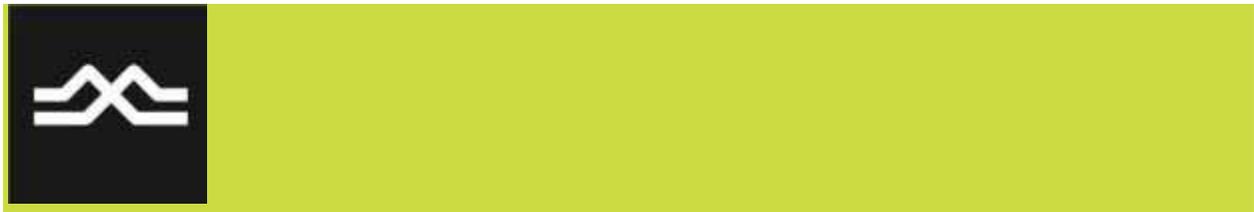
Anonymous

Oct 1, 2021 - 15:41

As has been touted for the Ontario Line, why aren't more sections of the extension consider for elevation instead of tunnelling? Steeles to Clark can easily be elevated before dipping down below old Thornhill and coming up again past Centre at the valley - then the residents around Royal Orchard don't have to worry about tunnelling under their property.

Then maybe use the savings from not tunnelling to build Cummer and Royal Orchard stations?

- [Vote for this question5](#)
- [Downvote this question1](#)



[Answer](#)

Metrolinx

Oct 27, 2021 - 13:24

Elevated options were not part of our business case analysis for the Yonge North Subway Extension because there would not be enough clearance between the highway overpasses and the overhead hydro lines in the northern section of the route to accommodate an elevated subway. Running the route underground from Finch Station to the CN Railway corridor means we can limit our property needs and minimize impacts to the community.

- [Vote for this question2](#)
- [Downvote this question1](#)

Slido Live Question Period



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

32

What can the RO community do to have Metrolinx go back to Option 1 or 2?



Anonymous

3 weeks ago

32

Where is the north and south end of High Tech station? In other word, where would the train cab be. Also, is there entrances other than high tech road?



Anonymous

4 weeks ago

26

My proposal of Alternative Route 4 travels under the other open space – the golf club, instead of tunneling under Royal Orchard homes. Has this been considered?



23

What will it take to justify the stations at Clark & Royal Orchard, so the extension serves the Th community and doesn't just run through it?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

4 weeks ago

22

Part 3: Not fair making it convenient for the new community to the detriment of Royal Orchard.



Anonymous

3 weeks ago

21

Who are the developers/builders at Langstaff Gateway? Pl share documents of all interactions between Metrolinx, these developers and the government.



Anonymous

3 weeks ago

20

Why is Option 3 chosen even though it has the lowest projected demand and with new Federal funding you can now move to option 1?



Anonymous

2 months ago

15

When will these new subway extensions be completed.





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

4 weeks ago

The city always plans for growth and considers the benefits to future residents, why do the costs to current residents not carry more weight?



Anonymous

1 month ago

12

Have previous Metrolinx proposals ever been overturned or not approved, and if so, what were the main reasons for that and how did it happen?



Anonymous

3 weeks ago

12

You have 2 options for the final 1.5 kms - one causes no disruption; the other causes major disruption & is harder to build. Why would you choose the latter?



12

Federal funding is contingent on providing local "community benefits" How can such destructive option 3 possibly justify being a local community benefit.

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

4 weeks ago

11

Part One: Why not place a parking lot at the hydro corridor, build a Kiss & Go ride across at Langstaff, with a subway entrance there.



Anonymous

3 weeks ago

11

Will Metrolinx build bare station boxes at all of the "unchosen" locations, to allow for future construction if future circumstances permit?

10

Deleting stations abutting Yonge will reduce connectivity for communities and will hamper development (& the region's planning framework). Built all stations!



Anonymous

3 weeks ago

10

When are the detail plans going to be released to enable us to know exactly where the subway is going to be constructed? Please stay with option 1?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 weeks ago



When are the detail plans going to be released to enable us to know exactly where the subway is going to be constructed? Please stay with option 1?



Anonymous

3 weeks ago



Why not build underground Stn. at Langstaff as there more parking available on hydro lands (This can serve Gateway) and High Tech (links Bus Terminal & GO)?



Anonymous

3 weeks ago



Who will make the ultimate decision on which option to proceed with - Metrolinx Board or the Regional politicians?



Anonymous

3 weeks ago



Any benefits to reduction of car travel (reduced pollution, less congestion, fewer accidents) depends on actually shifting people out of cars. Where's Parking?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

8

Re Expropriation How would you advise that the home owners have higher negotiating power than being at the mercy of whatever Metrolinx dictates?



Anonymous

1 month ago

7

Why extend the subway, when many business and employees will not be travelling to downtown to work, as they can now work from home & will continue to do so



Anonymous

4 weeks ago

7

Why not have underground stns. at Langstaff & Yonge (allows power corridor parking & serves W Gateway) & High Tech (connects bus/train stns & serves E Gateway)?



Anonymous

3 weeks ago

The "preferred option" for the final section can only exist because of pressure from developers. Do



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 weeks ago



Is this all smoke and mirrors going through the motions to hear from the community but not listening? Do we need the Fed Gov't to step in similar to GTA west?



Anonymous

3 weeks ago



Can you please explain how are you engaging the community - at these meetings you only discuss Option 3. Hwvr, we were not consltd for Option 3 in the 1st place



Anonymous

3 weeks ago



How will you protect the health and wellness of people in our community as they are impacted by your plan to tunnel under their homes?



Anonymous

3 weeks ago



Where are the 2,000 parking spaces that Doug Ford mentioned in his announcement of the sub going to be?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

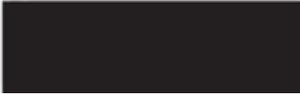


Anonymous

3 weeks ago

7

You guys are not answering the questions. Just repeating your standard talking points that continue to frustrate everyone. Option 3 serves the developers.



6

How can we encourage this to occur? Can we influence timing? Are all the stations identified in plan example Clark?



Anonymous

3 weeks ago

6

How does forcing the Rapid Transit buses on Yonge to veer off Yonge to Bridge station save travel time? Wouldn't keeping the Yonge subway on Yonge serve all.



Anonymous

3 weeks ago

Ask

By definition, subways run underground. Now, with Federal funding, why not build the Richmond Hill



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

6

By definition, subways run underground. Now, with Federal funding, why not build the Richmond Hill Terminal underground as was done for the Vaughan Terminal?



Anonymous

3 weeks ago

6

Re. YNSE Is Metrolinx pursuing only option 3, that will go under some homes and properties of RO community?



Anonymous

3 weeks ago

6

Re expropriation What should we do to increase our negotiating position?



Anonymous

2 months ago

5

What are the addresses of the subway extensions at High Tech, Bridge and Royal Orchard?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

1 month ago

How deep will the stations be? Considering uphill tunnelling.



Anonymous

1 month ago

5

Cost is a factor. 2 fare just for living a few blocks above Steeles doesn't work. Will the fare at these new stations be the same as taking the subway at Finch?



Anonymous

4 weeks ago

5

Part 2: So not only future Langstaff community can access the subway by a short walk, but every1 can have access.



Anonymous

3 weeks ago

5

YNSE deleted parking based on a flawed Option 3. How can this be achieved without good, reliable transit and connections to the wider region?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago
Opt 3 (final 3-S alignment) has a +/-400m radius. Why can't they use 300-350m radius to make "S" curve to catch the CN line north of cemetery?



Anonymous

3 weeks ago

5

Adverse mental health impact of the Option 3 plan is already felt across our community, an added stressor to the global pandemic. How will you address this?



Anonymous

3 weeks ago

5

What are the plans for parking provision at the bridge station?



Anonymous

3 weeks ago

5

Will there be a station at Clark?

Ask



Anonymous

5



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous
3 weeks ago

5

Clark Station is a very important station and what are you looking for to justify its construction moving to detail design?



Anonymous
3 weeks ago

5

Options 1 and 2 have better ridership than Option 3 - greater benefits for Opt 1 and 2. Opt 3 is NOT providing better benefits.



Anonymous
1 month ago

4

Why are John St. or Centre St. not being considered for a stop? There is much distance and a large hill between Clark and Royal Orchard.



How deep will they tunnel beneath the CN Train track across Yonge Street in Thornhill?

4





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous
3 weeks ago

4

Residents on both sides of the highway corridor have access to local/regional buses serving YR. What about a drop off & pick up on Hwy 7 for other YR residents?



Anonymous
3 weeks ago

4

The rich folks in Richmond Hill are never going to give up their SUVs, but will love seeing their property values skyrocket. Why High Tech we have Bridge?



Anonymous
3 weeks ago

4

Airborne noise is a common issue with at grade subway operations, what measures and controls will be taken to eliminate noise impacts?



Anonymous
3 weeks ago

4

Why move forward with Option 3 when Option 1 has higher ridership and more than 100% greater reduction in auto related GHG emissions?

4
Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

We know that completion dates for mega projects are rarely, if ever followed. Is there a way to impose penalties if late and bonuses if early?



Anonymous
3 weeks ago

4

Where are they going to store this massive equipment they have to use for the construction? Just look at Eglinton Ave.



Anonymous
3 weeks ago

4

Is the more information on the train storage facility and how it would interact with the Richmond Hill Centre Secondary Plan area?



4

With the next phase moving toward Major Mackenzie, under Option 3 how does Metrolinx prop move the route back to Yonge Street to move further north?



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous
3 weeks ago

4

Can a station be built at 16 Avenue? What is the vision to extending the subway further north to Newmarket?



Anonymous
3 weeks ago

4

Will the design of all structures respect Heritage areas of Thornhill to ensure that they blend into the community?



Anonymous
3 weeks ago

4

Your answer now, about how High Tech and Langstaff is the urban grow centre now, but what about the future of Clark and Royal orchard? They are future hub!



Anonymous
3 weeks ago

4

High Tech has to go please as we cannot afford it, build Clark Station and the parking at Langstaff Station. Where is the parking?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

4

Why are you not listening to us, Option 3 is not acceptable and you must start listening to residents, do we need to talk to Dougy and our other PC members?



Anonymous

3 weeks ago

4

Metrolinx we are not drinking the Kool-aid as it relates to noise and vibration, please move forward with Option 1.



Anonymous

3 weeks ago

4

Steve, shame on you. You're only considering future residents of Langstaff Gateway and RH Centre and completely ignoring the existing residents of York Region.



Ask

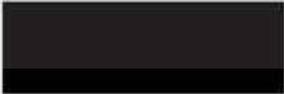
There is an aquatard at Steeles. How are they managing it?

ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 likes

The original plan called for a combo road/subway bridge on Yonge across the valley between Centre and Royal Orchard. Is the new plan to tunnel?



3 likes

The road widening on Steeles Ave. East and the homes on the south side of Steeles Ave. What will happen to the homes, any sub-station planned for the site.



Anonymous

3 weeks ago

3 likes

Steeles Station will be a hub for local bus routes as well as a future rapid transit line along Steeles Avenue. What does this mean? Another St. ClairW Station



Anonymous

3 weeks ago



Do you have a demand breakdowns by mode for all stations that justifies the stations?



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

YNSE will carry somewhat more riders than the buses do today, the mode share will shift by less than one percent. What are you doing to change this demand?



Anonymous

3 weeks ago

3

Local employment is important to reduce the need for long trips and to generate bidirectional travel on the transit network. How is YNSE accomplishing this?



Anonymous

3 weeks ago

3

Who will own and operate this section of the subway - Metrolinx or the TTC? or is Metrolinx going to finally take over the TTC? Delaying this costs us!!



Anonymous

3 weeks ago

3

When and how will Metrolinx provide answers to ALL our questions. We have not received answers to the questions we asked on April 7th (the 1st meeting).

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

3

Provide all details that will determine to go with either Option 1 or 2 ONLY. (edited)



Anonymous

3 weeks ago

3

Can we get a detailed clarification on the curvature required? There doesn't seem to be a reasonable explanation regarding the limitations.



Anonymous

3 weeks ago

3

While Option 3 may meet some economic or financial criteria, how does it meet the test of an ethical decision making framework?



Anonymous

3 weeks ago

3

I don't know why you won't stay with option 1 or 2. Is this some behind the scene hand out and same with residents. It's all about money \$\$\$





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

[Redacted] 3 likes
Is it not disingenuous to mail flyers with confirmation of some option 3 parameters, when it is my understanding, the route is still under consultation.



Anonymous

3 weeks ago

3 likes

Where will the train storage facility be located?



Anonymous

3 weeks ago

3 likes

Large main roads can handle heavy equipment, what about our small roads in this subdivision with bends, parked cars, children playing and three public schools!



3 likes

I am asking to build Clark station, there are so many businesses and medical offices around





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

Will Metrolinx provide walkable neighbourhood services to existing communities south of bridge station, and how?



Anonymous

3 weeks ago

3

Metrolinx says 'new' noise, vibration technologies will be used. Provide details (technical reports, journal articles), where they have been tested, installed.



Anonymous

3 weeks ago

3

Where will subway crossovers/turnarounds be built? Which stations will have 3 platforms for turnarounds or short turns? What is effect of Y-D system ?



Anonymous

3 weeks ago

3

Are the final stations above ground? Why wouldn't they be below grade to encourage development top of the stations?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

Hwy7/ 407 acts as barrier between Markham and RH urban centres. The only viable connection is blocked by 4 tracks & station. How will u maintain public continuity



Anonymous

3 weeks ago

3

The density between Clark and Centre at Bathurst is very high. The Clark station will entice those people to public transit. Is that a weighted consideration?



Anonymous

3 weeks ago

3

Is Royal Orchard station confirmed?



Anonymous

3 weeks ago

3

Option 1 should still be on the table as you provided parking at Langstaff Station, where is the parking..in Gateway, doubt it!! Please advise.

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

Where is the wine and cheese?



Anonymous

3 weeks ago

3

What is the passcode to get into qa session



Anonymous

3 weeks ago

3

Which politicians in York Region at the Municipal and Provincial levels are supporting Option 3? Please name them.



Anonymous

3 weeks ago

3

High Tech is not needed and can be accommodated with Bridge Station if funding is so important to Metrolinx! Delete High Tech and build Clark Station!!



Anonymous

3 weeks ago

3

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 weeks ago

Is the storage facility underground? Seems like a lot of track to have above ground in a high development area



Anonymous

3 weeks ago

3

Adding a station only 400 m away does not make option 3 have a "distinct advantage" of 4 stations. We want 3 "good" stations along Yonge St w/ option 1 or 2!!



Anonymous

3 weeks ago

3

Why are most York Region residents being ignored by Metrolinx in this alignment. Why isn't there parking allocated for people from the outlying areas of York?^



Anonymous

3 weeks ago

3

Can Option 1 move forward and build it to Clark Station as part of staging the work?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

3

what happened to the commuter lot proposed for Longbridge? No mention has been made of providing parking at this intersection of all these transportation nodes.



Anonymous

3 weeks ago

3

Instead of stations at Royal Orchard and Clark; one station in between at Center St & John St would have much longer east-west bus connectivity routes



Anonymous

3 weeks ago

3

What's the purpose of Yonge line extension if most of the neighborhood stations are not going to be built?



Ask

Are all the stations planned to be the same size?



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

what is the plan for commuter vehicular parking



Anonymous

3 weeks ago

3

Can the bridge street station be replaced with an underground pedestrian access with movavators (similir to Island airport) to speed travel time and save costs



Anonymous

3 weeks ago

3

Bridge or High Tech station close together sounds like a 407 station which is hardly used and seems money could have been spend better elsewhere



Anonymous

3 weeks ago

3

Will parking at the hydro corridor still happen?

Ask

Anonymous



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

Why waste so much money and time on an Option 3 that is not support by residents?



Anonymous

3 weeks ago

3

Your condescending non-answers to legitimate yes or no questions reveal Metrolinx's total lack of concern for the best interests of current residents. Right?



Anonymous

3 weeks ago

3

When will Metrolinx release the detail studies that have been completed to date if you have nothing to hid?



Anonymous

3 weeks ago

3

We aren't saying "don't build the subway". We are saying "DON'T USE OPTION 3!"

Ask



Anonymous



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

3

If you really cared about the community, why did you not come to us to ask our input into the three options?



2

When would the high tech subway station ready to build?



Anonymous

1 month ago

2

What is the route for the subway line that extends beyond High Tech Station



Anonymous

4 weeks ago

2

How many stations are Underground and is the Tunnel Underground?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

Metrolinx states that the "right" way to build transit depends on density at stations as opposed to within the catchment area of feeder routes. Local Parking ?



Anonymous

3 weeks ago

2

How many more riders might the subway get (together with the benefit of avoided auto travel) if only local service were substantially improved?



Anonymous

3 weeks ago

2

When the original design of six stations was decided, was funding not already considered and if not, why put forth a plan that wasn't funded, unless for votes?



Anonymous

3 weeks ago

2

Wouldn't the 2,000 power corridor parking spaces under Option 1 take more cars off the road and reduce gas emissions more than Option 3? What are the numbers?



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

Would the post Covid reduction in commute volume not reduce the cost benefit to an undesirable level, thus questioning the viability of the project.



Anonymous
3 weeks ago

2

If there is only 1 stop between Hwy 7 and Steeles, why bother with subway? Why not run more electric shuttle buses using bus lanes that were recently added?



2

LOW FREQUENCIES and INFRASOUND can be heard though hundreds of metres of solid rock and earth. Under streets, commercial or cemetery is OK. No to Opt. 3.



Anonymous
3 weeks ago

2

Is Drewry station confirmed?



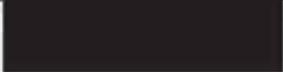


ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



2

Are MX and IO going to consider reasonable time for the bidding/RFP phase for proponents in this project? Usually, there is not enough time for the RFP phase.



Anonymous

3 weeks ago

2

Please provide specific dates to the Environmental Assessment Addendum.



Anonymous

3 weeks ago

2

when can we expect construction to start



2

With so much development around this area, why we have de-prioritized Clark station ? It is out understanding. People have to drive to finch still.

[Ask](#)



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

Why are there two stations so close together at the end of the line (are stations cheap to build)? Why not mirror where the GO station is?



Anonymous

3 weeks ago

2

Why is Metrolinx run by foreigners from Britain that have no interest in our community? If the project fails they leave? They failed in Britain!!



Anonymous

3 weeks ago

2

Ignore the nimbys. I live in this community and their views don't represent me. Route the subway the cheapest way possible. Our transit costs are out of control



Anonymous

3 weeks ago

2

When can you guys stop talking and start digging?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

Vaughan Council supported Option 1 and Option 3 should be deleted with additional funding from the Federal Government. When will you announce Option 1 ?



Anonymous

3 weeks ago

2

Option 1, Option 1, Option 1, Option 1.....pleaseeeeeeeeeeeeeeeeeeeeeeeeeeeeeeeee



Anonymous

3 weeks ago

2

How many and where will the emerg exits, vent shafts, substations will be placed in the Royal Orchard Community?



2

Since you seem to be short \$400M, why not bill the high rise developers who will benefit most from the increased density along Yonge Street?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

2

What date will the EA addendum notice be issued?



Anonymous

3 weeks ago

2

does the new route with a Bridge station changed the commuter parking site plan?

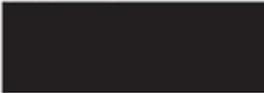


Anonymous

3 weeks ago

2

Better access, more parking and more riders with option 1 or 2. This is all that should matter when choosing an option. NO to option 3.



2

it seems to me that your major constraint is having Bridge Station at grade, therefore driving you
Why not simply have Bridge Station below ground?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

2

You are saying option 1 & 2 are possible but option 3 is preferred. Preferred by who? Metrolinx? You are ignoring people who should have a saying here



2

How much money are the developers of the lands on Langstaff contributing to this project?



Anonymous

3 weeks ago

2

Why can't Bridge/RH Centre station be built underground? The only reason for rerouting under the RO community is to make aboveground station(s) possible.



Anonymous

3 weeks ago

Ask

Has CN Rail agreed to go below them for YNSE? Please answer whether they have agreed?



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 weeks ago

What are we doing to protect for this future expansion to Newmarket? You need to protect to avoid further relocation costs?



Anonymous

3 weeks ago

2

Pls provide some data to support the claim of max benefits, e.g usage numbers for each option over time.



Anonymous

3 weeks ago

2

Save money and build Clark Station, eliminate High Tech as it can be serviced by Bridge Station. Why are you not listening to residents?



Anonymous

3 weeks ago

2

Where are the English experts from the other side of the pond to answer these questions?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



2

Is the environmental assessment being done by an objective third party?



Anonymous
3 weeks ago

2

how much influence do the developers have on your decision to proceed with option 3?



Anonymous
3 weeks ago

2

Recommendation from Metrolinx is to contact provincial and federal politicians plus regional and local...election time.. listen and act!!! Do you hear us?



2

Why weren't there any above grade alignments considered?

Ask



Anonymous



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

No, the EA has to be taken over by the Federal Government similar to the GTA West. We need a third party as Metrolinx cannot be trusted.



Anonymous

3 weeks ago

2

Ladies and gentlemen talk to your politicians as Metrolinx cannot be trusted!!



Anonymous

3 weeks ago

2

Been to most Metrolinx YNSE meetings. All comments from the public do not support Option 3. Why have public meetings if we have no choice? Choose Option 1



Anonymous

3 weeks ago

2

SUBWAY YES, OPTION 3 NO!!

Ask



Anonymous



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

SUBWAY YES, OPTION 3 NO!!



Anonymous

3 weeks ago

2

High tech station was repeatedly mentioned as servicing richmond hill centre. Does bridge station not do the same? They are hundreds of meters apart! We WALK!



1

Why have the costs risen (detailed answer, please)? Could Metrolinx include all the original Yonge Street stations, perhaps by applying for additional funding?



1

Top of my mind, today, is the cost. Our member of Parliament is opposed to your route. Have you seen the cost of raw materials lately? Update costs in 2021 \$.



ASK AND VOTE NOW! (YNSE4)



Polis

1

Minister Mulroney stated more than one neighborhood station(Cummer, Clark, Orchard) will be secured through various programs. Can you provide more details?



Anonymous

3 weeks ago

1

Why continue moving forward with a subway when you will not be generating more revenue to off set the operating costs of a subway? I need to go east and west!!



Anonymous

3 weeks ago

1

Update? Option 1 please.



Anonymous

3 weeks ago

1

Who is making the final decision on which Option is moving forward, hopefully option 1 York R Politicians and/ or Provincial Politicians ?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

1

Why is walking so important to station decision making when other modes are just as important?



Anonymous

3 weeks ago

1

Is Bridge and High Tech supposed to be like Highway 407 and VMC on TYSSE? (One being for bus transfers, the other being pedestrian oriented)



1

If this project is not completed on time and on budget, there will NOT be a 4th station trust me!!



Anonymous

3 weeks ago

1

How will you do traffic impact study as traffic is much lighter due to covid.

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

So you will actually be listening to residents to kill Option 3 as part of your environmental review. Really? Why 30 days? We need at least 60 days?



Anonymous
3 weeks ago

1

My parents are Korean. They do not understand what is happening. When will interpretation service be provided?



1

No politician at any level will be getting my support for option 3. I'll probably actively campaign for candidates that oppose option 3.



Anonymous
3 weeks ago

1

During a pandemic how can you adequately review traffic models/congestion and noise and vibration conditions?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

During a pandemic how can you adequately review traffic models/congestion and noise and vibration conditions?



Anonymous

3 weeks ago

1

will there be more lrts



Anonymous

3 weeks ago

1

Your business case assumptions were wrong and you set up the study to ensure that Opt 1 and Opt 2 would fail in you analysis to recommend Option 3? Peer Review?



Anonymous

3 weeks ago

1

downtown stations are 400m away, but high tech makes no sense.

Ask



Anonymous



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

Why not build the subway stations underground where they belong? Then the rerouting problem under Option 3 would go away.



Anonymous

3 weeks ago

1

Who is going to be able to get to a station in under 20 minutes when there is no planned or confirmed stations between Steeles and highway 407.



Anonymous

3 weeks ago

1

Will Metrolinx use the same noise and vibration mitigation technology as Spadina subway into York. What is the latest technology that will be used for YNSE



Anonymous

3 weeks ago

1

We do not believe Metrolinx as you do not report to residents, how do you gain our trust?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

1

We are so disappointed with Metrolinx as we are sure that information has been released to municipalities who are not able to share info until Metrolinx say ok?



Anonymous

3 weeks ago

1

Steve, when you say that you're deeply sorry, try to at least sound like you really mean it.



Anonymous

3 weeks ago

1

In one of your presentations, you explained digging under the river will be cheaper than rebuilding the bridge. Does that assume cutting Royal O. or Clark?



Anonymous

3 weeks ago

1

Steve, if Option 3 is given final approval, please provide a complete list of all those being paid at every level of government, including yourself.





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous
3 weeks ago

1

What is the additional expense to construct and operate the Royal Orchard station vs the original plan. Is there still cost saving by going below the Don River



Anonymous
3 weeks ago

1

We do not want option 3



Anonymous
3 weeks ago

1

NO OPTION 3!



Anonymous
3 weeks ago

1

NO OPTION 3!

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

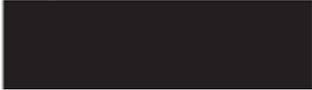
Polls



Anonymous
3 weeks ago

1

SUBWAY YES, OPTION 3 NO!!



1

We planned for a Yonge Subway up Yonge when we moved here. We did not plan for your change in route 20 years later. How can you do this to us?



Anonymous
3 weeks ago

1

SUBWAY YES, OPTION 3 NO!!



Anonymous
3 weeks ago

1

SUBWAY YES, OPTION 3 NO!!



Anonymous
3 weeks ago

1

SUBWAY YES, OPTION 3 NO!!



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

1

SUBWAY YES, OPTION 3 NO!!



Anonymous

3 weeks ago

1

How can 2 stations 400 metres apart (High tech and Bridge) be more beneficial to the community than only 1 station there and the other at RO or Clark?



Anonymous

3 weeks ago

1

SUBWAY YES, OPTION 3 NO!!



Anonymous

3 weeks ago

1

SUBWAY YES, OPTION 3 NO!!





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

What impact would excluding stations have on the South Yonge Street Corridor Streetscape Master Plan & other planning frameworks?



0

Since speed of trains is a major factor in noise and vibration transmission, why design a route that may have to run slower, to eventually reduce problems.



Anonymous
3 weeks ago

0

Which corner will the Steeles station be located and where will bus bays be on the surface.? Will the platforms have dedicated bays to specific routes?



Anonymous
3 weeks ago

0

Will Bridge be used only for VIVA & GO routes? Will parking be on Vaughan side of HROW/ surr Langstaff development? Will RH be mid-block linked to Markham



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 weeks ago



Is Langstaff Gateway plan a major reason that causes subway extension shifted away from Yonge street?



Anonymous

3 weeks ago



How benefits including travel time saving, reducing congestion, health effects of people, reducing pollution are justified in the decision making of Option 3?



Anonymous

3 weeks ago



What are you doing about the abandon fuel distribution system that polluted the soil when a hole was dug in 2009 at Royal Orchard and Colonsay?

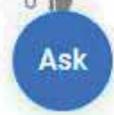


Anonymous

3 weeks ago



What rail lines/firms share the ROW of the GO Train on the Richmond Hill Line?
How co-ordinated is GO rail and Bus service at Langstaff Station?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

Will the YRT Bus terminal at 407 end be similar to that at 407/Black Creek Stations? How about at Bernard,Cornell,Newmarket,Promenade,Vaughan Mil's terminals?,



Anonymous
3 weeks ago

0

Is the ROW north of the cemetery wide enough and safe enough for all carriers-Rail and Subway?
What is the vibration level through Royal Orchard neighbourhood?



0

What is the plan for the properties on Steeles Ave. East. side south, will there be any building or structure being built. Thanks



Anonymous
3 weeks ago

0

1) How far from the Subway will noise be heard in basements. I experienced noise in nearby basements on the bloor line. 2) Will the clark stop be built?





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 weeks ago

How Many stations are Underground?



Anonymous

3 weeks ago

0

Your ridership numbers for a station are based on a combination of residents and employees. Is it an issue if a major station area is 95% residential?



Anonymous

3 weeks ago

0

Even with the Ontario Line, what are the capacity projections for S/B trains arriving into Steeles and Finch and Sheppard stations during morning peak period?



0

I'm at Royal Orchard and Yonge and want to know if the subway will create vibrations in my home during construction and when the trains are running?

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

How long will it take to decide on the 4th subway station? When you choose one, what data will you use to make your decision, ridership, future condo projects.



0

Eglinton Crosslink project will be costing more and 2 years before when completed, what guarantees does Metrolinx offer that you will be on budget and on time??



Anonymous

3 weeks ago

0

On your alignment map of option 3, why is the R.O. station slowly creeping east of where it was previously? It was previously shown AT THE CORNER of Yonge/R. O.



0

Why is it, that cities like Paris, London, Stockholm can complete subways on time and on budget need Metrolinx to do a better job in transportation projects

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

What is the most significant factor in ultimately determining which of the optional stations is built: nearby business case, ridership volume or something else?



Anonymous

3 weeks ago

0

Will you guarantee you will slow subways until they can no longer be heard or felt within the houses you are going under?



Anonymous

3 weeks ago

0

We have waited since March to determine if a subway will be below my property. You have preliminary dwgs. When will we find out if we are impacted?



Anonymous

3 weeks ago

0

Would the train vibration be felt at the side of the street.
8038 Yonge Street (Yonge and Royal Orchard)





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

2009 EPR noted that Hwy 407 ETR-MTO Agreement excludes at-grade activity within the ROW. This was a criteria for the preferred option. How has this changed?



Anonymous

3 weeks ago

0

What if in future I as a home/land owner decide using clean energy from the earth? Running subway under my home will take away this option from me.



Anonymous

3 weeks ago

0

What is the depth of royal orchard station for each of the three options?



Anonymous

3 weeks ago

0

Hi Raj, when will you be coming to talk us, as part of your community outreach?

Ask



Anonymous

0



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

What happens if none of the 3 suggested stations have enough traffic to support a business case



Anonymous
3 weeks ago

0

Constructive urban planning would design Langstaff Gateway, to the extent possible, as a live/work community; thereby reducing the need for a walkable station.



0

James, Are the vibrations felt at Christie Pitts park within your acceptable perceptibility of operational vibration? You've not defined yet what is acceptable.



Anonymous
3 weeks ago

0

"We're trying as much as possible to reduce the noise and vibration levels below the allowable limits. Tell me you didn't really say that. Best efforts only?"

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



3 weeks ago

0

When can we stop talking and start building? Is there a timeline that the construction can actually get started? At least for those parts have no questions.



0

Will the Ontario Ministry of the Environment be consulting with us



0

How can you properly assess environmental impact if you don't have exits, venting, etc. determined



0

If you have an idea where emergency access and venting might occur why wont you share with us so we can plan for our future

[Ask](#)



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

3 weeks ago

If an aboveground transfer station is so great, why not spend the money to bring the Yonge/Bloor Station to ground level too? Even greater benefits right?



Anonymous

3 weeks ago

0

Idk if this was answered, but will the investment from the Federal Government increase the chance of more stations being added?



Anonymous

3 weeks ago

0

We don't want option 3



Anonymous

3 weeks ago

0

We do not want option 3

Ask



Anonymous



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls

What fares are currently proposed for the Yonge North Subway Extension? And will there be fare integration?



Anonymous

3 weeks ago

0

Stick to yonge st. stay out of our neighborhood



Anonymous

3 weeks ago

0

Subway! Subways! Subways!



Anonymous

3 weeks ago

0

Stick to yonge st, stay away from our homes.



Anonymous

3 weeks ago

0

SUBWAY YES, OPTION 3 NO!!





ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

0

Does Metrolinx has the guts to tell the Province that doing the project for \$5.6b is sub optimal and not recommended.



Anonymous

3 weeks ago

0

You guys suck! Stay out of thornhill.



Anonymous

3 weeks ago

0

Subways Yes. Any option.



Anonymous

3 weeks ago

0

Subways Yes. Any option.



Anonymous

0

Ask



ASK AND VOTE NOW! (YNSE4)



Q&A

Polls



Anonymous

3 weeks ago

0

Subways Yes. Any option.



Anonymous

3 weeks ago

0

Subways Yes. Any option.



Anonymous

3 weeks ago

0

Subways Yes. Any option.



Anonymous

3 weeks ago

0

have new 4 station steeles clark royal orchard bridge high tech station end north 12 train A sto
facility high tech rd new yard



May 19th, 2021 Virtual Open House – Answers to Key Outstanding Comments

Bridge and High Tech

Why not build Bridge Station underground? There is more space to build parking in the hydro corridor.

Having stations above ground cuts down on travel time by avoiding lengthy descents into underground tunnels and will make transferring from the subway to a GO train, GO bus, Bus Rapid Transit or local bus services faster and easier.

Building the subway and the Bridge and High Tech stations on the ground surface is a conventional and cost effective approach to building and operating subway services. By doing this it allows us to build a fourth station within the \$5.6 billion funding envelope, whereas Initial Business Case Options 1 and 2, only three stations could be built.

The benefit of Bridge Station as it is proposed in Option 3 is that it brings together as many as six existing and future regional transit services in a location that will prevent buses from having to make long diversions from their routes to access the transit hub. The location of Bridge Station will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years

Public Consultation

Why did you not consult with the community on Options 1, 2, or 3?

The plans we recently released in the Initial Business Case are just the first step of a planning process that includes robust and frequent conversations with communities. It provides recommendations that are backed up by evidence to make sure the proposal we're bringing forward for consultation is something we can confidently deliver.

Our goal is to ensure we bring transit to the most people while limiting impacts on homes, businesses and communities as a whole. Once we identify the path a transit line will take, we're able to then target our outreach to start discussing any impacts and how we'll solve for them. That's what we're doing now, and there will be many, many more discussions as we move forward together on this important project.

Can you please explain how you are engaging the community? You are only discussing Option 3, but we were not consulted on Option 3 in the first place.

The input we're getting from communities is vital to our work and is top of mind as we refine the plans for the extension. These insights will play an important part in shaping the project as it moves forward and there will be many more discussions as we move forward together on this important project.

We've already started to collect your feedback through the virtual open house events we've been hosting. We'll be reaching out for input from the community as we prepare an updated environmental assessment for the project. All of the input we collect from the public and Indigenous communities, as well as any actions we take as a result of that feedback, will be documented in a draft report that is expected to be published this fall.

We will also set up working groups with members of your community and our project team called Community Liaison Committees (CLC). These groups will be a venue to review designs, hear concerns, answer questions, and keep the community updated on the project at every turn. We're launching a committee for the Royal Orchard community this summer with other CLCs soon to follow.

Alignment

My proposal of Alternative Route 4 travels under the golf club instead of tunneling under Royal Orchard homes. Has this been considered?

As part of our planning work we looked at a number of options to bring the subway to that location with the CN Railway corridor, which included routes south of, below, and north of Holy Cross Cemetery.

We considered two route options that run south of Holy Cross Cemetery. The first option would leave Yonge Street as far north as possible to meet the CN Railway corridor and reach Bridge Station at surface level.

The second option would reach the same location but instead turn from Yonge Street south of Centre Street and travel below the Toronto Ladies Golf Club and the Royal Orchard community. Of those two options, we preferred the first because it allows for a potential station to be built at Royal Orchard.

The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

Why is Metrolinx only pursuing Option 3?

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built.

Running subway trains along the existing CN rail corridor in the northern end of the route makes it possible to build that fourth station – and that's why we need to run a tunnel from Yonge Street to connect to it.

Also, by running the alignment along the existing CN railway we can protect for an easier extension of the subway north in the future.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

Decision making

You have two options for the final 1.5 kms - one causes no disruption and another that causes disruption and is harder to build. Why would you choose the latter?

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built.

Running subway trains along the existing CN rail corridor in the northern end of the route makes it possible to build that fourth station – and that's why we need to run a tunnel from Yonge Street to connect to it.

Also, by running the alignment along the existing CN railway we can protect for an easier extension of the subway north in the future.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

Is the Langstaff Gateway plan a major reason for the subway extension to be shifted away from Yonge Street?

The stations on the northern section of the extension, Bridge and High Tech, are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

By 2041, as many as 64,000 people are expected to live in the Richmond Hill Centre and Langstaff Gateway communities and more than 36,000 people could have jobs in the area. Since the neighbourhoods surrounding Bridge and High Tech stations are expected to grow significantly in the years to come, these stations will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Stations

What will it take to justify the stations at Clark and Royal Orchard?

The input we're getting from communities is vital to our work and is top of mind as we refine the plans for the extension. These insights will play an important part in shaping the project as it moves forward and there will be many more discussions as we move forward together on this important project.

We've already started to collect your feedback through the virtual open house events we've been hosting. We'll be reaching out for input from the community as we prepare an updated environmental assessment for the project. All of the input we collect from the public and Indigenous Nations, as well as any actions we take as a result of that feedback, will be documented in a draft report that is expected to be published this fall.

Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Will Metrolinx build bare station boxes at all of the unchosen locations to allow for future construction if future circumstances permit?

It is possible to build new stations once the extension is complete but doing so would be complex in terms of maintaining existing service and limiting disruptions. This is something we'll be looking at as we advance our designs.

What above ground facilities would be required at each of the potential sites and have specific choices been made as to where these facilities would be placed?

The stations along the Yonge North Subway Extension will require entrances, traction power substations, emergency exit buildings, emergency service buildings and bus facilities. The final sites of these surface level facilities will be confirmed through further planning and design work.

Which corner will the Steeles station be located and where will bus bays be on the surface? Will the platforms have dedicated bays to specific routes?

Steeles Station is currently proposed to be located under the Yonge Street right of way. We will have more detailed information about the surface-level bus facility in the coming months as further design work is refined.

Why are John Street or Centre Street not being considered for a stop?

Our analysis shows there is lower potential for growth near Centre Street and John Street compared to the other potential stations because they are located within the boundaries of heritage conservation districts in Markham and Vaughan. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

Clark Station is a very important station and what are you looking for to justify its construction moving to detail design?

We are using the same business case framework from the IBC to analyze the benefits of each station. This includes predicting how many people would use each station and looking at how many new riders a station would attract to the line each day. Our studies also consider how the distance between each station will affect ridership. Through these comparisons, we get a better understanding of how much the community would benefit from each of these stations. We also consider how complex it would be to build each station and how much impact it would have on nearby properties and development planned in the future.

Is Royal Orchard station confirmed?

So far, Steeles, Bridge and High Tech stations have been confirmed as moving forward. Metrolinx is working with our municipal partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations.

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How long will it take to decide on the 4th subway station?

Metrolinx is working with partners to determine the best location for the fourth station as planning work continues. The locations planners are looking at are in line with the previously proposed Cummer, Clark, and Royal Orchard stations. We are on an analysis of those proposed stations through the Preliminary Design Business Case and will have more details to share when it is finalized.

Operations

Who will own and operate this section of the subway - Metrolinx or the TTC?

The province will own and be accountable for the extension. Under the preliminary agreement between the province and the City of Toronto, the City/TTC would be responsible for the day-to-day operations.

Timelines

When will the new subway extension be completed?

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.

When are the detailed plans going to be released to enable us to know exactly where the subway is going to be constructed?

The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

Funding

Federal funding is contingent on providing local community benefits. How is that the case here with the selection of the disruptive Option 3?

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

The tops of the tunnels will be at least 14 metres below the surface in the Royal Orchard community, which is equal to the height of a four-storey building. The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're committed to ensuring that our vital transit projects also provide benefits for the communities in which they're being built. That includes searching out and recruiting the best local talent, providing training and apprenticeship opportunities for people living in those communities and looking for local suppliers and procurement opportunities where possible.

When the original design of six stations was decided, was funding not already considered?

When Metrolinx assumed responsibility for the Yonge North Subway Extension in 2019, the only funding allotted to the previously envisioned project was roughly \$91 million for preliminary design and engineering work.

Parking

Why not place a parking lot at the hydro corridor and build a Kiss & Ride across at Langstaff, with a subway entrance there?

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. Parking and provisions for Passenger Pick up and Drop off at each station will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Where are the 2,000 parking spaces for the subway going to be?

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

If parking isn't committed, why are most York Region residents being ignored by Metrolinx in this alignment?

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension will cut commute times in York Region, Toronto and beyond by giving customers one seamless subway ride between Richmond Hill and downtown Toronto. It's just one part of a massive expansion of the Greater Toronto and Hamilton Area's transit network that will open up new travel possibilities in every direction.

The project is expected to serve 94,100 riders each day by 2041, cutting the time spent commuting in Toronto and York Region by a combined 835,000 minutes each day.

The extension will bring TTC Line 1 service roughly eight kilometres north from its starting point at the existing Finch Station but the benefits it will bring to communities stretch far beyond the end of the subway line.

When this vital rapid transit project goes into service, it will open up new travel possibilities for people all over the region by bringing as many as six major rapid transit lines together through a new station in the northern section of the route.

Bridge Station is an innovative transit hub placed at surface level between the Highway 7 and Highway 407 corridors. It will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire region through convenient connections to the regional the transit network.

For example, you'll save as much as 15 minutes on a trip from the Whitchurch-Stouffville area to midtown Toronto by getting on the Richmond Hill GO train line at the future Bloomington GO station and transferring to the subway at Bridge Station, which will be integrated with the existing Langstaff GO station. From there, you can take Line 1 to Eglinton Station, where you'll have convenient ways to get to destinations from Etobicoke to Scarborough via the Crosstown LRT.

Business Case

Why is walking so important to station decision making when other modes are just as important?

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Do you have a demand breakdowns by mode that justifies the stations?

Steeles, Bridge and High Tech stations are included in future plans because they bring the most benefits to the project thanks to the many regional and local transit lines that connect to those future stations, as well as the growth they will support in their surrounding communities.

Metrolinx is working with our municipal partners to analyse and evaluate the other proposed locations to determine the best location for the fourth station as planning work continues. We are using the same business case framework from the Initial Business Case to analyze the benefits of each station, including the demand breakdowns by travel mode, additional new daily riders, and land use characteristics.

YNSE will carry somewhat more riders than the buses do today, the mode share will shift by less than one percent. What are you doing to change this demand?

Extending subway service through Vaughan, Markham and Richmond Hill will bring a world-class level of convenience and a better quality of life to the communities it serves. It will provide faster, easier access to downtown Toronto, York Region and all points in between.

We know that higher-order transit like this is transformative in so many ways. The Yonge North Subway Extension will expand travel options along York Region's Viva bus rapid transit lines and provide more Line 1 subway riders with a seamless journey. These benefits will also provide better access to jobs and offset traffic congestion as drivers get out from behind the wheel in favour of using the subway.

Local employment is important to reduce the need for long trips and to generate bidirectional travel on the transit network. How is YNSE accomplishing this?

We know that higher-order transit like this is transformative in so many ways. The Yonge North Subway Extension will provide better access to jobs and offset traffic congestion as drivers get out from behind the wheel in favour of using the subway.

York Region predicts the Yonge North Subway Extension will be a catalyst for as many as 60,000 new jobs by 2031.

By 2041, it is estimated that 22,900 employees will be within a 10-minute walk from a station along the extension.

How are benefits including travel time saving, reducing congestion, health effects of people, reducing pollution justified in the decision making of Option 3?

Extending subway service through Vaughan, Markham and Richmond Hill will bring a world-class level of convenience and a better quality of life to the communities it serves. It will provide faster, easier access to downtown Toronto, York Region and all points in between.

The refined Option 3 proposal will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, while minimizing the amount of tunneling needed. This means we can build a fourth station within the \$5.6 billion funding envelope. With Options 1 and 2, only three stations could be built.

This route also brings as many as six major rapid transit lines together through a new station in the northern section of the route – tentatively referred to as “Bridge Station.” Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, Bridge Station will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire Greater Toronto and Hamilton Area through convenient connections to the regional transit network

While Option 3 may meet some economic or financial criteria, how does it meet the test of an ethical decision making framework?

Our aim is to make sure there are no significant differences between the levels of noise and vibration experienced in the Royal Orchard community today compared to when the extension is up and running.

We’re going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they’ll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we’re doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods like Royal Orchard stay sought-after places to live in.

It is important to note that the subway tunnels are going to be built at a depth that will avoid direct impacts on the homes above. The tops of the tunnels will be at least 14 metres below the surface through the Royal Orchard community, which is equal to the height of a four-storey building.

The tunnels will be surrounded by thick, reinforced concrete and will be built to strict design and engineering standards. We’re confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won’t be a disruption for the community.

Please provide some data to support the claim of maximum benefits such as the usage numbers for each option over time.

To effectively plan and design a major rapid transit project like the Yonge North Subway Extension, we need to make sure the project fits not only the needs of the people who live in communities the extension will serve today but also the needs of residents who will live in those growing neighbourhoods in the future. The Initial Business Case uses the best plans and data we have today in order to model and evaluate the route options through 2041. The approved route is expected to serve 94,100 riders each day by 2041, cutting the time spent commuting in Toronto and York Region by a combined 835,000 minutes each day.

Running subway trains along the existing CN rail corridor in the northern end of the route makes it possible to build a fourth station (with the other underground options, only three stations could be built) and that's why we need to run a tunnel from Yonge Street to connect to it.

This approach will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres. The existing rail line runs right through the centre of them, so building stations that will make it easier for people to get to existing bus and GO train services in that area will mean faster, more convenient transit and less traffic congestion as communities grow.

One of other benefits of extending the route of the extension at surface level through the CN Railway corridor is that we can protect for an easier extension of the subway north in the future. The design concept and requirements for Bridge Station are being refined based on the needs identified by York Region Transit and other local stakeholders. We are seeking input from our partners and will have more details about this component when the Preliminary Design Business Case is finalized.

Your ridership numbers for a station are based on a combination of residents and employees. Is it an issue if a major station area is 95% residential?

The type of land use (such as residential, office, or retail) affects travel patterns and the purpose of trips made to a station, which are all captured in the travel forecasting model we use.

Transit Connections and Local Area Planning

Will Metrolinx provide walkable neighbourhood services to existing communities south of Bridge Station, and how?

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

As planning and design work on the project continues, we are looking at incorporating active transportation connections at all stations along the extension. Metrolinx is committed to providing convenient access to the subway for pedestrians and cyclists in the emerging Langstaff Gateway community.

Highways 7 and 407 act as barrier between Markham and Richmond Hill urban centres. The only viable connection is blocked by 4 tracks and a station. How will you maintain public continuity?

The future communities of Richmond Hill Centre and Langstaff Gateway are poised for significant growth and development in the years to come and have been identified as one urban growth centre in York Region's growth plan. This area is divided into by Highway 407 and Highway 7. The benefit of Bridge Station is that its location will stitch the two communities together through transit. In other words, this common subway station will bring better transit service to both of these important destinations. Residents on both sides of the highway corridor will have access to local and regional buses serving York Region and the wider Greater Toronto Area, as well as subway and GO train service on the Richmond Hill line.

Running subway trains along the existing CN rail corridor in the northern end of the route will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years. The existing rail line runs right through the centre of them, so building stations that will make it easier for people to get to existing bus and GO train services in that area will mean faster, more convenient transit and less traffic congestion as communities grow.

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.

What impact would excluding stations have on the South Yonge Street Corridor Streetscape Master Plan and other planning frameworks?

We are working with our municipal partners to design the extension so that it aligns with existing municipal plans along the corridor, including the Yonge-Steeles Urban Design and Streetscape Study.

Will Bridge Station be used only for VIVA & GO routes? Will parking be on the Vaughan side of the highway? Will RH be mid-block linked to Markham?

We are working closely with our partners at York Region Transit to make sure we are accommodating future needs for the bus network in the design of the Bridge Station transit hub, which will serve Viva express routes, regional GO bus routes, as well as local bus routes.

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. Parking will be evaluated in more depth through the PDBC. Metrolinx has denoted to study and propose strategies to balance demand with available road network capacity.

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.

What fares are currently proposed for the Yonge North Subway Extension? Will there be fare integration?

Work is underway with the Ministry of Transportation and our municipal partners to explore opportunities to better integrate fare systems across the region and to make it easier and more convenient to take transit. We are actively engaging with our municipal and transit agency partners to provide feedback on and to help refine our approach

Residents on both sides of the highway corridor have access to local/regional buses serving York Region. What about a drop off & pick up on Highway 7 for other York Region residents?

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. Passenger pick-up and drop-off at each station will be evaluated in more depth through the PDBC.

YNSE deleted parking based on Option 3. How can this be achieved without good, reliable transit and connections to the wider region?

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and VIVA express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

How does forcing the Rapid Transit buses on Yonge to veer off Yonge to Bridge station save travel time? Wouldn't keeping the Yonge subway on Yonge serve all?

Bridge Station will be designed so that Viva rapid transit buses will be able to easily and conveniently bring riders to and from the bus terminal. Building Bridge Station at surface level will also make transferring between transit lines faster and easier than if the station were built underground.

It's also important to note that riders will save up to 22 minutes on a trip to downtown Toronto. The location of Bridge Station will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres. The existing rail line runs right through the centre of them, so building stations that will make it easier for people to get to existing bus and GO train services in that area will mean faster, more convenient transit and less traffic congestion as communities grow.

One of other benefits of extending the route of the extension at surface level through the CN Railway corridor is that we can protect for an easier extension of the subway north in the future. The design concept and requirements for Bridge Station are being refined based on the needs identified by York Region Transit and other local stakeholders. We are seeking input from our partners and will have more details about this component when the Preliminary Design Business Case is finalized.

Steeles Station will be a hub for local bus routes as well as a future rapid transit line along Steeles Avenue. What does this mean?

Steeles Station will provide connections to several bus services operated by the TTC and York Region Transit, and serve as the new connection point for the TTC's Steeles Express services. About 9,400 riders will transfer from buses to this station each day. The exact location and size of the bus facilities at Steeles Station will be determined through the next phase of the business case analysis. We're working with neighbouring land owners along with the TTC and York Region Transit to make sure we get the most benefits out of the design while minimizing local impacts.

Property Impacts

Are property acquisitions really a true and honest negotiation between Metrolinx and the property owner?

We are still very early in the process and have not identified impacted property owners

We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity.

Our preferred approach is to enter into direct negotiations with owners, with the goal of reaching amicable agreements.

Whether we have to acquire a portion of a property or the entire property, the owner will be compensated. In all cases, owners are compensated for their property at a price they could expect through a sale at fair market value.

Fair market value represents the value of the property based on the market conditions at that time. A third-party appraisal will be completed to estimate the fair market value.

Property owners may also complete their own appraisal to determine or confirm the fair market value. In some cases, other kinds of third-party experts may be asked to help determine fair market value for a property, such as environmental consultants.

With the road widening on Steeles Avenue and the homes on the south side what will the property impacts be in that area?

We're still confirming property requirements as we consult on and refine our plans.

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.

When will we find out if our properties are impacted?

We understand that you want those details and we will reach out to impacted property owners as soon as possible. If Metrolinx confirms that your property is needed to support construction or operation of the project, we will contact you directly.

Metrolinx will arrange one-on-one meetings with owners to answer questions, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout this process to ensure you have all the information and support you need.

Metrolinx strives to communicate with property owners early and often so that there is ample time to work through solutions. We will know more about precise environmental and community impacts as the project moves through further design stages, which are currently underway.

In cases where Metrolinx requires temporary access to your property to support construction project, Metrolinx ensures it is restored to its pre-construction state or better before it is returned to owner.

Public Comments

From: [York Region](#)
To: harold.kim@aurora.ca; wendy.gaertner@aurora.ca; sandra.humfries@aurora.ca; michael.thompson@aurora.ca; rachel.gilliland@aurora.ca; john.gallo@aurora.ca
Subject: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello Councillors,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for residents in northern York Region municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

Our Virtual Open House will be live on May 5 from 6:30-8:00 PM.

The Yonge North Subway Extension will lead to faster, easier travel between York Region and Toronto – no matter how you get around.

We'll share the latest plans for the project and discuss the new travel options that will open up through the new subway extension, as well as the travel time savings and offsets to traffic congestion that will come from having more convenient ways to get around.

Residents can register for the event, submit and vote on questions now through our [dedicated page](#).

I'd encourage you to share this invite to your constituents as you see fit.

Have a look at our [Facebook](#), [Twitter](#), and [Instagram](#) posts here to share.

If you have any questions, please feel free to reach out.

Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter [here](#)

Even when expropriation is initiated, Metrolinx continues to negotiate with owners in the hope of reaching an agreement.

COVID-19

Why extend the subway, when many business and employees will not be travelling to downtown to work, as they can now work from home and will continue to do so?

The Yonge North Subway Extension makes sense because the benefits it offers are critical to our success – as individuals and communities. This project will spur economic activity, create good jobs and connect more people to more opportunities to succeed.

The extension is one of four priority subway projects are expected to support the equivalent of 12,000 full-time jobs each year. It will lead to new opportunities for businesses and workers that provide the services and equipment needed to build and operate the extension, including everything from terminals, stations and maintenance facilities; to train cars, tracks, and automated control systems.

For every \$1 billion we invest in transit, we support over 10,000 person-years of employment, boost Ontario's real GDP by another \$1 billion, and provide hundreds of millions of dollars in time savings to each commuter. The ways in which we use public transit might evolve over time but what remains the same is our need to travel and increase the number of people who choose transit first.

Tunnelling

How deep will the stations be?

The exact depths of the underground stations will be confirmed through further planning and design work. We expect to have more information to share on station depth when the Preliminary Design Business Case is released.

How deep will they tunnel beneath the CN Train track across Yonge Street in Thornhill?

The exact depths of the subway tunnels through that location will be confirmed through further planning and design work. We expect to have more information to share on tunnel depth when the Preliminary Design Business Case is released.

The original plan called for a combination of a road and subway bridge on Yonge Street across the valley between Centre and Royal Orchard. Is the new plan to tunnel?

The new plan to tunnel under the river valley will limit disruptions to the community, reduce the risk of potential impacts to the natural environment and is less costly when compared to the original plan to build a bridge from one side of the valley to the other.

Noise and Vibration

Airborne noise is a common issue with at grade subway operations, what measures and controls will be taken to eliminate noise impacts?

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. Our aim is to ensure no appreciable difference between existing noise and vibration levels in your community. We will work with communities along the route of the project to ensure a comprehensive array of solutions are in place to keep things peaceful and quiet when the extension is up and running.

We're looking at a wide array of proven noise and vibration solutions, like high-grade rail fasteners that keep all the parts tightly together, rubber dampers that attach to the rails to absorb vibration, and noise walls to block the sound of passing trains.

We will have more detailed information about the solutions we'll be putting in place in coming months as further design work is refined and we conduct and consult on environmental assessments.

Metrolinx says 'new' noise, vibration technologies will be used. Provide details where they have been tested, installed.

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

Since speed of trains is a major factor in noise and vibration transmission, why design a route that may have to run slower, to eventually reduce problems.

The extension is being designed to balance the speed of the trains with the curves and grades along the route. Noise and vibration studies are underway that will take train speeds into consideration and recommend solutions to reduce noise and vibration.

How far from the subway will noise be heard from our homes?

The bottoms of the tunnels will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. The tops of the tunnels will be at least 14 metres below the surface, which is equal to the height of a four-storey building.

The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards.

We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. Our aim is to ensure no appreciable difference between existing noise and vibration levels in your community.

We will work with communities to ensure a comprehensive array of solutions are in place to keep things peaceful and quiet when the extension is up and running.

We're looking at a wide array of proven noise and vibration solutions for the project, like high-grade rail fasteners that keep all the parts tightly together, rubber dampers that attach to the rails to absorb vibration, and large rubber mats that go under the tracks to absorb noises and vibrations.

Construction Impacts

Where are you going to store your massive equipment needed for the construction?

These sites that will be needed to store construction equipment and material are still being confirmed but our goal is always to minimize the footprint of our construction sites, wherever possible. We will have more detailed information in coming months as further design work is refined.

There is an aquitard at Steeles. How are they managing it?

The environmental studies we are doing now will help us develop solutions so that we can reduce or prevent any potential impacts to groundwater during construction and beyond. Groundwater levels will be closely monitored and any potential impacts on infrastructure will be assessed as part of the design process. We will have more details to share as we complete our updated environmental assessment for the project.

How many and where will the Emergency Exits, substations will be placed in the Royal Orchard Community?

We will have more detailed information about the location of emergency exit buildings and traction power substations in coming months, as further design work is refined and we conduct and consult on environmental assessments.

Future Extension

With the next phase moving toward Major Mackenzie, under Option 3 how does Metrolinx propose to move the route back to Yonge Street to move further north?

One of the benefits to running the alignment along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

Train Storage Facility

Where will the train storage facility be located? Will it be at grade or underground?

The train storage facility will be located within the CN Railway corridor, north of Bantry Avenue.

Placing a train storage facility at surface-level is a standard practice, and it's a critical to keep it above ground to stay within the \$5.6 billion funding envelope.

Cities like Vancouver, Chicago, and New York all have ground level train storage facilities that successfully integrate into residential areas while meeting the needs of their transit networks.

This change brings the proposal in line with the TTC's five subway train storage facilities, which are all above ground.

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the train storage facility. Our aim is to ensure no appreciable difference between existing noise and vibration levels in your community.

Has CN Rail agreed to go below them for YNSE?

We have had numerous positive discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN – we share rail corridors throughout our existing GO network and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

Is the ROW north of the cemetery wide enough and safe enough for all rail carriers and Subway?

The current plans for the project recommend placing the northern section of the Yonge North Subway Extension at the surface, instead of tunneling all the way to Richmond Hill. The tracks will head north beneath Yonge Street from Finch Station before they curve away from Yonge and align with the CN Railway corridor. The subway will rise to emerge at the surface south of Highway 407 as it continues through the Richmond Hill Centre area. We'll be adding dedicated subway tracks to the west of the CN tracks within the existing railway corridor and looking at ways to keep the footprint of the project as small as possible as we build new infrastructure.

Line 1 Crowding

Even with the Ontario Line, what are the capacity projections for southbound trains arriving into Steeles and Finch and Sheppard stations during morning peak period?

Our planners are thinking ahead to address the possibility of downstream crowding on Line 1. The extension won't come online until the Ontario Line goes into service, which will significantly reduce crowding on Line 1.

The Yonge North Subway Extension is also one of four projects under the Subway Program that are designed to spread demand across the transit network as it expands.

Wave 2

Bridge and High Tech Stations

Can Bridge Station be replaced with an underground pedestrian access with movavators like the Island Airport?

The location of Bridge Station brings important benefits to transit riders because it allows regional buses that travel along major roadways like Highway 7, Highway 407 and Yonge Street to quickly and easily access the station without having to divert far from their routes. This transit hub is ideally placed to bring as many as six existing and future transit services together in one convenient location. Bridge Station is also centrally located within the Langstaff Gateway area, which has long been identified through provincial, regional and municipal plans as a neighbourhood that will grow significantly in the years to come.

Who are the developers at Langstaff Gateway? Can you share documents of your interactions with them?

An area within the Langstaff Gateway has been identified as a potential Transit-Oriented Communities (TOC) site and would be redeveloped by the Province in line with the stated objectives of the Transit-Oriented Communities Program. Conversations between the Province and the property owners are ongoing. Additional details will be shared as conversations mature.

Are Bridge and High Tech stations supposed to be like Highway 407 and Vaughan Metropolitan Centre stations on TYSSSE? Will one be for bus transfer and the other for walking?

Bridge and High Tech are located at the heart of the Langstaff Gateway and Richmond Hill Centre urban growth centres and will be surrounded by vibrant urban development that will offer convenient pedestrian and transit connections.

Bridge Station will provide easy access to the subway for the many people who will live in these neighbourhoods in the years to come and will provide transit riders with a launchpad to explore the entire region by bringing together as many as six existing and future rapid transit services in the same location, allowing people to quickly and conveniently transfer between transit services. High Tech Station will put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Where is the north and south end of High Tech station?

The platform at High Tech Station will be below High Tech Road.

Funding

Why have the costs risen so much from the original plan?

The Yonge North Subway Extension has been in the planning stage since the initiation of the Transit Project Assessment Process in 2007. Before Metrolinx assumed responsibility for the project in 2019, the estimated cost for the previous plan, which included stations at Cummer, Steeles, Clark, Langstaff, and Richmond Hill Centre, had grown to \$9.3 billion, based on updated design information and cost estimates. The current proposal for the Yonge North Subway Extension uses innovative solutions to ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within a funding envelope of \$5.6 billion.

Metrolinx is working with regional and municipal partners to complete our analysis of which fourth station would best complement the benefits of Steeles, Bridge, and High Tech stations.

Public Consultation

Adverse mental health impact of the Option 3 plan is already felt across our community, an added stressor to the global pandemic. How will you address this?

Metrolinx is committed to meeting with you and listening and understanding your concerns due to construction and operation of the extension and answering any of your questions.

As we are in the early design stages for the Yonge North Subway Extension, there is still significant work to be done with many opportunities for you to share your input.

Our aim is to make sure there are no significant differences between the levels of noise and vibration experienced in the Royal Orchard community today compared to when the extension is up and running. We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The tunnels are going to be built at a depth that will avoid direct impacts on the homes above. The tops of the tunnels will be at least 14 metres below the surface, which is equal to the height of a four-storey building. The tunnels will be surrounded by thick, reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

My parents are Korean. They do not understand what is happening. When will interpretation service be provided?

We are happy to work with you to understand how we can best communicate updates. Please reach out to us at YongeSubwayExt@metrolinx.com or 416-202-7000 so we can learn more about how we can help.

Alignment

Why weren't there any above grade alignments considered?

Elevated options were not part of our business case analysis for the Yonge North Subway Extension because there would not be enough clearance between the highway overpasses and the overhead hydro lines in the northern section of the route to accommodate an elevated subway. Running the route underground from Finch Station to the CN Railway corridor means we can limit our property needs and minimize impacts to the community.

Option 3 has a +/- 400m radius. Why can't you use 300 to 350m radius to make an "S" curve to catch the CN line north of the cemetery?

Our technical team has reviewed a route option in the Langstaff Gateway area north of the cemetery. To reach the location of Bridge Station at surface level, horizontal curves would be required that are below the TTC minimum standard radius of 300 metres.

Can we get a detailed clarification on the curvature required?

The route options explored for Yonge North Subway Extension used 300 metres as the minimum horizontal curve radius.

Decision making

Who will make the ultimate decision on which option to proceed with?

Final decisions on project scope, including the route of the subway extension and station locations, will be made by the Province of Ontario, in consultation with government partners. These decisions will be informed by updated environmental studies, feedback from communities, and detailed technical work done by Metrolinx.

The 2009 Environmental Project Report noted that the Hwy 407 ETR-MTO Agreement excludes at-grade activity within the right-of-way. This was a criteria for the preferred option. How has this changed?

Metrolinx has worked with the Ministry of Transportation, including the department responsible for managing the Highway 407 Act and the Highway 407 Concession Ground Lease Agreement. We're pleased to confirm that the subway and Bridge Station can be accommodated as proposed in the Initial Business Case

Business Case

Wouldn't the 2,000 power corridor parking spaces under Option 1 take more cars off the road and reduce green house emissions more than Option 3?

As noted in the Initial Business Case (page 105), Metrolinx estimates the Yonge North Subway Extension could result in 4,900 net new transit riders during the weekday morning peak hour. Putting more riders on transit would result in greater reductions in greenhouse gas emissions by lowering the total number of vehicle kilometres travelled by cars.

Positioning stations where many people will live and work and creating strong connections with existing and planned transit routes will also make it easier for people to walk to stations or to quickly connect using other transit, like Viva and York Region's local bus services and GO Transit's regional bus and rail services.

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. Parking will be evaluated in more depth through the PDBC.

Why is Option 3 chosen even though it has the lowest projected demand? With the new federal funding can now move to Option 1?

Through our analysis, we found that Option 1 could be delivered with up to three stations at Steeles, Richmond Hill Centre, and Langstaff within the \$5.6 billion announced funding envelope. Option 2 could also accommodate up to three stations in roughly the same areas.

The refined Option 3 alignment has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project. Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues.

This route also brings as many as six major rapid transit lines together through a new station in the northern section of the route – tentatively referred to as "Bridge Station." Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, Bridge Station will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire region through convenient connections to the regional transit network.

On May 11th, the federal government announced a \$10.4 billion funding commitment to Ontario's four priority subway projects, including the Yonge North Subway Extension.

This commitment is in addition to contributions from the Government of Ontario and York Region which put together compose the \$5.6 billion funding envelope for the Yonge North Subway Extension.

How many more riders might the subway get if only local service were substantially improved?

Our analysis shows about 59,300 riders would get on the subway at Finch Station by 2041, if the Yonge North Subway Extension was not built.

In comparison, building the extension would put a combined 94,100 riders on the subway daily. By 2041, this would bring 48,800 people within walking distance of the new stations and would give 26,000 more people access to rapid transit compared to a scenario where the extension was not built.

Transit Connections and Local Area Planning

What rail lines share the right-of-way for the Richmond Hill corridor? How co-ordinated is GO Rail and bus service at Langstaff Station?

The railway corridor used by GO trains on the Richmond Hill line through Markham and Richmond Hill is owned by CN Rail.

GO buses that travel Highway 407 serve the existing bus terminal at Richmond Hill Centre. Today, customers who want to transfer between a GO train and a GO bus to complete their trip must walk between Langstaff GO station and the bus terminal. When the Yonge North Subway Extension is complete, riders will be able to conveniently transfer between GO train, bus and subway service through Bridge Station, which will be connected to Langstaff GO station.

We are working with CN and our regional partners to make sure our plans are aligned and coordinated.

Will the YRT Bus terminal at 407 be similar to that at 407/Black Creek Stations? How about at Bernard, Cornell, Newmarket, Promenade, Vaughan Mills terminals?,

The bus terminal at Bridge Station will be located between the Highway 7 and Highway 407 corridors. We are in the early stages of planning and design for the transit hub and will share more details as we confirm our plans.

In the future will you have a bus depot?

Bus services provided by GO, TTC and York Region Transit will stop at the major bus terminals planned at Steeles and Bridge stations that will provide fast, convenient connections to the subway.

Early Works

How can you start tunneling at the Langstaff site as part of the early works when Option 3 has not been fully studied yet?

Our teams are moving plans for the launch shaft forward based on the data and analysis we have done through the Initial Business Case, which builds off the work previously done on the project by our partners. We will refine our plans as we complete environmental studies, which we will provide to the community for feedback as we advance our design work. Final environmental reports will address the feedback we receive and our go-forward plans will reflect that input.

Property Impacts

What if in future I as a home/landowner decide using clean energy from the earth? Would running the subway under my home will take away this option from me?

When we confirm our property needs for the project, Metrolinx will reach out to each affected property owner as soon as possible so that we can have one-on-one conversations to make sure they have the information and supports they need to plan for the future.

Have expropriation costs been included in your cost estimates?

The estimated costs to acquire property for the project have been factored into the \$5.6 billion funding envelope.

It is important to note that running the extension at surface level along the existing CN railway corridor means we can limit construction impacts for the stations in the northern segment and finish the project sooner.

This approach reduces the need for complex construction of tunnels and underground stations by using a dedicated rail corridor that already exists. It also means we limit the need for large, disruptive excavation sites for underground stations and exit buildings. This allows us to limit our property needs in areas of the surface-level alignment.

Limiting construction work to areas that are more out of the way will also help cut down on disruptions of hydro, natural gas, and water service as we bring you more transit.

Stations

What is the additional expense to construct and operate the Royal Orchard station compared to the original plan?

Under the original plan, Royal Orchard Station was removed from the project in 2012. Since that time, it had been excluded from the project scope and cost estimates, including when Metrolinx assumed responsibility for the project in summer 2019.

Recognizing the renewed interest of Royal Orchard Station, Metrolinx included it as a potential station in our Initial Business Case for all three route options. Our analysis estimates the cost of Royal Orchard Station is \$400 million to \$500 million.

On your alignment map of Option 3, why is the Royal Orchard Station east of where it was previously?

The refined Option 3 route shifts the location of Royal Orchard Station to the north-east corner of Yonge Street and Royal Orchard Boulevard so that the station can be placed on a straight section of the track.

Where will subway crossovers/turnarounds be built? Which stations will have 3 platforms for turnarounds or short turns?

Our early plans include crossovers at Steeles Station and High Tech Station. The crossovers and special track work are required for operation of the subway and not currently expected to be part of the customer platforms.

Are all the stations planned to be the same size?

The size of each station is being planned according to factors like the number of customers that will use the station, and needs for subway operations. The size of some stations may also depend on the conditions at each site.

Minister Mulroney stated more than one neighborhood station (Cummer, Clark, Orchard) will be secured through various programs. Can you provide more details?

At this point in time the announced funding envelope of \$5.6 billion can accommodate one of Cummer, Clark, or Royal Orchard stations. The provincial government will explore development opportunities that could support the project through the [Transit-Oriented Communities](#) program as part of the planning process. Any decisions we make on the route of the extension and station locations are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.

Timelines

What guarantees does Metrolinx offer that you will be on budget and on time?

Metrolinx knows that major transit improvements are needed, and teams are committed to guiding the project so that it can be completed on time and on budget. Lessons learned from past projects will be used to inform our decision-making and we will take steps along the way to reduce the risk of delays or cost overruns.

Are Metrolinx and Infrastructure Ontario going to consider reasonable time for the bidding/RFP phase for proponents in this project?

Metrolinx and Infrastructure Ontario will use the feedback received from the market participants during our extensive engagement activities to ensure there is ample time to bid on the project.

How much money are the developers of the lands on Langstaff contributing to this project?

We are open to considering partnerships that could add benefits to the project. The provincial government will also be exploring development opportunities that could support the project through the [Transit-Oriented Communities](#) program as part of the planning process. Any decisions we make on the route of the extension and station locations are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.

Tunnelling

If a serious fire occurred in the proposed tunnel beneath the homes in Thornhill, would fire equipment have to come through the tunnel either from Steeles Station or Bridge Station and what analysis has Metrolinx completed to assess the damage of a serious tunnel fire to the residences located above?

The tunnels will be designed to meet the latest fire safety codes. A fire fighting system will be built into the entire length of the tunnels that includes, smoke detectors, emergency ventilation systems and stand pipes to feed water to fire hoses. Firefighters would get to the tunnels through the subway stations or from emergency exit buildings at surface level.

Environmental Assessment

Have the federal government been made aware that Metrolinx is pursuing a preferred option that has not had any environmental studies done?

The Initial Business Case and supplementary analysis were submitted to the Federal government by York Region and the Ministry of Transportation to support their commitment to the project. An Environmental Project Report was completed and approved for the project in 2009. The updated environmental assessment we're working on now will cover off any changes to existing conditions since that EA was completed and evaluate the updated route. We expect to issue a draft environmental report this fall. In the meantime, we'll be reaching out to the community to gather input and insights that will support our work and help us deliver the best project possible.

Will the design of all structures respect Heritage areas of Thornhill to ensure that they blend into the community?

We are working with our municipal partners in Markham and Vaughan, as well as the Ministry of Heritage, Sport, Tourism and Culture to make sure any new buildings at surface level fit the look and feel of the existing heritage areas of Thornhill.

Please provide specific dates to the Environmental Assessment Addendum.

We are preparing an addendum to the existing Environmental Project Report for the Yonge North Subway Extension. Metrolinx will continue to consult with the public before the Notice of EPR Addendum, which is planned to be published in this fall. Upon the publication of the notice, a 30-day public review period will be provided, followed by up to 35 days for Metrolinx to respond to comments and post an updated EPR Addendum. Publication of the Updated EPR Addendum opens a 35-day period during which the Minister of Environment, Conservation and Parks can issue a notice related to the EPR Addendum. This period is anticipated to be completed in winter 2022.

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.

Is the environmental assessment being done by an objective third party?

Metrolinx, as the proponent of the project, is currently preparing an EPR Addendum to the 2009 EPR (EA) that assess changes to existing conditions since that EA was completed and evaluate the potential environmental impacts associated with the updated project design/subway route. This involves studying things like noise and vibration, air quality, soil and groundwater quality, the natural environment, and land use. The results of the study will be shared publicly as part of the environmental assessment consultation process once they are available.

The updated environmental assessment will be completed by professional planners who are highly experienced in their field. The work they do will follow the Environmental Assessment Act and other regulations that apply to transit projects like the Yonge North Subway Extension.

Will you be listening to residents that oppose Option 3 as part of your environmental review? Why is the public review period only 30 days?

The feedback we've been collecting through virtual open house events and other ongoing engagement is being considered as part of the planning and design process for the project and will be documented in the updated environmental assessment. Metrolinx is providing a public review period of 30 days to meet provincial regulations in the Environmental Assessment Act. These regulations require the addendum to the Environmental Project Report to be updated to reflect public feedback and published within 65 days of a draft report being posted.

What are you doing about the abandoned fuel distribution system that polluted the soil when a hole was dug in 2009 at Royal Orchard and Colonsay?

The updated environmental studies we're doing now include a comprehensive site assessment study that looks at potential soil and groundwater contamination within the project area. Metrolinx follows strict provincial regulations that will determine the approach we take to clean up any potential contamination.

Will the Ontario Ministry of the Environment be consulting with us?

Metrolinx is carrying out an extensive public, stakeholder and Indigenous Nations consultation as part of the Environmental Project Report Addendum process for the Yonge North Subway Extension. The Ontario Ministry of Environment, Conservation and Parks oversees this process under the Ontario Environmental Assessment Act.

How can you properly assess environmental impact if you don't have exits, venting, etc. determined?

The stations along the Yonge North Subway Extension stations will include elements like entrances, air ventilation systems, electrical substations, and emergency exit buildings. The proposed location and design of these elements is still under development as part of the

engineering design process. As we confirm the location and design of these elements, the evaluations in our environmental studies will be updated to document potential environmental impacts and make recommendations on how to monitor, reduce or prevent those impacts. The updated environmental assessment we are preparing will also include detailed descriptions of all of the project infrastructure based on our latest design work.

During a pandemic how can you adequately review traffic models/congestion and noise and vibration conditions?

The data on traffic patterns and congestion we're using to inform our traffic studies had been collected before March 2020. Part of our analysis includes using this data to assess potential traffic impacts through construction of the project and after it goes into service. Our team will monitor traffic patterns as public health regulations return to normal to make sure that our analysis reflects the most up-to-date information.

How do you assess the human impact and health and wellness of the public in your environmental study?

The safety and wellbeing of communities and residents is our top priority as we move the project forward.

We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route.

This involves aspects related to health including noise and vibration, air quality, and soil and groundwater quality

We expect to issue a draft environmental report this fall. In the meantime, we'll be reaching out to the community to gather input and insights that will support our work and help us deliver the best project possible.

We will have more specific details about the exact solutions we'll be introducing in the coming months once we conduct and consult on environmental assessments, but our goal is to ensure no significant difference in noise and vibration levels compared to today. **We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.**

Its also important to note that Metrolinx strives to go above and beyond provincial regulations that put limits on the noise and vibration that come from the construction of new transit projects.

We'll monitor noise and vibration levels and schedule noisier work when it makes the most sense. Special noise-muffling equipment and state-of-the-art machinery are also available to help keep the noise down during construction.

What date will the EA addendum notice be issued?

Based on the current timeline, Metrolinx is planning to issue the Notice of EPR Addendum in Fall 2021.

Noise and Vibration

I've heard low frequencies and infrasound can be heard through hundreds of metres of solid rock and earth. Won't I hear that in my home?

Subway systems that incorporate vibration solutions like those we will be investigating for the Yonge North Subway Extension do not typically produce appreciable levels of infra-sound. The potential of low-frequency sounds like those made by trains passing through underground tunnels are being assessed through our environmental studies.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods like Royal Orchard stay sought-after places to live in.

Construction Impacts

How many air vents are proposed from Royal Orchard to Bridge Station and what analysis has Metrolinx conducted to determine the decibel level of these air vents?

We will have more detailed information about the ventilation systems needed for the project in the coming months, as further design work is refined. There are a variety of solutions available to reduce the noise from air vents and ventilation fans, such as acoustic lining that absorbs sound and reduces the levels at the surface.

Train Storage Facility

Is there more information on the train storage facility and how it would interact with the Richmond Hill Centre Secondary Plan area?

Metrolinx is working with City of Richmond Hill to gain a complete understanding of the plans for the Richmond Hill Centre area, which are in the process of being updated by the city. We are in the early stages of planning and design for the surface-level train storage facility and working with our partners at the TTC to better understand what is needed to support operation of the subway extension. The train storage facility would include new tracks within the railway corridor that would store a total of 15 subway train cars.

Placing a train storage facility at surface-level is a standard practice, and it's a critical to keep it above ground to stay within the \$5.6 billion funding envelope. Cities like Vancouver, Chicago, and New York all have ground level train storage facilities that successfully integrate into residential areas while meeting the needs of their transit networks. This change brings the proposal in line with the TTC's five subway train storage facilities, which are all above ground.

Appendix I.3 – Public Consultation - Fall/Winter 2021/2022

October 20th, 2021 - Virtual Open House

Newsletters

[View this email in your browser](#)

IT'S HAPPENING.

 METROLINX

YORK REGION

Firewood Giveaway on October 16



Metrolinx and its contractor GRASCAN will be giving away free firewood taken from the vegetation management program.

To prepare for electrification of the GO network, Metrolinx is conducting a [Vegetation Management Program](#) on all our GO corridors. As part of this program, Metrolinx and its contractor will be giving away firewood to the community to both divert waste and be a socially responsible and sustainable partner in the GTHA.

What is happening?

As a part of this project, Metrolinx and its contractors are inviting the community to pick up one full wheelbarrow of chopped firewood at the Lincolnville train layover facility near the new Old Elm GO Station at **6840 Bethesda Rd, Whitchurch-Stouffville, on October 16, 2021 between 9:00am and 12:00pm.**

What to Expect?

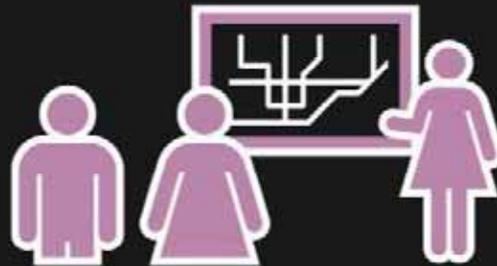
The entrance into the station parking lot will be at York-Durham Line just north of Bethesda Road (see map below). Vehicles will be directed in a line to a pick-up point to receive their firewood. Each person will be responsible for loading his or her vehicle.

There may also be a visit from your friendly neighbourhood GO Bear!



Attend YNSE's Next Virtual Open House on October 20

**Got questions?
We've got
answers!**



Join us for our upcoming Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

Our Virtual Open House will be live on October 20 from 6:30PM - 8:00PM.

We will provide a project update, discuss the upcoming addendum to the Environmental Assessment (EA) and how residents can participate, and share details on our upcoming Community Office and Experiential SoundLab.

REGISTER: You can register for the event, submit and vote on questions now through our [dedicated page](#).

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Track Work to Impact Service on Stouffville Line - October 22-24

Beginning Friday evening on **October 22** until the end of service on **Sunday, October 24**, there will be no GO train service on the Stouffville Line to accommodate important work on the Stouffville Line and at GO stations along the Line.

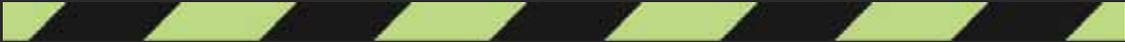
- The last southbound Mount Joy – Union Station train will depart Mount Joy GO at 3:35 p.m.
- The last northbound Union Station – Lincolnville train will depart Union station at 8:14 p.m.

GO buses will replace trains between Union Station and Lincolnville/Mount Joy GO but will depart at different times than regular weekend trains.

GO buses will replace trains between Lincolnville/Mount Joy GO and Union Station but will depart each station 5-15 minutes earlier/later than the normal scheduled train times. Bus service will not service Milliken, Agincourt, or Kennedy GO stations, and will run express from Unionville GO to Union Station.

Milliken, Agincourt, and Kennedy GO customers can travel to Unionville GO and use route 71 to get to Union Station or they can take the TTC/YRT to or from Milliken, Agincourt, and Kennedy GO.

Customers can use the GO Transit trip planning tool [here](#) or [find schedules here](#).



COMMUNITY NOTICE

OVERNIGHT TIE REPLACEMENT AT STOUFFVILLE GO STATION

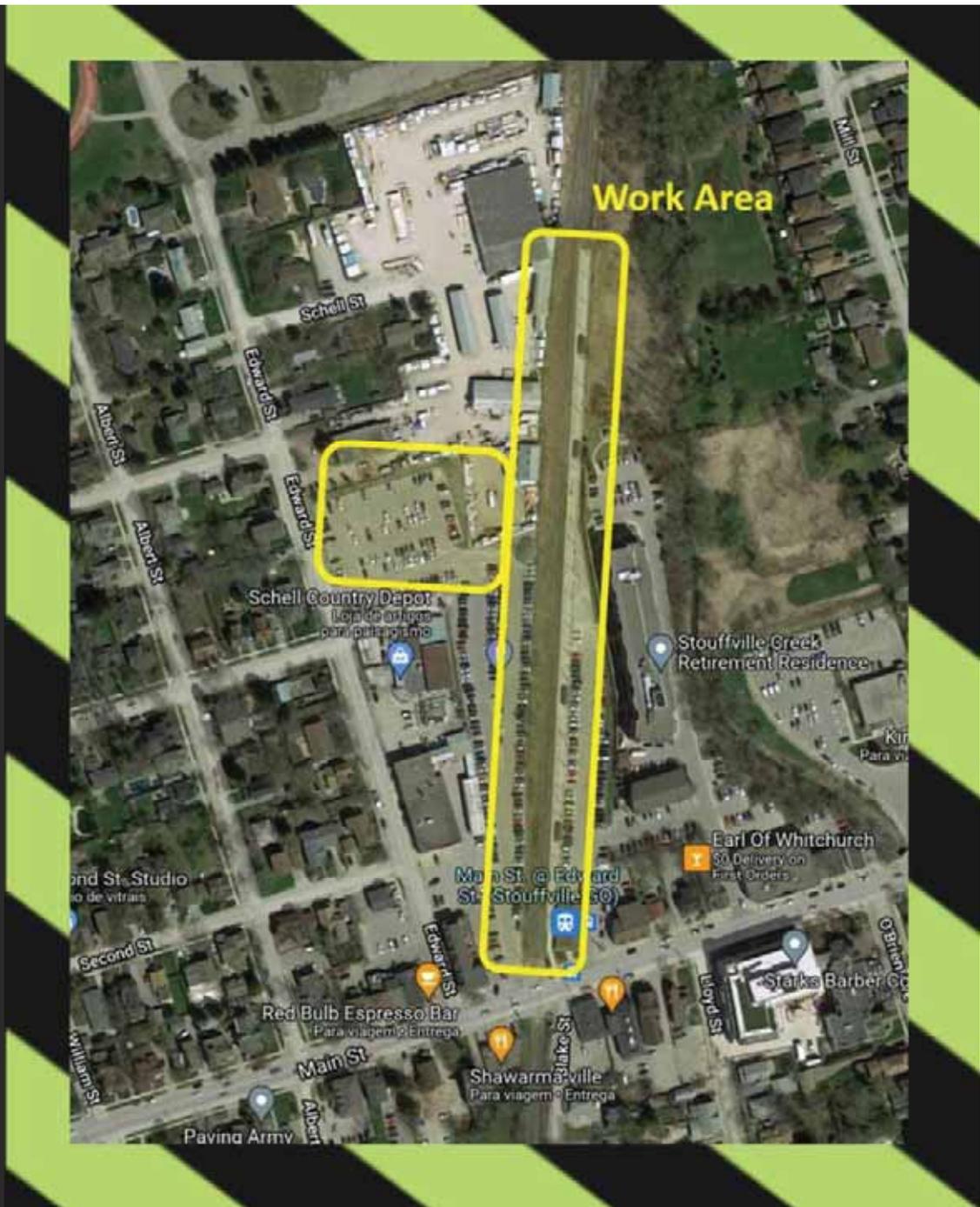
The Stouffville GO Station Concrete Tie Replacement Project will replace all rail, ballast and old hardwood ties to new concrete ties track, resulting in improved track reliability.

What is happening?

As a part of this project, preparation work is required for positioning equipment, delivery of materials and pre-construction of concrete track panels in preparation for the replacement of existing track structure. This pre-work is scheduled to take place from October 4 and October 21, 2021, but the major part of the work will be completed over the weekend (day and night) between **October 22 and October 25th**, when the old hardwood ties track, through all the station length, will be removed and replaced with new concrete ties track. After the end of the tie replacement, minor works will be carried out to finalize this project, with completion date scheduled for November 31st.

What to Expect?

Work will take place on the Track Right of Way through the station, and in the west parking lot (see map below). Construction noise can be expected during this work, as excavators, crew and materials will be moving through the site. We apologize in advance for any inconvenience, and we'll make every effort to minimize disruption.



VEGETATION MANAGEMENT PROGRAM



STOUFFVILLE CORRIDOR

Bethesda Side Road, Whitchurch-Stouffville to HWY 7, Markham

Scheduled start: October 4, 2021

Duration: Up to sixteen weeks

Days: 7 days/week

Hours: 7:00AM to 7:00PM

BARRIE CORRIDOR

Rutherford Road to Steeles Avenue, Vaughan

Scheduled start: October 18, 2021

Duration: Up to eight weeks

Days: 7 days/week

Hours: 7:00AM to 7:00PM

What is happening?

Work is underway to deliver the GO Expansion Program and prepare for the future electrification of GO service. To support this work, Metrolinx will clear, remove and prune designated trees and vegetation located within our rail corridors.

Once cleared, growth control zones will be established to manage vegetation inside the corridors over the long term. Native trees removed as part of this work will be replaced within the municipalities through a compensation program based on the Metrolinx Vegetation Guideline (2020).

What to Expect

caissons, formwork, concrete works, track and platform construction and inspection. Work may also take place at the pedestrian bridge and stair tower. **Work is expected to take place intermittently overnight for the next three (3) months.**

Certain activities are required to be completed overnight when trains aren't running. Crews will start after the last train passes through the station and will complete the work ahead of the next morning's service. Residents may experience minimal noise from construction machinery and vehicles. Lights are required to complete the overnight work safely, but they will be pointed away from households and windows.

Metrolinx announces improvements to GO train Service Guarantee



Transit delays happen, and now it's a bit easier for GO train customers to get a refund.

Starting October 7, the GO train Service Guarantee is expanding to include all regularly scheduled trips delayed by 15 minutes or more – regardless if the delay is caused by GO Transit.

In the past, the Service Guarantee only applied to delays specifically

caused by GO, like signal or switch problems, door issues, and mechanical failures. Now it also covers things like police investigations, on-board emergencies, and pedestrian incidents.

Only delays caused by extreme weather conditions, like Environment Canada advisories, watches, and warnings, or when GO Transit operates on a special schedule in severe weather, will be ineligible for reimbursement.

Click [here](#) for the full story.

SAFETY NEVER STOPS

If you haven't travelled on GO for a while, welcome back and thank you for choosing to ride with us. Since you've been gone, a lot has changed. But your health and safety remain central to everything we do. [Check out these top 10 tips before you ride with us](#), and consider these new features to keep you safe from the start to the end of your journey with us:

- **Some of our trains are shorter.** Please look down the platform when the train approaches as you may need to adjust where you're waiting. Be sure to use all available doors to board and listen for station announcements. Some coaches may be more popular than others. Please move to another coach to find a more comfortable space. We continue to monitor all trips and will make adjustments if needed.
- **New Contactless Payment Options:**
 - Mobile users – whether you have an Android or an iPhone – can [instantly load funds and passes](#) onto your PRESTO card.
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- **Dozens of safety measures** have been implemented to ensure our trains, buses and stations are clean and provide a safe transit option. [Find out how we're responding to COVID-19 by clicking here](#).

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October 7, 2021

[Final pieces of trackwork being installed at Eglinton Station for Crosstown LRT project](#)

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[Metrolinx video shows customers why it is safer than ever to take transit](#)

October 4, 2021

[Metrolinx takes measures to make transit more equitable](#)

October 4, 2021

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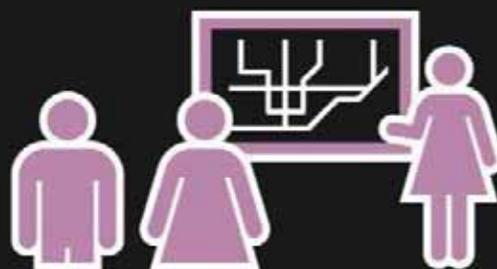
 METROLINX

YORK REGION

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Event Recap: Firewood Giveaway at Old Elm GO Station (formerly Lincolnville GO)



Metrolinx and its contractor GRASCAN were on site at Old Elm GO Station (formerly Lincolnville GO) in Whitchurch-Stouffville on Saturday October 16, handing out 60 cords of free firewood to local residents.

The giveaway was a result of the [Vegetation Management Program](#), where Metrolinx is removing some trees and shrubs within our rail corridors to make room for GO Expansion, which includes the infrastructure needed to electrify the network.

Nearly 400 vehicles queued up from the station parking lot all the way to York-Durham line, as early as 8:15am on a Saturday.

People came from all over the GTHA, including Scarborough, Uxbridge, Oshawa, East Gwillimbury and Thornhill.

Each person received a sheet of protective cardboard and one full wheelbarrow of chopped firewood from one of three pick-up points. Even GO Bear was there to see them off.

One family commented on how they had just spent over \$100 and got much less wood up at the cottage.

“Everybody is in a phenomenal mood, both the residents picking up their wood and the staff here as well. This has been a great turnout,” said Carolien Dannrath, Senior Manager, GO Expansion Project Delivery and Technical Lead on the Vegetation Management Program.

The wood consisted of a mix of invasive species that were removed during the vegetation removal contract led by Metrolinx, in cooperation with municipalities and conservation authorities.

GRASCAN, one of two contractors on the Vegetation Management Program spent a week cutting and splitting felled lumber into firewood and kindling before loading it into 3 giant open-top bins totaling 70 cubic yards. GRASCAN employees then filled wheelbarrows and helped residents load the wood into their trunks, trailers, and back seats.

Aligned with Metrolinx’s commitment to sustainability, GRASCAN recognizes how this work affects local communities.

“Giving back to the community is what I love most about what I do,” said Angelo Grassa, President and COO of GRASCAN.

“Repurposing resources like this firewood is how we’re trying to be a sustainable partner with Metrolinx. Really glad we could do this today.”

Vegetation removals within Metrolinx-owned corridors started in May 2021 and will enable the installation of new overhead wires and electrification equipment, which will help to deliver cleaner, more sustainable GO train service.

Managing vegetation is essential to running safe and reliable train service, but with transit expansion, some tree removals are necessary. However, GO Expansion is trying to minimize the impact of new and existing infrastructure on local ecosystems, to ensure they are well managed, preserved, and protected.

Ecological compensation, including a 3:1 tree replanting ratio, is being implemented to enhance the health of local ecosystems, which will increase the tree cover in the region. [Read more about how this work will unlock a greener GO Transit Network.](#)

For Dannrath, it’s important to be able to have a positive impact on the

community in which she lives and works by reducing our carbon footprint, and to have a sustainable project.

“As a country gal, I hate waste, so I love that every part of these trees is being used, including the stems and crowns which are being mulched and returned to the soil.”

Carolien Dannrath, Metrolinx

In fact, Dannrath was having such a good time chatting with residents in their cars that someone had to remind her she was holding up the line.

Metrolinx is planning to host more community events in Spring 2022 to give away more firewood. Metrolinx has also partnered with conservation authorities on planting events as part of the vegetation compensation for GO Expansion tree removals. Earlier this month, Metrolinx teamed up with Conservation Halton to plant a combined total of 500 trees and shrubs in Oakville. The next event is with the Toronto and Region Conservation Authority on Saturday, October 30th from 10am to 12pm – register [here](#).

To stay informed on Metrolinx projects and future events in your community, subscribe to your regional newsletter at metrolinx.com/subscribe.

Story by Kareen Awadalla, Community Relations and Issues Specialist, York Simcoe





Track Work to Impact Service on Stouffville Line - October 22-24

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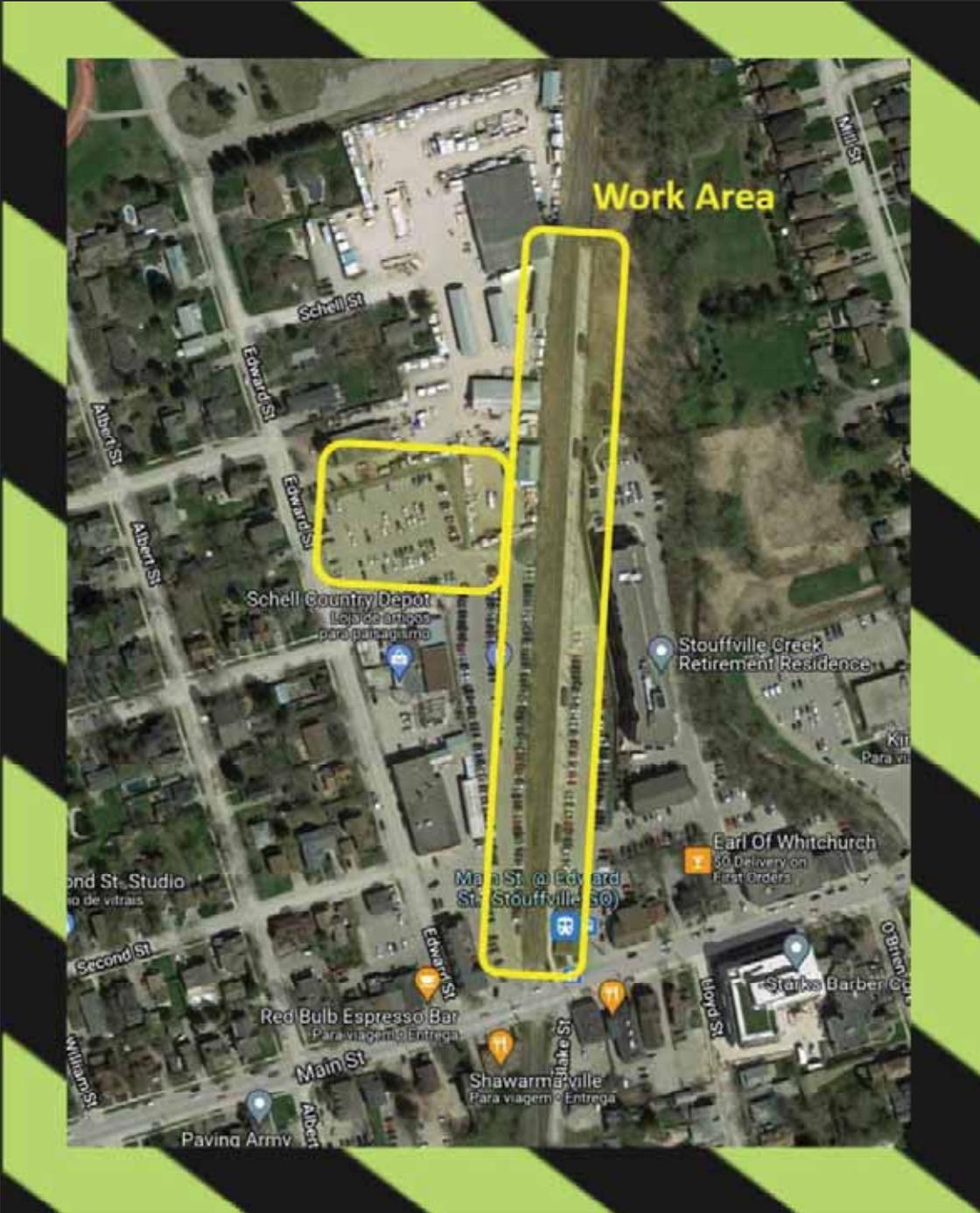
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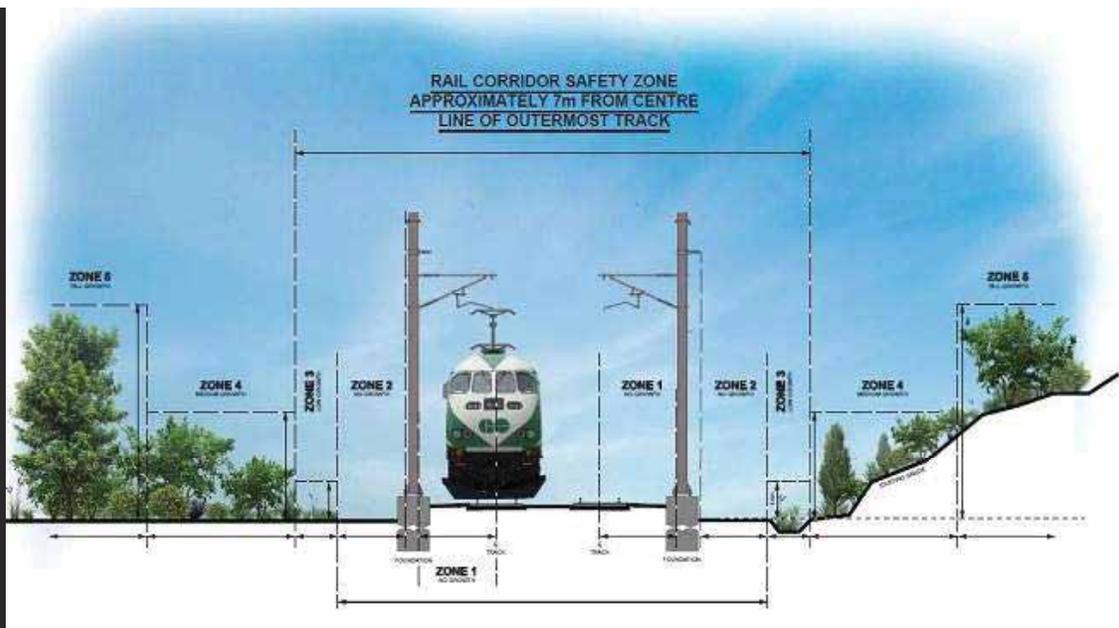
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For more information on this work visit:

metrolinx.com/en/greaterregion/projects/vegetation-management.aspx

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October 19, 2021

[GO VAXX mobile vaccine clinics administer more than 10K COVID jabs](#)

October 18, 2021

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Blog Posts

METROLINX NEWS

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University lecture hall becomes testing lab for noise levels on Yonge North Subway Extension

SEPTEMBER 21, 2021

A recent sound test at the York University’s Schulich School of Business demonstrated how modern subway design keeps things peaceful and quiet in communities while subways travel in tunnels below.

The lecture halls of York University’s Schulich School of Business, are best known as places where future generations of business leaders learn the latest practices and trends. But a recent sound test there recently proved there’s also a case study in modern, industry-leading subway construction practices right underneath them.

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@Metrolinx
❄️ New snow melt system coming to Weston GO Station. Much-needed improvements are underway as part of the broader GO Expansion program, including a new platform and track.

Check out our latest progress pictures & blog for more details:
bit.ly/3eAw4Hm #MetrolinxFY!





York University Station brings TTC Line 1 service to the heart of the Keele campus. (Metrolinx photo)

Metrolinx is using the latest sound and vibration technology to plan and design the Yonge North Subway Extension. This will keep things quiet when future service is up and running. A recent visit to Schulich put these innovations to the test.



1950 – Workers install concrete rods to reinforce concrete that will be poured to support the underground tunnels as they work to build the Yonge line – Canada’s first-ever subway. (Image courtesy of the Toronto Transit Commission)

Metrolinx recently visited the campus with several guests who wanted to learn more about modern subway construction and experience this improved technology in action. The business school’s Seymour Schulich Building has a lecture hall sitting above the tunnels leading into York University Station, on Line 1. This section was completed in 2017 and incorporates up-to-date design standards and engineering solutions to reduce the noise and vibration of subway trains passing over the tracks. It’s a perfect place to see how technology has improved since the early days of subway construction.

RECENT POSTS

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CATEGORIES



A subway train arrives at York University. (Metrolinx photo)

To test for any noise and vibration caused by the subways running underneath, the air conditioning and ventilation systems inside the lecture hall were switched off to make the room pin-drop quiet. Guests on the tour literally held their breath and reached to pat down their pockets, preventing any wayward jingling of keys. A sound level meter was powered up to so that the group could watch any changes in sound levels in real time.



Metrolinx Yonge North Subway Extension Program Sponsor Stephen Collins leads a tour of a lecture hall at the Schulich School of Business. (Metrolinx photo)

Even in the still silence of the lecture hall, only a faint, momentary murmur could be heard as trains passed directly below the lecture hall. The readout on the acoustic device barely budged from its baseline. Next, for a more challenging test, the group moved downstairs to the unfinished basement – and repeated the experiment in a room that felt like an echo chamber. The results were similar.

Select Category ▼



Metrolinx Land Acknowledgement

Metrolinx acknowledges that it operates on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples. In particular these lands are covered by 20 Treaties, and we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration. Metrolinx is committed to building meaningful relationships with Indigenous Peoples, and to working towards meaningful reconciliation with the original caretakers of this land.



A baseline sound level reading is captured in the lecture hall by an acoustic monitoring device. (Metrolinx photo)

“Based on what we’re seeing here, we know the sounds and vibrations from subway trains traveling in the Yonge North Subway Extension’s tunnels will be practically imperceptible,” said Stephen Collins, Metrolinx program sponsor for the project. “In 2021, we have access to a wide range of solutions to address noise and vibration that just weren’t available decades ago, when a lot of our subway lines were built here in the GTA.”

One of those solutions is called ‘floating slab’ track. It is used extensively along the new part of the Line 1 subway, including the tunnels below Schulich. This method ‘floats’ the rails above the bottom of the tunnels by attaching them to large concrete slabs that are separated from the tunnel walls by thick rubber pads that look like oversized hockey pucks. The pads soak up the vibration from passing trains.



The tunnels along the western leg of Line 1 are built with floating slab subway track, a modern design innovation that reduces noises and vibration as trains pass over them. (Image courtesy of

(the Toronto Transit Commission)

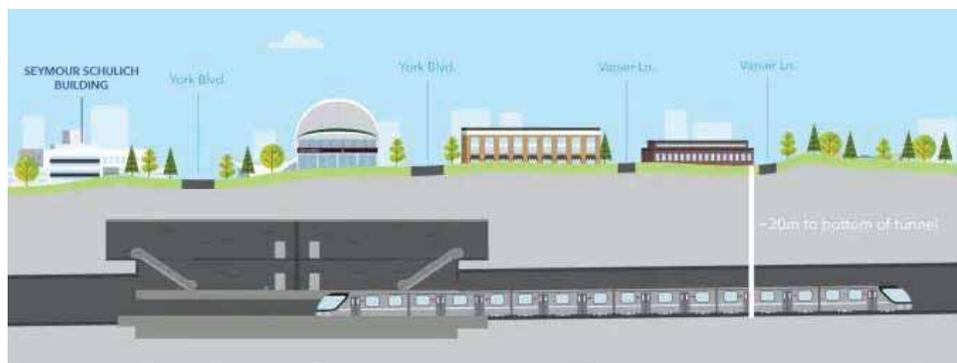


These rubber discs are used along the western portion of Line 1 to cushion the concrete slabs that supports the subway tracks from the tunnel walls, further absorbing vibrations. (Image courtesy of the Toronto Transit Commission)

Collins explains that the underground structure for York University Station was built very close to the building that houses the Schulich lecture hall. The unfinished basement of the building, which will soon be used as a new lab, has concrete walls and ceilings that reflect more noise compared to most rooms in a typical residential home, which incorporate materials and finishes that are better at absorbing sound.

“That means any noise or vibration from a subway train passing below the basement would sound louder than it would if that subway was below an average house,” Collins said. This is encouraging because the levels here are extremely hard to notice.”

Early plans for the project put the bottom of the tunnels – where trains pass over the tracks – at least 20 metres (or 6 storeys) below the surface through the Royal Orchard community, which is similar to the depth below Schulich. This means the tunnels along the Yonge North Subway Extension will be much deeper underground than many sections of Toronto’s existing subway network.



This diagram shows how deep the subway tunnels run below the Seymour Schulich Building on the campus of York University (Metrolinx image)

Experts at Metrolinx are looking at a host of modern noise and vibration solutions for the Yonge North Subway Extension, with the goal of making sure that when it goes into service, there are no significant differences in noise and vibration levels compared to today.

“We’ll use tested and proven solutions to make sure people who live along the subway extension will barely notice it,” says Collins.

Metrolinx is still exploring refinements and improvements to its initial plans for the project, looking at ways to build the subway even deeper and under fewer homes along the section of the route that leaves Yonge Street. [Updated environmental studies](#) will inform the exact noise and vibration solutions Metrolinx will use on the project. These will be discussed in future consultations and public open houses with community members.

The Yonge North Subway Extension will [bring the TTC Line 1 subway to Richmond Hill, serving communities in Toronto, Vaughan and Markham](#) as it extends eight-kilometres north from the TTC’s existing Finch Station. The extension includes four stops and will [reduce travel times to downtown Toronto by as much 22 minutes](#).

You can stay up-to-the-minute on the latest developments on the project by following the Yonge North Subway Extension on social media:

Twitter: [@YongeSubwayEXT](#)

Facebook: [@YongeSubwayEXT](#)

Instagram: [@YongeSubwayEXT](#)

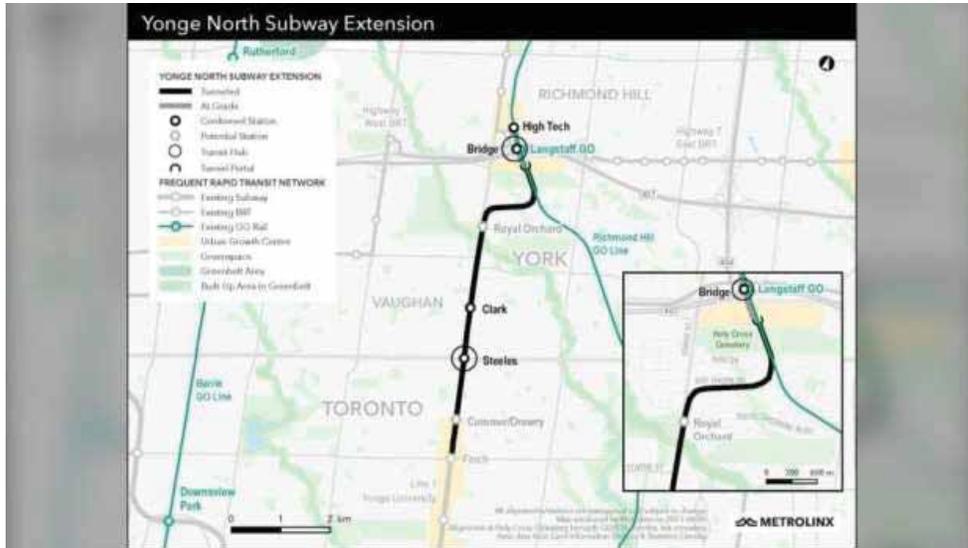
You can also learn more about the project and get in touch with project experts by visiting [Metrolinx.com/YongeSubwayEXT](#) and signing up for the Metrolinx e-newsletter.

Story by James Moore, Metrolinx senior communications advisor

 Blog, Community benefits, design excellence, Engineering, Metrolinx, Metrolinx News, Progress, suicide, Toronto, TRANSIT, Yonge North Subway Extension

 SCHULICH SCHOOL OF BUSINESS  SOUND LEVELS  YORK UNIVERSITY

Yonge North subway alignment tweaked so that tunnel travels under fewer homes in Thornhill neighbourhood



The revised route for the Yonge North subway extension is shown. (Metrolinx)



Chris Fox, CP24 Web Content Writer

Published Wednesday, December 8, 2021 4:04PM EST

The proposed alignment for the Yonge North subway extension has been altered in response to feedback from residents in a Thornhill neighbourhood who were concerned about the tunnel running underneath their homes.

Metrolinx CEO Phil Verster announced the changes in a statement released on Wednesday afternoon.

He says that the route will now travel underneath Bay Thorn Drive “wherever possible” rather than a corridor to the south where there are a higher number of homes.

“The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties,” Verster said.

Verster said that the changes to the proposed alignment for the eight-kilometre, \$5.6 billion extension are in direct response to concerns raised by residents in the Royal Orchard neighbourhood of Thornhill.

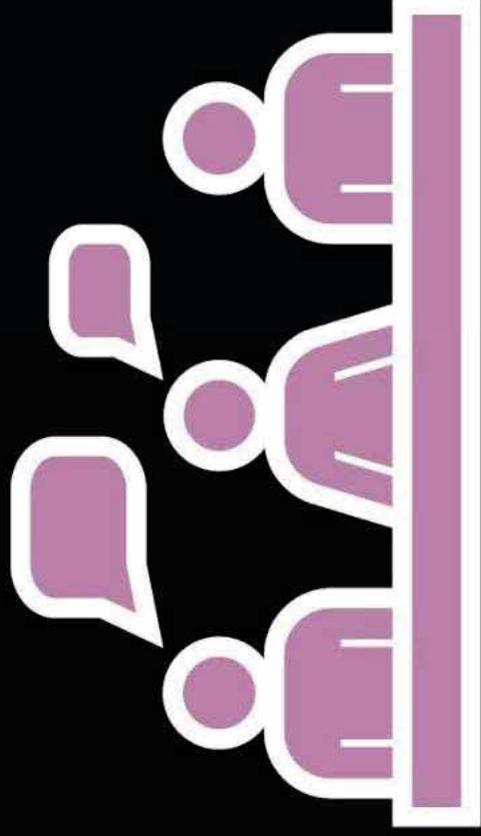
He said that Metrolinx will also bury the tunnel deeper underground where it travels through the neighbourhood, with a minimum depth of 21 metres and a maximum depth of up to 50 metres.

“While we already expected that noise and vibration levels would not be significantly different to what residents experience today, these refinements will make them even lower,” he said in his statement. “In fact, early environmental studies based on the new route show that by using the proven technology available, noise and vibration levels from operations will be so faint in the Royal Orchard community that they’ll be practically imperceptible to human senses.”

Construction on the Yonge North subway extension is expected to begin in late 2023. The province has said that the project could be completed in 2030.

Social Media Posts

We're here for you each step of the way



...
yongesubwayext • Follow

yongesubwayext Your input is important to us!

Join our project experts for a live virtual open house to get the latest on the Yonge North Subway Extension and participate in an interactive Q&A session.

October 20
6:30pm - 8:00pm
 link to register is in our bio
#MetrolinxFYI #YorkRegion #Toronto #transit

5w

8 likes
OCTOBER 14

Add a comment... [Post](#)



Yonge North Subway Extension

19 October · 🌐



Got questions? 🤔 We've got answers! 🗣️

Join us for a live virtual open house 🏠

📅 October 20th (tomorrow)

🕒 6:30pm to 8:00pm

👉 Register now and submit your questions for our project experts:

MetrolinxEngage.com/YNSE-live



METROLINXENGAGE.COM

YNSE LIVE - October 20, 2021 | Metrolinx Engage



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Yonge North Subway Extension

20 October · 🌐



Reminder

We're hosting a virtual open house tonight from 6:30 p.m. to 8:00 p.m.

You can sign up to participate and submit your questions for our project team here: MetrolinxEngage.com/YNSE-live

**We Want
To Hear
From You**



1 share



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Share



Yonge North Subway Extension

21 October · 🌐



Play it back! 📺 ↻

If you weren't able to join last night's virtual open house, you can find an archived video stream of the event here 📌

<http://www.metrolinxengage.com/en/ynse-live-oct20>

Stay tuned for details on future virtual open houses and other opportunities to connect with us! 🗣️



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Yonge North Subway Extension @YongeSubwayEXT · Oct 13

Meet the team and ask us anything! 🗣️

Join us for a live virtual open house on October 20th, 6:30pm - 8:00pm.

Our project experts will share the latest on the Yonge North Subway Extension and answer your questions. 🗣️

📍 Register here MetrolinxEngage.com/YNSE-live



2



7



6





Yonge North Subway Extension @YongeSubwayEXT · Oct 14

#DidYouKnow the Yonge North Subway Extension will eventually serve 94,100 riders each day? 🚇

Learn about how the project will strengthen the regional rapid transit network and sign up for our virtual open house coming up on October 20th: Metrolinx.com/YongeSubwayExt



🗨️ 3

🔄 4

🍷 10

📌



Yonge North Subway Extension @YongeSubwayEXT · Oct 18

We want to hear from you! 🗣️

- 🗣️ Get updates on the Yonge North Subway Extension
- 🗣️ Ask our project leaders anything
- 🗣️ Provide input that will help move the project forward

Join us for a live virtual open house on October 20, 6:30pm - 8:00pm.

Register 🗣️ MetrolinxEngage.com/YNSE-live





Yonge North Subway Extension @YongeSubwayEXT · Oct 19

Got questions? 🙋 We've got answers! 🗣️

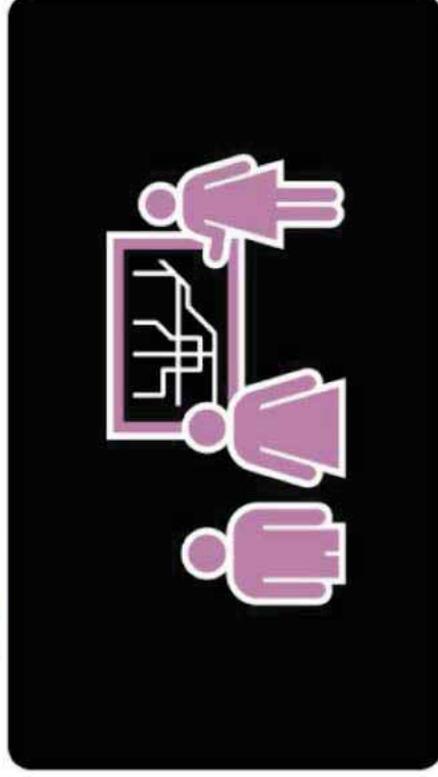
Join us for a live virtual open house 📺

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Yonge North Subway Extension @YongeSubwayEXT · Oct 20

...



Reminder

We're hosting a virtual open house tonight from 6:30 p.m. to 8:00 p.m.

You can sign up to participate and submit your questions for our project team here: MetrolinxEngage.com/YNSE-live



1



2





Yonge North Subway Extension @YongeSubwayEXT · Oct 21

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Stay tuned for details on future virtual open houses and other opportunities to connect with us! 📺



1



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Information Panels

Yonge North Subway Extension

Virtual Open House #5

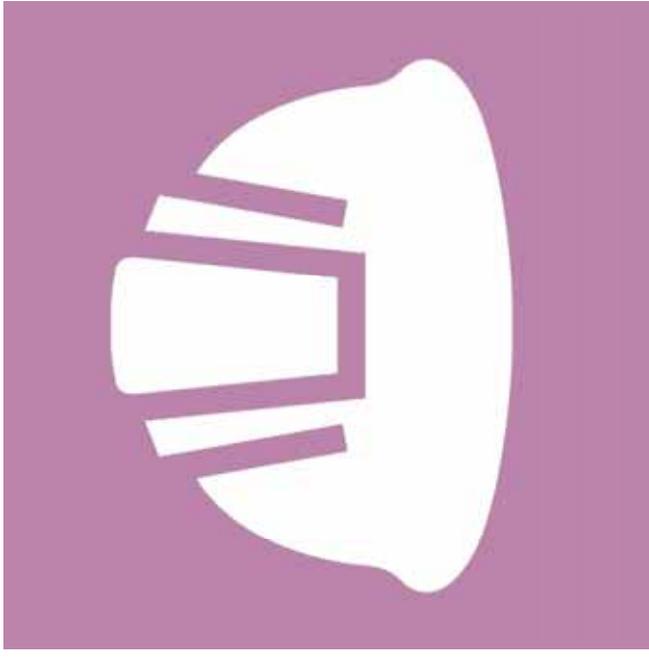


October 20, 2021

 **METROLINX**



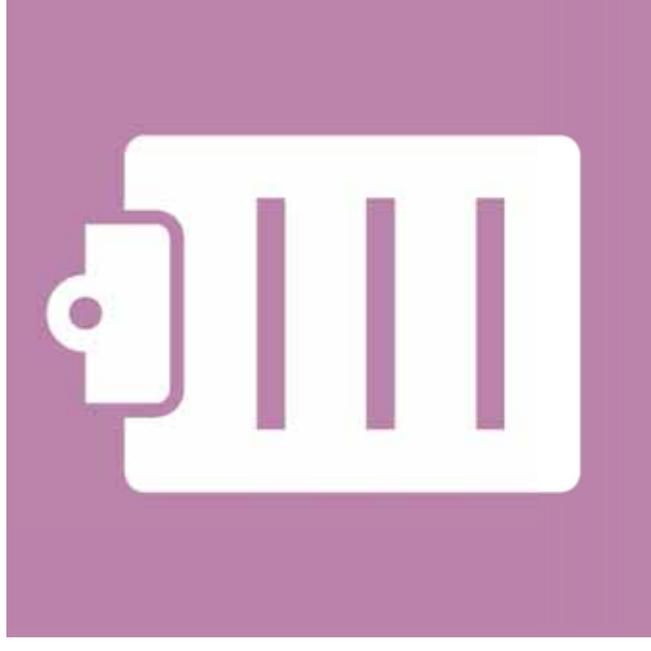
Safety Moment



Yonge North Subway Extension

Agenda

1. Yonge North Subway Extension - By the Numbers
2. Project Update - Stations
3. Environmental Assessment Addendum
4. Investigative Drilling
5. Tunneling Construction
6. Property Requirements Process
7. Community Office and Sound Demonstrations
8. Question & Answer

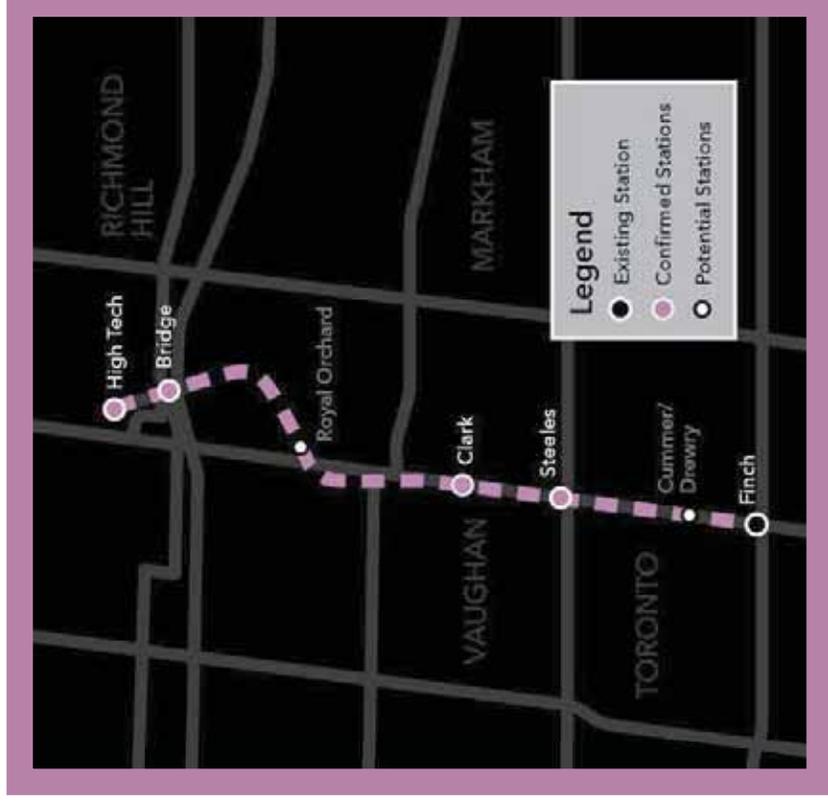


Yonge North Subway Extension

By the Numbers



* We're exploring opportunities with our project partners that could support additional stations as the analysis is refined.

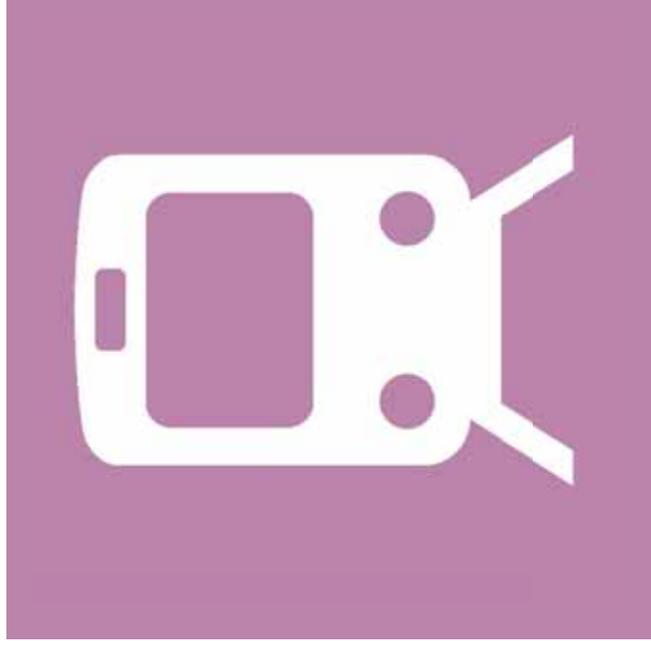


Yonge North Subway Extension

Stations

Clark Station has been confirmed as the fourth stop on the Yonge North Subway Extension.

- A new station in the heart of **Thornhill** will make the regional transit network **stronger** by connecting more neighbourhoods to the Line 1 subway.
- The Province will explore innovative funding solutions and partnerships that could support **additional stations** as the project analysis is refined.
- Clark Station will create an easy transfer to **Viva Orange** bus routes that service areas like the **Bathurst-and-Centre corridor** and **Promenade Centre**, which will be home to:



Reference Alignment Improvements

We are **actively exploring refinements and improvements** to our initial designs that will further reduce community impacts.

- We're looking at how we can go **under fewer homes and even deeper**, in the northern end of the extension.
- Our goal is to ensure there are **no significant differences** between the noise and vibration levels experienced today and those experienced when the extension is in service.
- Community input is **essential** to the work we do, and we are incorporating that feedback as we advance our plans.
- Refining and improving designs as we gather more information and get more input from communities is an **important** - and **standard** - part of the planning process.



Yonge North Subway Extension

Environmental Studies Underway

Natural Environment

- Plant inventories
- Fish and fish habitat assessments
- Bird surveys
- Wildlife habitat assessments
- Species at risk surveys

Cultural Heritage

- Research and document historical homes and properties
- Surveys of buildings, areas and features (landmarks) with potential heritage significance

Air Quality

- Review data from air quality monitoring stations
- Identify places sensitive to air quality issues, like:
 - o Schools
 - o Hospitals
 - o Care facilities
- Predict air quality based on potential changes the project will bring

Noise and Vibration

- Measure and document current levels of noise and vibration
- Identify places sensitive to noise and vibration, like:
 - o Residences
 - o Schools
 - o Hospitals
 - o Care facilities
- Investigate potential solutions

Traffic

- Review of potential impacts to traffic during construction and operations:
 - o Automobile traffic and transit services
 - o 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:
 - o Bicycle and pedestrian routes and multi-use trails
 - o Parks and open spaces
 - o 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

Yonge North Subway Extension

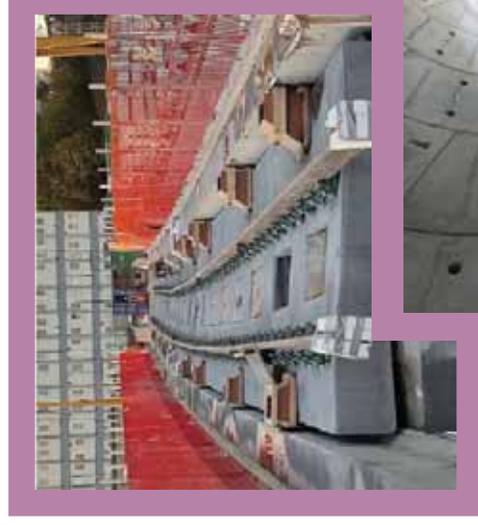
Noise and Vibration Studies - Early Results

Early results indicate that noise and vibration will be lower than applicable thresholds at all locations near the project.

For example, in the Royal Orchard community:

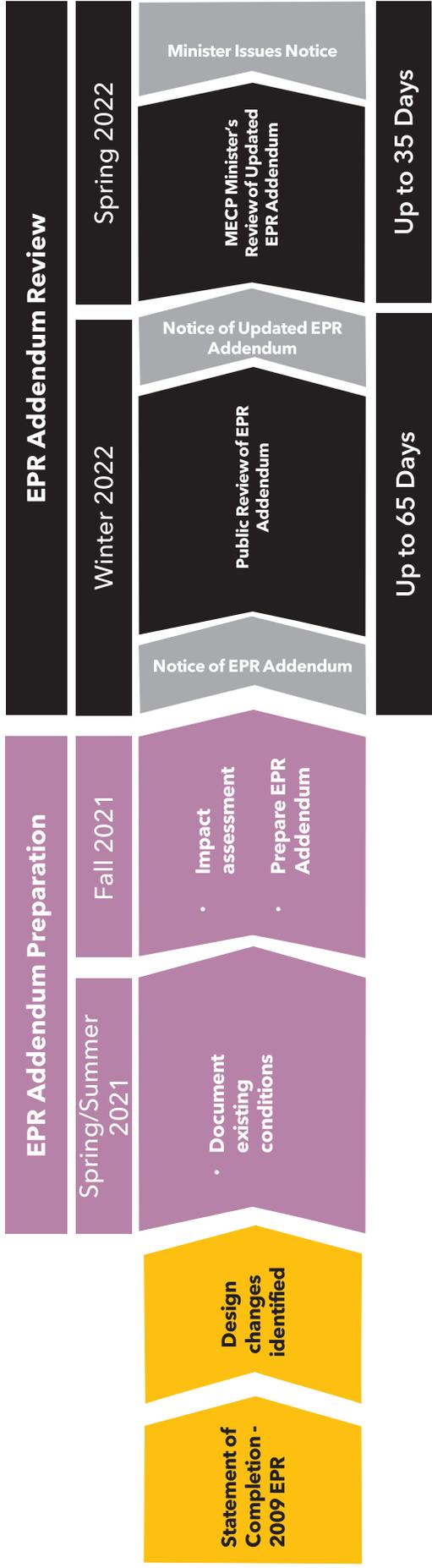
- Ground-borne noise levels are predicted to be no higher than the sound of background noise in a broadcast studio (29 dBA)
- Ground-borne vibration levels are predicted to be below the threshold of what the average person can feel (0.05 mm/s)

Geotechnical investigations currently underway will provide a better picture of soil conditions and how they might affect ground-borne vibration.



Yonge North Subway Extension

EPR Addendum Look-Ahead Schedule



Ongoing engagement



Yonge North Subway Extension

Investigative Drilling

Investigative drilling is happening in the northern portion of the route.

- This work explores the soil and groundwater conditions and informs the planning and design stage for the Yonge North Subway Extension.
- These investigations are necessary to learn more about the makeup of soil and rock in the area, including the amount and location of groundwater.
- Detailed studies and consultations will help us make sure we put the right noise and vibration solutions in place.
- Work sites are on public property and the safety plan complies with all established municipal and provincial regulations under the Occupational Health and Safety Act.



Yonge North Subway Extension

How is a subway tunnel constructed?

MetroInx uses state-of-the-art tunnel boring machines (TBMs) that carefully remove soil and rock.

The Yonge North Subway Extension will use twin bored tunnels construction with innovative technology, such as Earth Pressure Balance Shields (EPB), to help us adapt to different soil conditions when tunnelling.

These specialized tunnel boring machines will minimize any surface settlement and protect properties along the tunnel alignment.



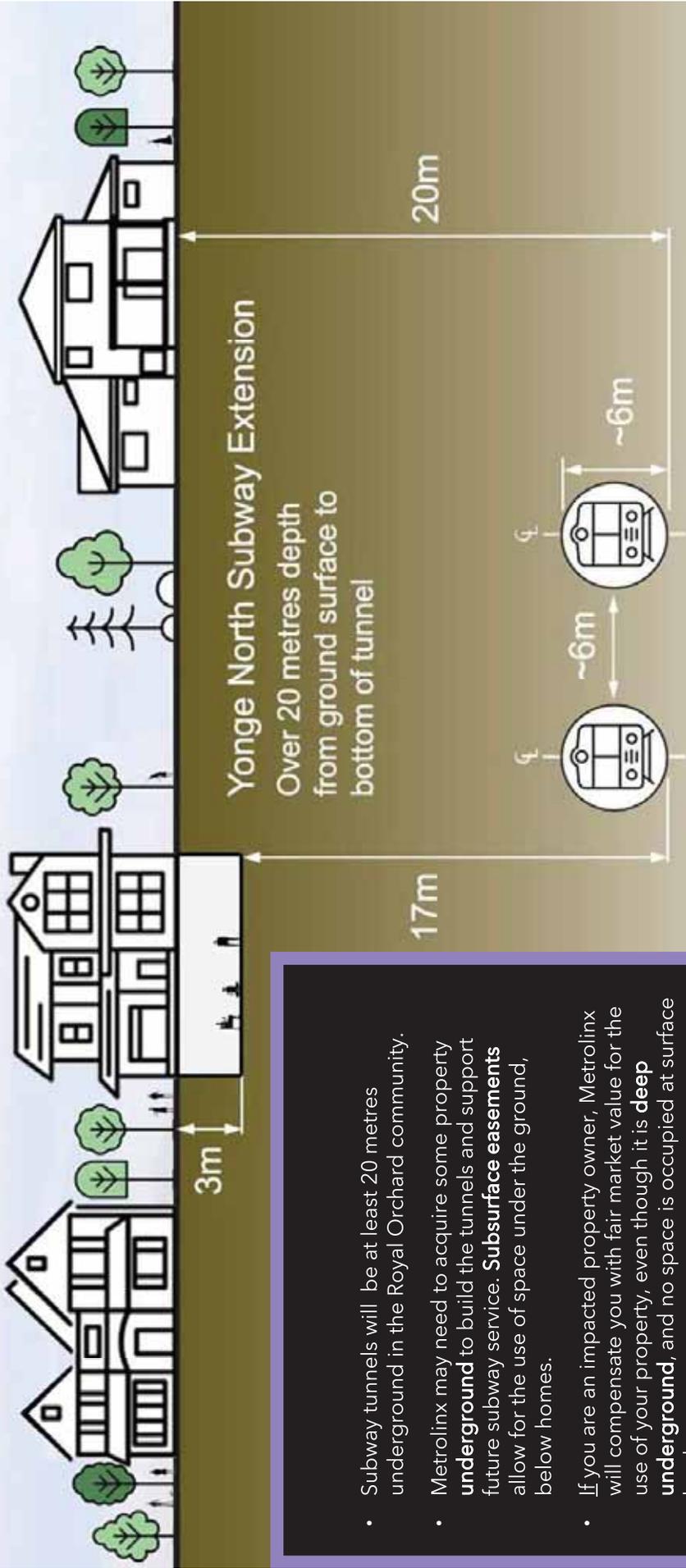
EPB Example Technology



Minimizing Construction Impacts

Metrolinx is committed to minimizing and managing construction impacts to you and your property.

- Pre-construction surveys: non-invasive assessment of the exterior of your property completed prior to the start of our construction
 - Completely voluntary, paid for by Metrolinx
- Monitoring: noise and vibration from construction, settlement during tunneling process.



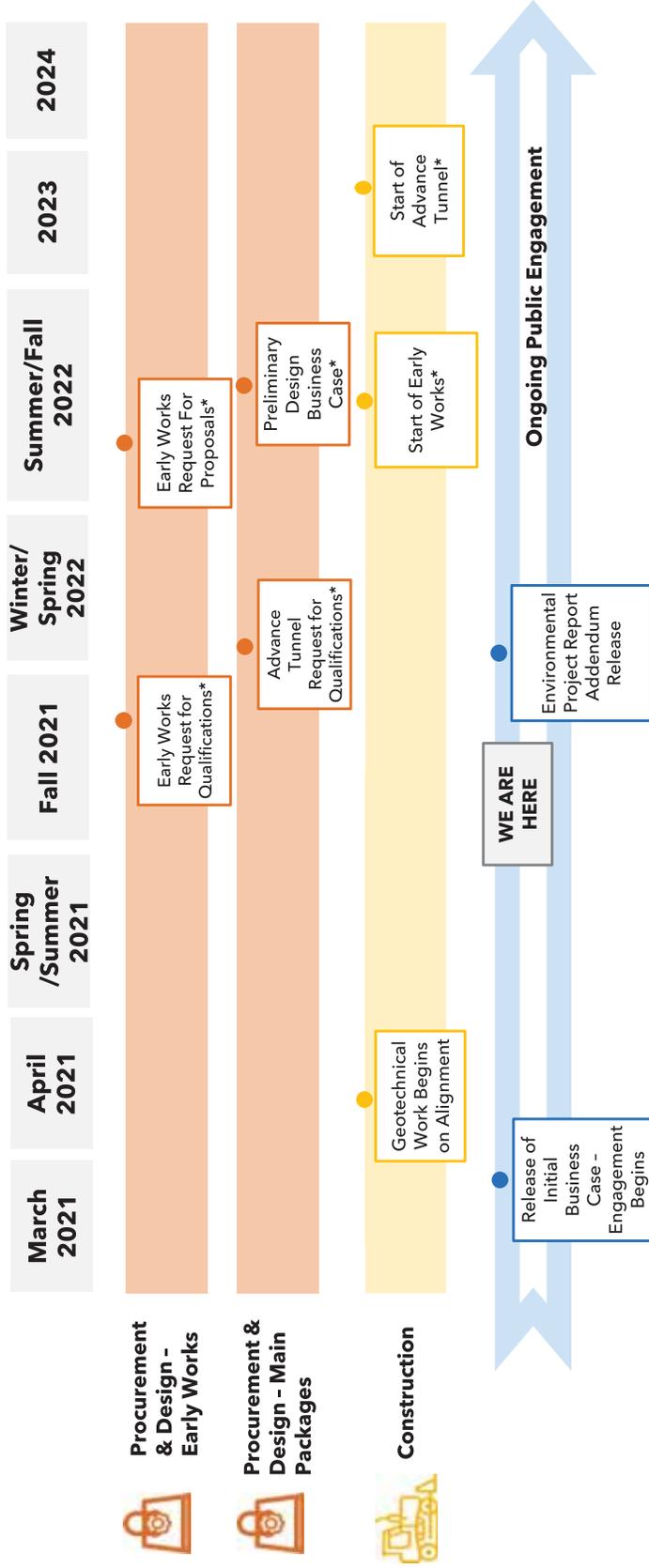
- Subway tunnels will be at least 20 metres underground in the Royal Orchard community.
- Metrolinx may need to acquire some property **underground** to build the tunnels and support future subway service. **Subsurface easements** allow for the use of space under the ground, below homes.
- If you are an impacted property owner, Metrolinx will compensate you with fair market value for the use of your property, even though it is **deep underground**, and no space is occupied at surface level.

Property Compensation Process

- We **strive to limit** the amount of property we need to support the construction of transit infrastructure.
- If Metrolinx confirms that your property is needed, you will receive written notification directly from us. Our commitment is to ensure that **owners and tenants do not experience a financial loss**.
- Metrolinx will work with property owners to answer questions and negotiate **mutually beneficial agreements** to buy the required property.
- You can expect to be compensated at a price you could receive through a sale at **fair market value**.
- We have a **transparent and unbiased process** to determine fair market value through our negotiations. Metrolinx uses a third-party appraisal expert to estimate property value.
- Residents can also **complete their own appraisal** to determine or confirm fair market value, for which Metrolinx will provide compensation.

Yonge North Subway Extension

Project Timeline

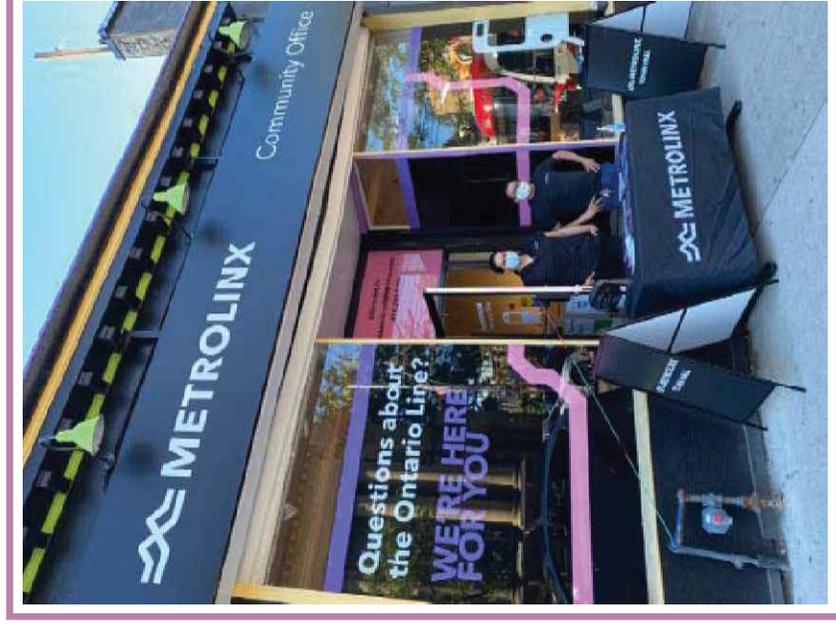


* Procurement and construction milestones are subject to government approvals

Yonge North Subway Extension

Community Office

Metrolinx is exploring locations for a community office near the Royal Orchard community. Once open, the Yonge North Subway Extension Community Relations team will be available from the community office, as well as the other usual channels.



Noise and Vibration Mitigation Experiential Program

Local Subway Tours

Visuals

- Infographics and posters
- Portable 'scale model' demonstration of train and track vibration isolation



Sound Demonstrations

- Listening Room for ground-borne sound from subway operations
- Headphone-based demonstrations of at-grade operations sounds



* Examples only

Yonge North Subway Extension

Sound Demonstrations

Community Office installation will offer attendees an opportunity to experience current and projected levels of sound when the subway is in operation.

Baseline for comparison will be current noise levels experienced in the Royal Orchard and Bayview Glen Communities, in various locations within a home.

Audio and visual demonstrations using state-of-the-art technology used internationally to test planned noise and vibration mitigation.



** Examples from Perth Airport*

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**



Metrolinx Engage Ask-A-Question



Parking on residential streets

Anonymous

Oct 20, 2021 - 15:35

How will residential streets near subway stops be protected from becoming parking lots?

- [Vote for this question1](#)
- [Downvote this question2](#)



Answer

Metrolinx

Nov 10, 2021 - 11:08

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. Parking will be evaluated in more depth through the release of the PDBC.

- [Vote for this question2](#)
- [Downvote this question0](#)



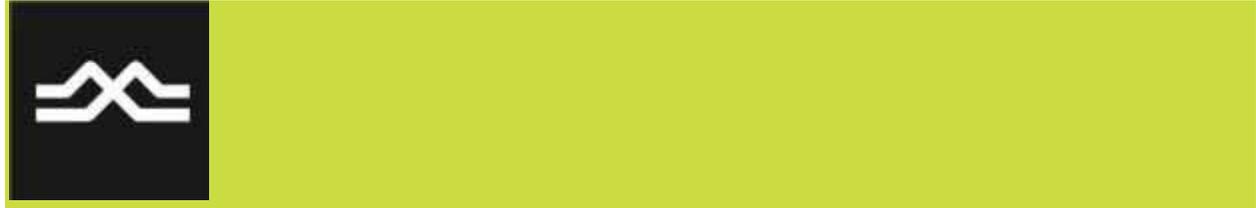
Ridership numbers and how to ameliorate crowding at Finch

Anonymous

Oct 20, 2021 - 18:11

Has anyone tried to predict the number of riders that currently go to Finch station who will board north of Finch plus the new riders north of Finch and the effect this may have on being able to board at Finch? What actions are being planned to address possible boarding issues at Finch as a result of trains being full by the time they arrive there?

- [Vote for this question2](#)
- [Downvote this question2](#)



[Answer](#)

Metrolinx

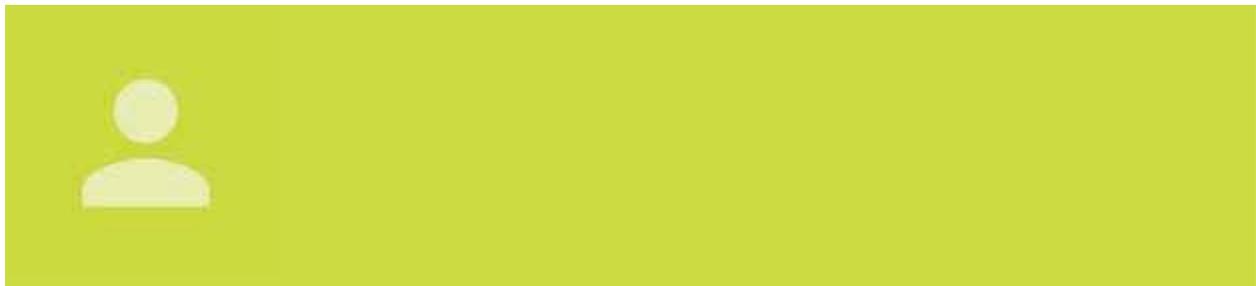
Nov 10, 2021 - 11:35

The extension won't come online until the Ontario Line goes into service, which will significantly reduce crowding on Line 1. The Yonge North Subway Extension is also one of four projects under the Subway Program that are designed to spread demand across the transit network as it expands.

Our analysis shows about 59,300 riders would get on the subway at Finch Station by 2041, if there the extension was not built.

In comparison, building the Yonge North Subway Extension would put a combined 94,100 riders on the subway daily. By 2041, this would bring 48,800 people within walking distance of the new stations and would give 26,000 more people access to rapid transit compared to a scenario where the extension was not built.

- [Vote for this question0](#)
- [Downvote this question1](#)



[Tunneling costs](#)

Anonymous

Oct 31, 2021 - 00:27

Instead of having the extension go east to reach the Richmond Hill line after leaving Royal Orchard station, how about having the line actually go slightly northeast to reduce tunneling costs a little bit more?

- [Vote for this question0](#)
- [Downvote this question1](#)



Answer

Metrolinx

Nov 10, 2021 - 11:37

The changes we've put forward to the route will allow us to bring rapid transit closer to more people through the addition of a fourth station.

Running the route along the existing CN railway corridor in the northern end of the route allows us to build a fourth station, within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other completely underground options, only three stations could be built.

To get to the rail corridor in that area, we need to run a tunnel off of Yonge Street that will connect with the rail corridor.

This approach will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres and the existing CN rail line runs through the centre of them. This location also fills the gap in the regional transit network by creating a multi modal hub at Bridge Station, connecting the subway with the GO and Viva Bus Rapid Transit networks, unlocking more travel opportunities and network connections across the region. These plans also better enable current and future development in the region.

Another benefit to running the route along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

- [Vote for this question1](#)
- [Downvote this question1](#)



When will the line be in service. How many stns

Anonymous

Nov 12, 2021 - 14:30

- [Vote for this question0](#)
- [Downvote this question1](#)



Answer

Metrolinx

Nov 24, 2021 - 00:33

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.

The latest plans for the project include four confirmed stations, with potential additional stations being studied further. Steeles, Bridge and High Tech stations were determined to be 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.

- [Vote for this question0](#)
- [Downvote this question0](#)

October 20th, 2021 Virtual Open House - Answers to Key Outstanding Comments

Bridge and High Tech

1. **What is the distance between the north platform of Bridge Station and the south platform of High Tech Station? Why are stations placed so close together but nothing between Clarke and Bridge?**

The stations on the northern section of the extension are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

Bridge and High Tech stations will support York Region's growth plans for the Langstaff Gateway and Richmond Hill Centre urban growth centres, which have been in place for many years in response to the demand for housing and employment opportunities in the region. Since those areas are expected to grow significantly in the years to come, these stations will help make sure any growth is sustainable by contributing a large portion of the riders that will use the subway extension.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

We are exploring opportunities with our project partners to include additional stations.

2. **Why is there a Hightech station right after Langstaff GO station - These two stations are so close! Don't see the point of having both of them.**

The areas around Bridge and High Tech stations are planned to grow significantly and will contribute a large portion of the extension's riders. Located between Highway 7 and Highway 407, Bridge Station will connect the subway and the Richmond Hill GO train line through Langstaff GO station, as well create vital connections between GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

3. **Why are you so obsessed with Bridge Station? It's clear that Metrolinx is in the pocket of land developers who want to build giant condo towers along Yonge Street and Hwy 7. In cancelling Cummer and Royal Orchard stations, but insisting that both Bridge and High Tech stations MUST be kept, you are sacrificing the interests of existing residents in favour of potential future condos**

Growing communities thrive with the right transit solutions in place. The latest plans for the Yonge North Subway Extension put two stations at the heart of Langstaff Gateway and Richmond Hill Centre, an area that is set to become a vibrant regional hub where people will live and work.

Serving this growing community with convenient options to use rapid transit will be good for everybody in York Region. Our plan will bring the many people who will live near Bridge and High Tech stations within a 10-minute walk of rapid transit.

The proposed transit hub at Highway 7 and Highway 407 will conveniently connect as many as six future and existing regional and rapid transit services, including the Richmond Hill GO train line. Bridge Station will give customers new travel options that will allow them to tap into the entire regional transit network.

We're exploring opportunities with our project partners that could support Cummer and Royal Orchard stations as the analysis is refined.

Public Consultation

4. What law states that Metrolinx cannot tunnel under a cemetery? I Believe the same law applies to my home. Why are my "sensitivities" & rights ignored?

There is no law that states we cannot tunnel under a cemetery, however our goal when we plan and design large projects like this is to minimize impacts as much as possible, and there are unique challenges we face no matter where we build. Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

We are confident that we can effectively manage any project impacts through robust planning, design work and community consultations. The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community.

5. **Approved Operating Plan - Can you share with us the detailed operating plan with funding of Option 3 and the comparison of a detailed operating plan for other options? Have you conducted research from local residents, councillors, and businesses in the area to support this endeavor? could you please share your results.**

Information on the operating concept and funding for each of the options studied can be found in the Initial Business Case in Chapter 6 – Financial Case and Chapter 7 – Deliverability and Operations Case.

Input from municipal and regional planners informed the development of the Initial Business Case and supplementary analysis. The insight we gathered from our partners helped us thoroughly understand the current land use characteristics, growth planned in each community served by the extension, and how that development will affect transit needs in the future. We'll be working closely with our partners as the design and planning process moves forward.

The plans we recently released in the Initial Business Case are just the first step of a planning process that includes robust and frequent conversations with communities. It provides recommendations that are backed up by evidence to make sure the proposal we're bringing forward for consultation is something we can confidently deliver.

We will continue to work with communities, municipalities and other partners such as the TTC and York Region Transit on further development of the operating plan for the extension as the project design and development progress.

6. **Why do you keep saying questions ? We are not asking questions! We want the subway on Yonge not under our houses! How tough is that for you to understand ? This is a plan cooked up by incompetent government "planners" who will not be affected where they live !**

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods remain sought-after places to live in. We are actively exploring refinements and improvements to our initial designs, like we do on all of our projects and we're looking at how we can build the subway even deeper, and under fewer homes in northern section of the route.

7. What is your definition of “consult”? Both Vaughan and Markham councils have opposed Option 3, School Boards oppose Option 3, residents oppose option 3. If Metrolinx doesn’t listen to vested participants in this alignment, don’t say you are consulting. You are telling.

The plans we recently released in the Initial Business Case are just the first step of a planning process that includes robust and frequent conversations with communities. It provides recommendations that are backed up by evidence to make sure the proposal we’re bringing forward for consultation is something we can confidently deliver.

Our goal is to ensure we bring transit to the most people while limiting impacts on homes, businesses and communities as a whole. Once we identify the path a transit line will take, we’re able to then target our outreach to start discussing any impacts and how we’ll solve for them. That’s what we’re doing now, and there will be many more discussions as we move forward together on this important project.

We are eager to connect with you throughout the life of the project so that you can share your input with us.

8. Why should we listen to you when you're not listening to us? Vaughan and Markham governments both oppose Option 3. Why are you on the side of the developers instead of the people?

The proposal that is moving forward will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the Option 1 or Option 2, Metrolinx would only be able to build three stations.

Running the subway along the CN rail corridor in the northern end of the extension will create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth. It will help us complete the project sooner than if the subway was tunneled the entire length of the route and also protects for a future northern extension of the subway along a railway corridor that already exists.

As we’ve stated, we are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we’re looking at how we can go even deeper and under fewer homes, in the northern end of the extension. We’ll continue to work closely with our regional and municipal partners as we advance our plans.

- 9. Why did you call a meeting in conflict with YRegion Trans? Thornhill is very concerned poor communication. I have outstanding questions since April 2021. Why did you schedule this meeting in conflict with the York Region Transportation meeting on the same date? Please answer all of my questions previously asked. Why don't you be honest with us?**

We know that October is a busy time for public meetings and that our virtual open house conflicted with a few public meetings on October 20th. To ensure people can still access the presentation, the virtual open house was recorded and posted on our website. You also still have the opportunity to ask us questions any time through Metrolinx Engage, via email YongeSubwayExt@Metrolinx.com or by phone (416-202-7000).

Route

- 10. What are alternative alignments that Metrolinx is looking at? Provide a map. What are alternative alignments that Metrolinx is looking at? Provide a map.**

We are determined to make the project the best possible fit for the communities it will serve and we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper, and under fewer homes, in the northern end of the extension. We'll continue to work closely with our regional and municipal partners as we advance our plans.

Our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community when our analysis is complete.

- 11. If Vaughan Council, Markham Council, and School board have all opposed Option 3, how does Metrolinx with good conscience, continue with Opt 3?**

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. As we've stated, we are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper and under fewer homes, in the northern end of the extension. We'll continue to work closely with our regional and municipal partners as we advance our plans.

12. Why are alternatives to option 3 being ignored. Why, with no votes from city councils, concern from CN and other transit experts, as well as area political leaders and residents, is this unethical design choice being pursued while other technical ethical solutions are available. A simple cheap idea is not always ethical or sensible. Catering to developers above long term residents is wrong.

The approach we're taking will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the other routes studied through the Initial Business Case, Metrolinx would only be able to build three stations. Running the subway along the CN rail corridor in the northern end of the extension will create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

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As we've stated, we are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper and under fewer homes, in the northern end of the extension. We'll continue to work closely with our regional and municipal partners as we advance our plans.

13. Why is Metrolinx continuing to pursue Option 3? With all the opposition, why is Metrolinx still continuing with Option 3, now rebranded as the "Reference Alignment"? No one is in support of this Option with shallow tunneling under houses and Schools. This includes everyone in the established Royal Orchard community, Markham Council, and Vaughn Council. Keep the Yonge Subway under Yonge St!

The approach we're taking will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the other routes studied through the Initial Business Case, Metrolinx would only be able to build three stations. Running the subway along the CN rail corridor in the northern end of the extension will create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres

deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

As we've stated, we are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper and under fewer homes, in the northern end of the extension. We'll continue to work closely with our regional and municipal partners as we advance our plans.

14. Given the massive opposition from so many sources, why is "option 3" still in your plan?

The approach we're taking will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the other routes studied through the Initial Business Case, Metrolinx would only be able to build three stations. Running the subway along the CN rail corridor in the northern end of the extension will create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

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As we've stated, we are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper and under fewer homes, in the northern end of the extension. We'll continue to work closely with our regional and municipal partners as we advance our plans.

15. Please provide the proposed Option 3 route as the geotechnical study is underway along this route. Please do not beat around the bush to provide the answer that you have.

The investigative drilling work currently underway in Royal Orchard will help us better understand soil and groundwater conditions in the area. This will inform the planning and design stage for the Yonge North Subway Extension as we actively explore refinements and improvements to our initial designs to tunnel deeper and under fewer properties. Ultimately, we want to ensure we bring transit to the most people while limiting impacts on communities as a whole.

It is also worth noting we're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

16. We would like to know the exact location from the point where the line exits Yonge to where it meets up with the existing line.

The updated route curves away from Yonge Street and runs underground to the proposed subway tunnel portal south of Langstaff Road. The precise location of the tunnel portal will be confirmed through further planning and design work. We will have more details to share as we complete updated environmental studies for the project. We expect to issue a draft environmental report early next year.

17. What exactly are the benefits of Option 3? You constantly talk about the benefits but I have never seen nor heard what those benefits are. Who benefits from this option?

By running the route of the subway at ground level within the existing CN railway corridor, we are able to build four stations along the subway extension. If we were to follow the original route, only three stations could be built within the project's funding envelope. This approach reduces the need for complex and costly construction of tunnels and underground stations, and will help us complete the project sooner than if the subway was tunneled the entire length of the route. It will also help us create better, faster connections with GO trains and bus rapid transit services in an area that is set to become a vibrant regional hub where people live and work.

This project will be critical in supporting York Region's growth plans, particularly for the Richmond Hill Centre and Langstaff Gateway urban growth centres. 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. These growth plans need to be supported by a strong foundation of fast, reliable rapid transit with convenient connections to the regional transportation network that will keep people moving and give them more options to move around – whether those people are new to the community or have lived there for many years.

We are working to make sure after the extension opens, there is no significant difference in noise and vibration levels in the communities it runs beneath. We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the

extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods remain sought-after places to live in. We are actively exploring refinements and improvements to our initial designs, like we do on all of our projects and we're looking at how we can build the subway even deeper, and under fewer homes in northern section of the route.

18. Provide the detailed proposed route - Option 3. We have heard that you have disclosed to certain parties (school board, City) the final route of the tunnels and map. And you are repeatedly telling us (residents) that the route is not finalized though you are digging boreholes in a premeditated manner. Why are you not disclosing the route to residents of Royal Orchard community?

The investigative drilling we're doing in the northern segment of the route will inform our planning and design work as we look at how we can build the subway even deeper, and under fewer homes in the Royal Orchard community. We want the subway extension to be the best possible fit for the communities it will serve. That's why we are actively exploring refinements and improvements to our initial designs, like we do on all of our projects. We look forward to providing an update on this work in the near future.

19. What are the benefits of Option 3, namely realigning part of the subway from Yonge Street east to the railway

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built.

Running subway trains along the existing CN rail corridor in the northern end of the route makes it possible to build that fourth station – and that's why we need to run a tunnel from Yonge Street to connect to it. This approach also protects for a simpler and less costly further extension of the subway in the future.

It's important to note that we're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

20. What about leaving Yonge at Centre directly to the CN Rail? Where you are already prepared to leave Yonge Street at Royal Orchard, would you consider instead leaving Yonge right at Centre Street, crossing under the golf course directly to the CN Rail? This way only a handful of residences would be affected - also, might Centre Street not be considered a logical station location?

We closely studied leaving Yonge street at Centre as suggested. Our analysis shows there is lower potential for growth near Centre Street compared to the other potential stations because it is located within the boundaries of heritage conservation districts in Markham and Vaughan. Leaving Yonge Street at Centre would also affect a similar number of single-family residential properties as the preferred route and presented fewer benefits, as it would increase travel time for riders.

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built. Running the subway along the CN rail corridor in the northern end of the extension will also create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

21. Why not continue on Yonge Street? Common sense and EVERY concerned group including City councils, neighbourhood and residents groups and business groups ALL strongly want the subway extension to stay under Yonge Street. This was also the original plan for decades. Why change to something that causes greater disruption and no benefits?

The approach we're taking will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the other routes studied through the Initial Business Case, Metrolinx would only be able to build three stations. Running the subway at surface level along the CN rail corridor in the northern end of the extension will also create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

This project will be critical in supporting York Region's growth plans, particularly for the Richmond Hill Centre and Langstaff Gateway urban growth centres. 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. These growth plans need to be supported by a strong foundation of fast, reliable rapid transit with convenient connections to the regional transportation network that will keep people moving and give them more options to move around – whether those people are new to the community or have lived there for many years.

As we've stated, we are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper, and under fewer homes, in the northern end

of the extension. We'll continue to work closely with our regional and municipal partners as we advance our plans.

22. Option 3 - You have never tunneled under housing. Why pick the most complicated route? Obviously there is another reason. A developer will benefit.

Subways around the world, including in the Greater Toronto Area, travel underneath homes and businesses all the time. Approximately 74 per cent of the current TTC system is underground today. The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

If we were to tunnel the entire extension, we would not be able to include a fourth station. Running the subway along the CN rail corridor in the northern end of the extension will also create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

This project will be critical in supporting York Region's growth plans, particularly for the Richmond Hill Centre and Langstaff Gateway urban growth centres. 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. These growth plans need to be supported by a strong foundation of fast, reliable rapid transit with convenient connections to the regional transportation network that will keep people moving and give them more options to move around – whether those people are new to the community or have lived there for many years.

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23. Will you be tunneling under St Anthony and Baythorn PS in a proposed alignment?

The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the near future as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

24. What his the real reason you have decided to adopt Option #3 ? This is obviously a benefit to large developers and totally detrimental to the living Royal Orchard residents. Notice I said living as you have been warned off going under the deceased at Holy Cross ! I cannot believe the shell game you people are trying to foist upon us. We are living citizens in Canada a supposedly democratic country.

Our goal when we plan and design large projects like this is to minimize impacts as much as possible, and there are unique challenges we face no matter where we build. Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

We are confident that we can effectively manage any project impacts through robust planning, design work and community consultations. The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community.

25. Why not tunnel under Holy Cross if tunnels so deep? I have been advised that in a recent reply to a complaint by a taxpayer that Metrolinx has assured her that the disruptions to families and homes will be NIL, due to the depths of the tunnels and the modern technology that will be used. If that is the case, then why can't you tunnel under the cemetery where no one sleeps or lives?

Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

It's important to note that we're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

26. Where do we pick up our Holy Cross Veto exemptions? I am very sensitive. So are my neighbours. I have asthma, am a cancer survivor and suffer from ptsd. I want a veto from the subway going under, cross, through or behind my house. Who do I call?

Our goal when we plan and design large projects like this is to minimize impacts as much as possible, and there are unique challenges we face no matter where we build. Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

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27. What difficulties are posed in using cemetery property for subway/road? What is Process in moving graves?

Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

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28. Why are deceased people more important than us? If you went up Yonge you would not have any of these issues! Boy double depth burials get more weight than we living citizens. Thanks Stephen!

Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

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Decision-making

29. How does the final decision get made? Who is the final decision maker regarding which option is finalized? Please be specific as to how that process will work.

Final decisions on project scope, including the route of the subway extension and station locations, will be made by the Province of Ontario, in consultation with government partners. These decisions will be informed by updated environmental studies, feedback from communities, and detailed technical work done by Metrolinx.

30. Has CN Rail provided permission/access to corridor for subway?

We are in discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN – we share rail corridor throughout our existing GO network, and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

31. Knowing the route is important, but I still think moving off Yonge is a shortsighted decision. These are 100-year calls that are being made and the original plan of keeping the subway under Yonge St is still a better long term solution. For full disclosure I am not impacted by this route change, but I still think it is the wrong call for the future

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built.

Running subway trains along the existing CN rail corridor in the northern end of the route makes it possible to build that fourth station – and that's why we need to run a tunnel from Yonge Street to connect to it. By aligning the subway at surface level in a railway corridor that already exists, we can also protect for an easier and less costly extension of the subway further north in the future. This approach will also create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

This project will be critical in supporting York Region's growth plans, particularly for the Richmond Hill Centre and Langstaff Gateway urban growth centres. 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. These growth plans need to be supported by a strong foundation of fast, reliable rapid transit with convenient connections to the regional transportation network that will keep people moving and give them more options to move around – whether those people are new to the community or have lived there for many years.

As we've stated, we are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper, and under fewer homes, in the northern end of the extension. We'll continue to work closely with our regional and municipal partners as we advance our plans.

32. Why not let taxpayers vote: save \$\$ or do not hurt local res? I am a York region taxpayer. I am told that to keep the subway on Yonge is more expensive. I don't live around Yonge area. But I don't want to save my tax dollars at the expense of local residents. Residents will lose much more over the years than is saved of my taxes. Why does YNSE find it acceptable? Why not to let taxpayers vote on it?

The plans we released in the Initial Business Case are just the first step of a planning process that includes robust and frequent conversations with communities. The business case provides recommendations that are backed up by evidence to make sure the proposal we're bringing forward for consultation is something we can confidently deliver.

Our goal is to ensure we bring transit to the most people while limiting impacts on homes, businesses and communities as a whole. Once we identify the path a transit line will take, we're able to then target our outreach to start discussing any impacts and how we'll solve for them. That's what we're doing now, and there will be many, many more discussions as we move forward together on this important project.

33. The Promenade area is the hub of Thornhill. Obviously the subway curving from Yonge and Steeles to Bathurst and Centre and then to Yonge and Highway 7 is more costly, but shouldn't the subway go to where people live, work and shop?

Communities are at the centre of our decision-making. Any decisions we make on the route of the subway and the location of stations are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other important community considerations.

Steeles, Bridge and High Tech stations were determined to be 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.

We will continue to keep your community at the heart of our planning process as we advance this important project.

34. Exactly when is the final route to be chosen and publicized?

The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the near future as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

35. Why not a underground bus terminal at Steeles station? In the initial conceptual plans, it showed that Steeles station would have an extensive underground bus terminal that would both serve TTC and a number of YRT services. It also showed in the plans that this bus terminal would easily connect to the proposed Steeles BRT. What happened to this plan? Building a surface terminal would hinder development

The number of transit connections expected at the Steeles Station hub calls for a significant amount of space for buses to safely move around the terminal to pick up and drop off passengers.

Our early analysis showed that an area roughly half a kilometer long and almost as wide as Steeles Avenue (the pavement spans four lanes at Yonge Street) would need to be hollowed out, two levels below the surface. The excavation needed would be a significant increase to the cost of the project, along with extra expenses to relocate utilities from beneath the intersection.

The switch to plans for a street-level bus terminal also eliminates the need for a system that draws fresh air from the surface to circulate underground. Accommodating those ventilation requirements would have contributed to the cost of building and operating the station. The design concept and requirements for the bus terminal 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.

36. Why not create an exclusive bus lane system - Yonge Street is wide enough to permit exclusive rapid bus lanes. This could be built far quicker than underground subways and would be far less costly to the lowly taxpayers. Any consideration for this idea??

This Yonge North Subway Extension will be critical in supporting York Region's growth plans, particularly for the Richmond Hill Centre and Langstaff Gateway urban growth centres. 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. These growth plans need to be supported by a strong foundation of fast, reliable rapid transit with convenient connections to the regional transportation network that will keep people moving and give them more options to move around – whether those people are new to the community or have lived there for many years

Extending subway service through Vaughan, Markham and Richmond Hill will bring a world-class level of convenience and a better quality of life to the communities it serves. It will provide faster, easier access to downtown Toronto, York Region and all points in between. The Yonge North Subway Extension will reduce the time it takes to travel from the Yonge Street and Langstaff Road area to downtown Toronto by as much as 22 minutes – going from 70 minutes today to 48 minutes with the extension. We know that higher-order transit like this is transformative in so many ways. The Yonge North Subway Extension will expand travel options along York Region's Viva bus rapid transit lines and provide more Line 1 subway riders with a seamless journey. These benefits will also provide better access to jobs and offset traffic congestion, saving more than 4,800 tonnes of greenhouse gas emissions annually, as drivers get out from behind the wheel in favour of using the subway.

37. Why not create exclusive bus lanes instead of an underground subway? The cost savings would be gargantuan (a blessing for tax payers), it could be started and completed in far less time than going underground, and Yonge Street is certainly wide enough to accommodate the exclusive bus lanes. Eglinton is an absolute nightmare.

This Yonge North Subway Extension will be critical in supporting York Region's growth plans, particularly for the Richmond Hill Centre and Langstaff Gateway urban growth centres. 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. These growth plans need to be supported by a strong foundation of fast, reliable rapid transit with convenient connections to the regional transportation network that will keep people moving and give them more options to move around – whether those people are new to the community or have lived there for many years

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traffic congestion, saving more than 4,800 tonnes of greenhouse gas emissions annually, as drivers get out from behind the wheel in favour of using the subway.

38. Why are we building this extension anyway ? - A one line tunnel, by 2030+, will not handle the rider load ! Probably 1,000,000+ NEW residents in this area in 10 years ! Hwy. 407/ Yonge is slated to be a confluence for traffic and passengers for the subway. We will need 2 lines ? More tunneling under houses? We're at risk, and no Royal Orchard station ? Am I correct, or nuts?

Extending subway service through Vaughan, Markham and Richmond Hill will bring a world-class level of convenience and a better quality of life to the communities it serves. It will provide faster, easier access to downtown Toronto, York Region and all points in between.

We know that higher-order transit like this is transformative in so many ways. The Yonge North Subway Extension will expand travel options along York Region's Viva bus rapid transit lines and provide more Line 1 subway riders with a seamless journey. These benefits will also provide better access to jobs and offset traffic congestion as drivers get out from behind the wheel in favour of using the subway.

The Yonge North Subway Extension will put a combined 94,100 riders on the subway daily. By 2041, this would bring 26,000 more people within walking distance of the new stations and would give 26,000 people access to rapid transit compared to a scenario where the extension was not built.

In regard to Royal Orchard Station, we're exploring opportunities with our project partners that could support additional stations as the analysis is refined.

Stations

39. Why is there no planned stop for Yonge & Centre Street?

Our analysis shows there is lower potential for growth near Centre Street compared to the other confirmed and potential stations because Centre Street is located within the boundaries of heritage conservation districts in Markham and Vaughan.

40. Doesn't a station at Centre makes the most sense? How much are the rich folks living on Centre Street paying Metrolinx/ON to avoid building a station there?

Our analysis shows there is lower potential for growth near Centre Street compared to the other confirmed and potential stations because Centre street is located within the boundaries of heritage conservation districts in Markham and Vaughan.

All four stations that are included in the latest plans for the project were shown through our analysis to be essential to bring faster transit to more people. Steeles, Bridge and High Tech stations will significantly improve access to frequent rapid transit, providing easy connections to local and regional

travel options that will help people move around the GTA and beyond. 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.

We are working with our partners to explore opportunities that could support additional stations at Royal Orchard Boulevard and Cummer Avenue.

41. What is the status of possibly adding a fifth station? Is there still a possibility that a fifth station will be added? How likely is this scenario? Is Metrolinx actively working to make sure that we do have a fifth station on the line?

We are working with our partners to explore opportunities that could support additional stations at Royal Orchard Boulevard and Cummer Avenue.

At this time, we are developing the project based on the four confirmed stations. In parallel, we are advancing the planning of both Royal Orchard and Cummer stations to be prepared if funding for additional stations is approved.

42. How many stations are included and where? What is the difference between this extension compare with the existing line? Physical and technical?

The project includes four new stations, including a newly proposed transit hub at Highway 7 and Highway 407 ('Bridge Station') that will conveniently connect to as many as six future and existing regional transit lines, as well as local bus services.

A station at High Tech Road will serve future communities envisioned within the Richmond Hill Centre area.

A station at Steeles Avenue will connect with local bus routes that serve Toronto and York Region, as well as a future TTC rapid transit line proposed to connect communities along Steeles Avenue.

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.

One of the more noticeable and innovative changes in the updated plan is how the line will run at ground level in the northern part of the extension, linking up with the CN railway corridor in the area of Langstaff Road. Adjusting the route of the line in this area will better position the project to serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, which are poised for significant development. Creating stronger connections here will mean better connections to transit, including the Richmond Hill GO train line, and less traffic congestion as communities grow.

This shift will also ensure the project can be built in less time by minimizing lengthy and disruptive excavations, in turn reducing inconveniences to neighbouring communities. The adjusted plans also protect for further extension of the line in the future by positioning the northern end of the project along an existing rail corridor.

43. Will there be any indoor bicycle storing facility? Indoor bicycle storing facility at stations allows passengers to store their bicycles more safely.

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, route, and benefits. There will be bike parking, either indoor or outdoor, at every station and we are evaluating indoor parking at stations based on demand and available space.

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

44. Disability access- Will the stations be accessible for seniors with walkers, canes, or possibly wheel chairs? Not all of the existing subway stations even now are accessible for any people with disabilities. Often escalators (the few that there are) are non-functioning.

The extension will meet or exceed all up-to-date accessibility standards.

**45. Clark Station - Is Stn. on S. side (parking lot) or N. side (Auto garage)? as # of conflicting turns & stops differ. Could #23 alternative run short turn service only to & from Promenade?(S. of Clark, it is very close to Steeles & would eliminate 1 platform (space) @ Steeles). Orange needs longer platform.
Possible hi-rise housing & commerce on Clark E.?**

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, route, and benefits. The design for Clark Station will be evaluated in more depth through the PDBC.

46. Wayfinding Design Standard – Will Metrolinx be using their own wayfinding design standards on the extension stations? If so, won't it be jarring for passengers to have one wayfinding standard south of Finch Station and a different standard north of Finch?

Metrolinx and our transit partners across the region are working together through the Regional Transit Wayfinding Harmonization project. The goal of the initiative is to improve the consistency of wayfinding across the region to make your commute better and easier.

Operations

47. Proximity of subway & rail lines. How will accidents & movement conflicts be handled /mitigated?

The subway will run within the CN railway corridor on its own dedicated tracks that will be completely separate from other rail operations. Some adjustments to the CN rail track may be required, in addition to placing the subway track through the corridor. Any improvements needed to the CN rail corridor will be determined through our ongoing discussions with CN.

Timelines

48. Starting date of construction - completion date. I've never heard any reference to an approximate starting date of construction, or a completion date. Can you enlighten us to an approximate date for both?

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.

49. What is the project time frame, including starting time and phases?

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.

Funding

50. Where are the cost estimates (up Yonge vs. Option 3) ? I have asked for these figures before, on your website, and have yet to receive any comments.

The Yonge North Subway Extension has been in the planning stage since the initiation of the Transit Project Assessment Process in 2007. Before Metrolinx assumed responsibility for the project in 2019, the estimated cost for the previous five station plan, which included stations at Cummer, Steeles, Clark,

Langstaff, and Richmond Hill Centre, had grown to \$9.3 billion, based on updated design information and cost estimates. The current proposal for the Yonge North Subway Extension uses innovative solutions to ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within a funding envelope of \$5.6 billion.

You can find a more detailed breakdown of costs on page 120 in the Initial Business Case.

Parking

51. As per Gila Matlow's comments, why is there no planning for parking at Yonge and the 407?

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. Parking will be evaluated in more depth through the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Business Case

52. According to YOUR business case, Opt 3 does meet optimal transit planning criteria (i.e. opt 3 does not take the most cars off the road, and does not provide the highest ridership). Why is Opt 3 still supported? Isn't the primary objective of a subway plan to be an optimal transit delivery model?

Through our analysis, we found that Option 1 could be delivered with up to three stations at Steeles, Richmond Hill Centre, and Langstaff within the \$5.6 billion announced funding envelope. Option 2 could also accommodate up to three stations in roughly the same areas. Option 3 has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project.

This route also brings as many as six major rapid transit lines together through a new station in the northern section of the route – tentatively referred to as 'Bridge Station.' Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, Bridge Station will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire region through convenient connections to the regional transit network.

53. Your own reports show more ridership on Option 1. Why go to Option 3. We're guinea pigs.

Through our analysis, we found that Option 1 could be delivered with up to three stations at Steeles, Richmond Hill Centre, and Langstaff within the \$5.6 billion announced funding envelope. Option 2 could also accommodate up to three stations in roughly the same areas. Option 3 has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project.

This route also brings as many as six major rapid transit lines together through a new station in the northern section of the route – tentatively referred to as 'Bridge Station.' Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, Bridge Station will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire region through convenient connections to the regional transit network.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

54. Was an option to have the line extended elevated from Finch to Richmond Hill studied?

Elevated options were not part of our business case analysis for the Yonge North Subway Extension because there would not be enough clearance between the highway overpasses and the overhead hydro lines in the northern section of the route to accommodate an elevated subway. Running the route underground from Finch Station to the CN Railway corridor means we can limit our property needs and minimize impacts to the community.

Transit Connections and Local Area Planning

55. Why no Thornhill station? Thornhill residents have waited more than 40 years for a Yonge Subway extension to Thornhill. Now it seems it will finally be built. But there will be no Thornhill stations. With no proximate access and substantial increased bus/car traffic on an overburdened Yonge St, why should the people of Thornhill (Vaughan & Markham) support this project?

A new station in Thornhill at the intersection of Clark Avenue and Yonge Street will be included as the fourth station on the Yonge North Subway Extension. Clark Station will join Steeles, Bridge and High Tech stations to serve growing neighbourhoods along the Yonge Street corridor and beyond, becoming part of an expansive map of integrated projects, routes and even transit carriers that are rewiring the way riders can easily get to points all around the Greater Golden Horseshoe Region of Ontario. Our analysis shows Clark Station will put 8,100 people and 1,900 jobs within a 10-minute walk of the subway

by 2041, which will feature transit hubs that will provide seamless connections to local and regional travel options.

One of the most important bus connections will be with the future extension of Viva Orange service, which will bring convenient access to areas like the Bathurst-and-Centre corridor and Promenade Centre, which is expected to be home to more than 11,000 people and almost 6,000 jobs in the years to come. We are exploring opportunities with our project partners to include Royal Orchard and Cummer stations.

Further discussions will be pursued with regional, municipal and development stakeholders to explore innovative funding solutions to enhance the final project scope.

56. RICHMOND HILL CENTRE (temporary end of line)- Will routes #16 & 85 / branch -east & westbound use this station?

Will there be separate branch of these to Vaughan's hospital Terminal along future Mack busway?

Will routes #23 & 88 / branches loop here / continue to Steeles?

Will Blue bus lines continue to use this loop/ use Bridge Stn.?

Will it be linked by walking tunnel to Bridge Stn.?

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.

57. STEELES & Transit carriers - In what city/cities & sectors will stn. be located? Will routes TTC # 99 & 98 be on st. /in station? Will TTC #53,60 & # 7 & #11 be using 60 & /40 ft. busses? & YRT? Will YRT 98 & 91 use own platforms/have on street loop? How will bus layovers be handled? How will plazas & residential hi rises be linked? How many buildings in @ city?

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.

58. Will Orange line use this station? So it could interline with the Pink & Purple lines .(#23 could go from Promenade to Clark Stn.) Would Orange continue to Beaver Creek area & return plus Pink & Purple continue to Promenade & return? Would Blue north & south & 407 Express trains go here or use Richmond Hill Centre to connect to subway?

One of the most important bus connections at Clark Station will be with the future extension of Viva Orange service, which will bring convenient access to areas like the Bathurst-and-Centre corridor and Promenade Centre, which is expected to be home to more than 11,000 people and almost 6,000 jobs in the years to come.

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.

59. How will hi-rises on Steeles W. be linked to Stn? Is there room on Steeles W. for additional stoplight twixt Cdn Tire & Yonge?

Metrolinx is coordinating with municipalities and local transit agencies to integrate Steeles Station with all modes of transportation and align with the City of Toronto's Yonge Street North Transportation Master Plan, City of Vaughan's Yonge Steeles Urban Design & Streetscape Study, City of Markham's Yonge Street Corridor Secondary Plan and proposed development applications in the area.

As planning and design work on the project continues, we will work with our municipal partners to ensure subway stations are safe, convenient and accessible. At Steeles Station, this includes new traffic signals at Steeles and Yonge to provide better pedestrian crossings opportunities, underground connections to the station with future developments, and integrating with future bus transit facilities.

60. Will there be more lights north/south of Steeles? How about E. of Yonge? When will traffic vol. study be done & linked to residents & businesses?

Metrolinx is conducting a comprehensive traffic analysis in collaboration with municipalities and local transit agencies. At Steeles Station, this analysis looks at station access and will ensure reliable and efficient bus operations.

At Steeles Station, this includes new traffic signals at Steeles and Yonge to provide better pedestrian crossings opportunities, underground connections to the station with future developments, and integrating with future bus transit facilities.

We expect to release the results of the traffic analysis and the proposed design in early 2022.

61. Will bus bays be exclusive or shared? Location of Bus exits & entries ?

The design concept and requirements for the bus terminal 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

62. How will you help make the subway more accessible for RO? You mentioned that you aim to optimize subway for walking access (re: questions around parking). As it stands with Option 3, it's very difficult for the community residents to walk to the planned stations. How will you make it more accessible for the Royal Orchard residents? Perhaps a more direct walking path (e.g. along the CN corridor)?

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.

As planning and design work on the project continues, we will work with our municipal partners to ensure subway stations are safe, convenient and accessible.

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Property Impacts

63. Why do you suddenly own the rights to my home?!? Do you not find it strange that you DON'T ask permission to dig under our homes, yet, ironically, any house affected by the subway line, has to then ask permission to do any work to their home. Want a new pool -- ask Metrolinx!! Want a new deck -- ask Metrolinx!! Any renovations that want/need to be done, has to be approved by Metrolinx!! Why??

We recognize how important your property is to you and we are committed to providing clear, accurate information as soon as possible. If Metrolinx confirms that your property is needed, you will receive written notification directly from us. Our commitment is to ensure that owners and tenants do not experience a financial loss.

Metrolinx may need to acquire some property underground to build the tunnels and support future subway service. 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. Subsurface easements allow for the use of space under the ground, below homes.

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 even when the infrastructure we are building is deep underground and no space is occupied at surface level.

Permits are needed for work that would add, change or extend a structure on the property, such as a shed or an extension on a home. They are also needed for excavation or drainage work, like when building a pool. You won't need a permit for work inside your home, like renovating a kitchen or bathroom.

Permits help Metrolinx understand what work might be happening along the priority transit project corridor and avoid conflicts that might delay transit construction or your plans. Metrolinx wants to work with you to coordinate construction activities and timing – not prevent you from making improvements. It is not expected that plans will be impacted in the large majority of cases. If some changes to your plans are required, Metrolinx will work with you on a solution.

64. Cost of risk in tunnelling under our homes - As the marketplace has changed, contractors will not assume risks for tunnelling under homes, how is Metrolinx going to assume that risk which will cost money?

Subways run under residential properties in many places throughout the world, and this is not an uncommon scenario for engineers and builders to encounter. Roads are also sensitive and critical infrastructure with water, sewer and gas pipes buried underneath. Tunnelling in any of these must be undertaken in a manner that doesn't compromise on safety, regardless of what is above it.

We hold ourselves to the highest standards when it comes to safety. The Yonge North Subway Extension is no exception. We will ensure the strong, industry-leading safety standards are in place through construction and operations.

65. Are you going to expropriate homes There are rumours that homes on Shieldmark have received expropriation orders.

We are still very early in the planning and design process and have not identified impacted property owners.

If you live near a proposed project and you haven't been contacted by Metrolinx yet, it could be for one of two reasons: either no impacts to your property are anticipated, or teams may not be at the stage where they are able to confirm if your property is needed, though it may be confirmed through further design work.

Metrolinx strives to communicate with property owners early and often so that there is ample time to work through solutions. We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity.

66. Metrolinx made a comment on the adjustment application - Metrolinx requests that an interference warning clause be inserted into any rental agreements/offer of purchase/ sale the property located 300 meters of the rail corridor right-of-way the extension work may result noise vibration electromagnetic, stray current smoke etc. Explain with this situation what would be the future of this neighbourhood?

[The Planning Act](#) requires municipal planning departments to notify companies operating a railway line regarding proposed development activity within **300 metres** of the railway line. Metrolinx is the owner and/or operator of railway property, including the portion of the CN Rail corridor behind Shieldmark. Metrolinx reviews and comments on development applications within 300 metres of any rail corridor and within 60 metres of light rail transit, subway corridors and future transit projects. These comments are standard for any minor variance application in proximity to our rail corridor, as they help to avoid any land use conflicts, and make applicants aware of all possible impacts that could be associated with building close to our transit corridor.

Some properties in the Royal Orchard neighbourhood are in proximity to both the CN rail corridor, which carries Metrolinx's Richmond Hill GO train service, and the proposed alignment of the Yonge North Subway Extension. Any comments received about impacts 300m from the rail corridor would have been related to the existing Richmond Hill GO line, not the Yonge North Subway Extension.

More detailed information on the review process can be found in our [Adjacent Development Guidelines](#).

67. What insurance will you provide to residents against damage to their properties either during construction or subsequent operation period. How contractually binding would this be, and not simply words or statement of intent?

The tops of the tunnels through the Royal Orchard community will be at least 14 metres below the surface, which is equal to the height of a four-storey building. They will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards.

To build the tunnels for the subway extension, Metrolinx will use state-of-the-art tunnel boring machines that carefully chew through and remove soil and rock. The Yonge North Subway Extension will use innovative technology that will help the machines adapt to different soil conditions when tunnelling. These specialized tunnel boring machines will minimize any surface settlement and protect properties along the tunnel alignment.

Metrolinx is committed to minimizing and managing construction impacts to you and your property. Before construction starts, we provide pre-construction surveys. A pre-condition survey is a non-invasive assessment of the exterior of your property completed prior to the start of our construction. This survey is an industry standard used to set baseline conditions of properties located in close vicinity to a construction site. Participation is completely voluntary and the service is paid for by Metrolinx.

During construction, we monitor noise and vibration and settlement during the tunneling process. Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. Our aim is to ensure no appreciable difference between existing noise and vibration levels in your community.

68. Why are project risks to be assumed by contractors and not you? Metrolinx is allocating project risks to the contractors which could mean that when residents face risks our recourse will be to put claims on contractors. How can you indulge in such an unfair practice as Metrolinx has enabled the decision on Option 3. We should have the right to claim from you as contractors may go out of business for claims.

Ultimately, the risks associated with the project rests with Metrolinx. When Metrolinx contracts for construction work, it requires its contractors to carry insurance policies that are appropriate for the work being done.

We establish clear processes to investigate and document the existing conditions before construction, and we require ongoing monitoring during and after construction to protect against and prevent damage to property. In the event that there are damages, we are involved in the process to ensure it is done fairly and equitably for the property owner.

69. Is Metrolinx or decision makers providing the residents an irrevocable guarantee that the Project and subsequent operating trains will not in anyway impact our properties? If not, how are you giving us advise on how to protect our homes and properties from noise, vibrations or any other collateral damage due to your option 3?

Our job is to make sure that any impacts to communities are minimal and that they are far outweighed by the benefits new transit options bring.

The tops of the tunnels through the Royal Orchard community will be at least 14 metres below the surface, which is equal to the height of a four-storey building. The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. Our aim is to ensure no appreciable difference between existing noise and vibration levels in your community using high-quality, modern tunnels built to the latest industry standards. We will work with communities to ensure a comprehensive array of solutions are in place to keep things peaceful and quiet when the extension is up and running.

Where we need to acquire property to support new transit infrastructure, it is our responsibility to compensate property owners fairly, not necessarily because the subway will impact their property, but because they own the land that is needed. Whenever we need to acquire property to support a new transit project, we ensure that owners and tenants experience no financial loss.

We have a transparent and unbiased process in place to determine fair market value through appraisals and negotiations. Metrolinx 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.

When we confirm our property needs for the project, we will reach out to property owners to explain in detail what is needed and whether that need is permanent or temporary.

70. Does expropriation include land transfer tax and real estate fee - to purchase a new home after we are thrown out of our 36 year home? These fees are now so high. One does not give up a neighbourhood and life forcibly.

Metrolinx strives to limit the amount of property we need to support the construction and operation of important and much-needed transit infrastructure. Metrolinx will only look to acquire property that is absolutely necessary to support critical transit construction.

Whenever we need to acquire property to support a new transit project, we ensure that owners and tenants experience no financial loss.

Expropriation is a process that enables a government agency like Metrolinx to acquire property without a direct agreement with the owner for the purpose of building public infrastructure, while still ensuring that owners are compensated at fair market value in keeping with the Expropriations Act.

Expropriation is only initiated if it becomes clear that an agreement might not be reached within the required timelines for the specific transit project. The preferred approach is always to negotiate directly with owners to reach amicable, mutually beneficial agreements.

Even when expropriation is initiated, Metrolinx continues to negotiate with owners in the hope of reaching an agreement.

Tunnelling

71. Tunnel boring is most economical and effective when you proceed on a straight alignment.

Option 3 has 3 curves of varying curvature and a deep dip to pass under the Little Don creek and is approximately .5 Kms longer than a Yonge Street alignment which has 1 curve to sweep under the Ontario Hydro right of way to connect with the Richmond Hill Hub.

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built.

Running subway trains along the existing CN rail corridor in the northern end of the route makes it possible to build that fourth station – and that's why we need to run a tunnel from Yonge Street to connect to it. By running the extension at surface level along the existing CN railway corridor means we can finish the project sooner and reduces the need for complex, time-consuming, and costly construction of tunnels and underground stations. This approach also protects for a simpler and less costly further extension of the subway in the future.

It's important to note that we're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

**72. How much space is there on Yonge at HCC available for subway & roads?
(above & grave relocation/access? (Both side/ends?) (legal/engineering)**

The width of the Yonge Street right-of-way at the cemetery is approximately 36 metres. Option 1, as documented in the Initial Business Case, is consistent with the option presented in the 2009 Environment Project Report. Based on the previous work and our analysis, there is sufficient space in the Yonge Street right-of-way adjacent to the cemetery, to accommodate the subway tunnels and a station at Langstaff Road. Option 1 was analyzed during our IBC and determined to provide fewer benefits at a higher cost than the preferred route.

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built. Running the subway along the CN rail corridor in the northern end of the extension will also create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

73. Deep Tunneling under Homes? - Not True! Metrolinx outlined that a subway will be tunneled at 20m below a home - however, when you deduct the tunnel height of 6m, and then deduct a home basement height of 3m, you are left with a true depth of the subway tunnel of only 10m (or 30ft). Metrolinx needs to stop suggesting this is deep tunneling and residential homes will not be affected!!

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. We expect to have more detailed information about potential impacts in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

Noise and Vibration

74. You mentioned about a floating track that is cushioned by rubber pucks. How long do they last and at what rate do they deteriorate and how does the deterioration affect noise and vibration

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

75. Noise, vibration, ventilation and emergency exits

- I assume your mitigation efforts are the same as on the Spadina extension. Didn't work. Students in Winters Residence at York U. hear & feel every train.
- How many ventilation shafts and emergency exits will you need under our community? Air quality?

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

Emergency exit buildings will be needed at various points between stations and are only used in the unlikely event of an emergency in the tunnel that would require people to safely get to the surface. Our design team is working to determine the number of emergency exit buildings needed along the entire route of the subway, with a specific focus to reduce the number needed in residential areas. Emergency exit buildings are single storey structures that are much smaller than a house and can be designed in a variety of ways to fit the look and feel of the area around them.

76. Noise Vibration I teach at York University - two basement lecture halls are 20 meters above the top of current Subway - I can feel the trains going to the station at York U when I stand during the lecture - the speed is slow since they are entering the station - you can still feel the vibrations- they have been working on but still not resolved in the lecture halls

We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

Construction Impacts

77. If significant advantage will the residential owners have any impact to their use and enjoyment of their home during or after construction

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

78. Plan to accommodate increased traffic congestion on local

We will be working with the our municipal and regional partners to develop a plan that will keep pedestrian and vehicle traffic moving and make sure people can get where they need to go easily while construction is happening. Our plan considers factors like; how people will access local businesses quickly and easily; and how to minimize impacts on TTC, York Region Transit and GO services. Potential traffic impacts are being studied through an updated environmental assessment. We expect to release a draft report on the findings early next year.

79. What is your plan to accommodate increased traffic congestion on local & arterial roads as drivers drop-off, pick-up, and attempt to find parking to access the new subway stations?

We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since the initial EA was completed in 2009 and evaluate the updated route. We've already started to collect public input through the virtual open house events we've been hosting. We'll also be reaching out for feedback from the community as we prepare an updated environmental assessment for the project, which can include discussing options for mitigating noise and vibration, air quality, and traffic during construction and operation of the line.

Line 1 Crowding

80. Marked subway crowding. It is not HORRIBLY CROWDED getting on at Finch. How will changes related to this extension RELIEVE that crowding?

The extension won't come online until the Ontario Line goes into service, which will significantly reduce crowding on Line 1.

The Yonge North Subway Extension is also one of four projects under the Subway Program that are designed to spread demand across the transit network as it expands.

81. Ridership numbers and how to ameliorate crowding at Finch - Has anyone tried to predict the number of riders that currently go to Finch station who will board north of Finch plus the new riders north of Finch and the effect this may have on being able to board at Finch? What actions are being planned to address possible boarding issues as a result of trains being full by the time they arrive at Finch?

The extension won't come online until the Ontario Line goes into service, which will significantly reduce crowding on Line 1.

The Yonge North Subway Extension is also one of four projects under the Subway Program that are designed to spread demand across the transit network as it expands.

Our analysis shows about 59,300 riders would get on the subway at Finch Station by 2041, if the extension was not built.

In comparison, building the Yonge North Subway Extension would put a combined 94,100 riders on the subway daily. By 2041, this would bring 48,800 people within walking distance of the new stations and would give 26,000 more people access to rapid transit compared to a scenario where the extension was not built.

Early Works

82. Why was there drilling along railway in September 2021. I saw and heard at least five sites, behind Shieldmark and beside Holy Cross. Why?

Investigative drilling is taking place within the road allowance and on select private properties, like the CN Rail right-of-way, to help advance design work for the project. It is to assess underground conditions and does not necessarily mean the property will be impacted. The samples we take from below the surface will inform our work as we look at how we can build the subway even deeper, and under fewer homes in the Royal Orchard community.

Other

83. Will all the workers who will be working on school property be required to obtain the vulnerable sector check?

Yes, workers on school property will be required to obtain the vulnerable sector check.

December 16th, 2021 - Virtual Open House

Newsletters

community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

Metrolinx has already started reaching out directly to Royal Orchard community members whose properties are directly above the extension, and we will continue to support them as planning and design work continues.

Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods. Our early studies show that by using available, proven technology, vibration levels will be so faint that it will be barely noticeable to human senses. We estimate sound levels will be about as quiet as the average whisper.

We will continue to work closely with our regional and municipal partners as planning and design work continues. Community input is essential to the work we do, and we are incorporating that feedback as we advance our plans.

The Metrolinx project team will also host two virtual open houses: **Thursday, December 16** and **Wednesday, January 5**, to hear your thoughts and answer your questions.

We'll be publicizing the December 16th open house soon, so stay tuned!

The Yonge North Subway Extension will give more people faster, easier travel options as the region grows, reducing commute times to downtown Toronto by as much as 22 minutes and saving more than 4,800 tons of greenhouse gas emissions each year. We look forward to continuing to work with you as this exciting project moves forward.

You can learn more about the adjusted route on [Metrolinx News](#) and share the news with your networks from our [Twitter](#) post.

PAST EVENTS: VIRTUAL OPEN HOUSE

- **October 20, 2021 for the general public**
 - **May 19, 2021 for all communities along the alignment**
 - **May 5, 2021 for northern York Region communities**
 - **April 21, 2021 for the Richmond Hill community**
 - **April 7, 2021 for the Royal Orchard community**
-

FUTURE ENGAGEMENT OPPORTUNITIES

Our Community Relations team is committed to connecting with all members of the public as we continue our engagement efforts. We welcome any local community groups, organizations, businesses or interested parties to email us at YongeSubwayExt@metrolinx.com, or by calling 416-202-7000, if you would like to learn more about this project.

STAY CONNECTED

To learn more about the Yonge North Subway Extension and to stay up-to-date on what's happening in your community, visit Metrolinx.com/YongeSubwayExt.

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:



SAFETY NEVER STOPS

If you haven't travelled on GO for a while, welcome back and thank you for choosing to ride with us. Since you've been gone, a lot has changed. But your health and safety remain central to everything we do. **Check out these top 10 tips before you ride with us**, and consider these new features to keep you safe from the start to the end of your journey with us:

- **Some of our trains are shorter.** Please look down the platform when the train approaches as you may need to adjust where

you're waiting. Be sure to use all available doors to board and listen for station announcements. Some coaches may be more popular than others. Please move to another coach to find a more comfortable space. We continue to monitor all trips and will make adjustments if needed.

- **New Contactless Payment Options:**
 - Mobile users – whether you have an Android or an iPhone – can instantly load funds and passes onto your PRESTO card.
 - Buy your GO Transit tickets online to enjoy the ease and convenience of a GO Transit e-ticket.
- **Dozens of safety measures** have been implemented to ensure our trains, buses and stations are clean and provide a safe transit option. Find out how we're responding to COVID-19 by clicking here.

Click here to see the new schedules. Be sure to check the website often for updates.

Latest Metrolinx Blog Posts

Metrolinx CEO statement on refined route for Yonge North Subway Extension

December 8, 2021

Mandatory vaccination policy takes effect for GO train crews

December 6, 2021



COMMUNITY FEATURES CALL OUT

We're looking to spotlight local groups, clubs or organizations that are making a positive impact in York Region. Contact us for a chance to be featured in upcoming editions of our newsletter.

Contact Us: Feedback

If you have any questions or concerns about this work, please contact us any time at YorkRegion@metrolinx.com.

For more information on GO Transit Expansion in your community, log on to metrolinx.com/york.



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YORK REGION

Rutherford GO Station Building Now Open



[See video of new Rutherford GO Station building](#)

As of December 13, customers can now access the new station building at Rutherford GO while crews continue to make major upgrades to the station. The new building offers modern amenities and Metrolinx shares a [virtual welcome tour](#) in the latest video and photos.

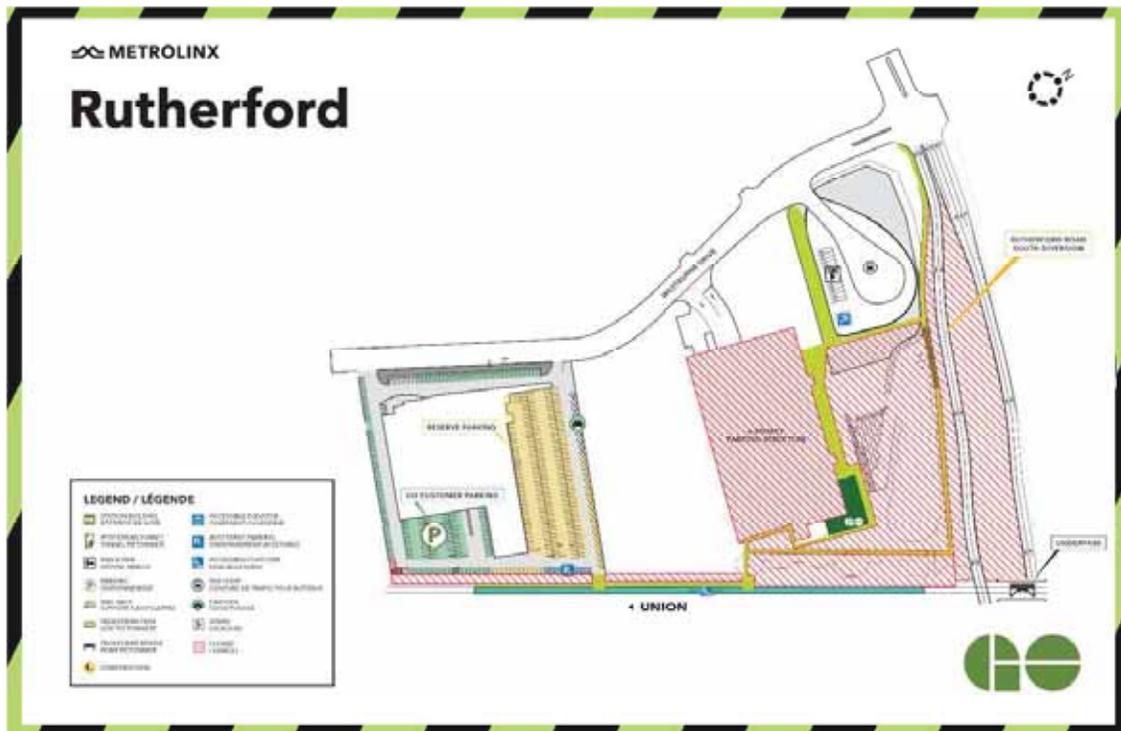
The 7,000-square-foot LEED certified building includes customer washrooms, seating, digital displays and people can relax in a waiting area that takes up approximately 2,100 square feet of the building.

Here are some of the project benefits:

- An entirely new and improved station building
 - The new parking structure will feature approximately 1,200 net new spaces
 - A new railway bridge over Rutherford Road enhancing safety and enabling two-way, all-day GO train service in the future
 - Bike lanes and a pedestrian bridge over the road that provide convenient new ways to reach the station
 - 100 new secure bike parking spots
 - An upgraded bus loop for more seamless connections to York Region Transit and the passenger pick-up and drop-off area (Kiss & Ride)
 - Additional landscaping

The station will also provide a direct connection to the new six-story parking structure that is expected to open early next year.

HEADS UP: Late December Rutherford Road Traffic Realignment - New Underpass Opens for Westbound Lanes



A change to the traffic configuration on Rutherford Road will be implemented late December 2021. Westbound lanes will be rerouted to the new Rutherford Road underpass while eastbound traffic will

remain on the diversion road (depicted above). The traffic realignment will allow crews to continue light pole installation, road paving activities as well as the construction of the new multi-use path and bus loop. Lane reductions may be required to build this infrastructure in a safe and efficient manner.

What this means for you

Eastbound vehicle movements will remain on the Rutherford diversion road, while westbound traffic will be directed to the new underpass. You may experience traffic delays as a result of construction. Please plan ahead and allow extra time for your journey.

Event Recap: Yonge North Subway Extension - December 16 Virtual Open House

The Yonge North Subway Extension team hosted a virtual open house on December 16, to present the refined route which was announced on December 8 by Metrolinx president and CEO, Phil Verster. This was a great opportunity for community members to learn more about the route and ask questions. There was a short presentation about the refined route and its benefits, followed by a live Q&A with experts from the project team.

Over 350 people attended via Zoom and livestream. Some themes and key question received were regarding the adjusted alignment, noise and vibration, property impacts, and station location.

FUTURE EVENTS: VIRTUAL OPEN HOUSE

Join us for our next Virtual Open House on **January 5, 2022, from 6:30PM - 8:00PM** to ask questions and learn more about the Yonge North Subway Extension.

REGISTER: You can register for the event, submit and vote on questions now through our [dedicated page](#).

PAST EVENTS: VIRTUAL OPEN HOUSE

- [Link Coming Soon: December 20, 2021](#)
 - [October 20, 2021 for the general public](#)
 - [May 19, 2021 for all communities along the alignment](#)
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FUTURE ENGAGEMENT OPPORTUNITIES

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STAY CONNECTED

You can always share thoughts, questions or comments on the project by emailing YongeSubwayExt@metrolinx.com or follow the project on social media:



Learn about the new travel options that the Yonge North Subway Extension will open up for York Region residents, and sign up to get project updates delivered to your inbox by visiting Metrolinx.com/YongeSubwayExt.

COMMUNITY NOTICE

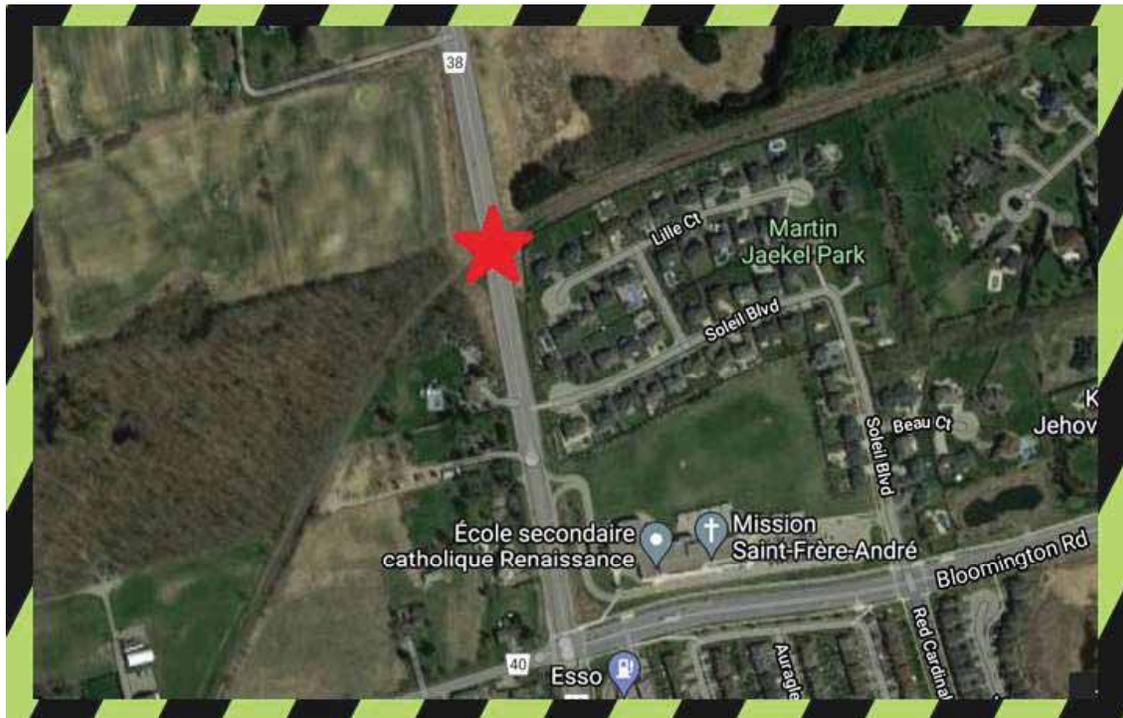
OVERNIGHT CONSTRUCTION IN BARRIE CORRIDOR

December 6, 2021 – January 12, 2022

Repairs on the Bathurst St. Bridge, located in the Township of King, are required to ensure the safety and integrity of the bridge and rail corridor for the future double-tracking of the Barrie Line.

Work will take place December 6 - 23, pause over the holidays, and resume January 3 - 12. Hours for overnight construction activities will be from **11:00PM to 6:00AM from Sundays to Thursdays and 11:00PM to 8:00AM on Friday and Saturday nights.**

Residents may experience minimal noise from construction machinery and vehicles. Lights are required to complete the overnight work safely, but they will be pointed away from households and windows. We apologize in advance for any inconvenience, and we will make every effort to minimize disruption as much as possible.



VEGETATION MANAGEMENT PROGRAM



BARRIE CORRIDOR

Bathurst St To Englehard Drive, Aurora

Scheduled Start: January 21, 2022

Duration: Up to 8 weeks

Days: 7 days/week

Hours: 7:00AM to 7:00PM

STOUFFVILLE CORRIDOR

Highway 7 to Reg. Rd. 3/Kennedy Rd. S, Markham

Scheduled Start: January 21, 2022

Duration: Up to 10 weeks

Days: 7 days/week

Hours: 7:00AM to 7:00PM

What is happening?

Work is underway to deliver the GO Expansion Program and prepare for the future electrification of GO service. To support this work, Metrolinx will clear, remove and prune designated trees and vegetation located within our rail corridors.

For more information on this work visit:

metrolinx.com/en/greaterregion/projects/vegetation-management.aspx

GO Transit announces holiday

schedules, special weekend passes and more

Travelling with GO Transit over the holidays? [Read this article](#) to find out all you need to know about modified schedules. And some good news about weekend passes. Plus, an update on New Year's Eve service.

COMMUNITY FEATURES CALL OUT

We're looking to spotlight local groups, clubs or organizations that are making a positive impact in York Region. [Contact us](#) for a chance to be featured in upcoming editions of our newsletter.

Latest Updates: How Metrolinx is responding to the COVID-19 pandemic

Visit [Metrolinx News](#) to read the most current information for customers and communities, as the transit agency continues to respond to the ongoing COVID-19 pandemic.

Latest Metrolinx Blog Posts

[Heart-warming & mic-dropping: top Metrolinx tweets of 2021](#)

December 22, 2021

[GO Expansion set to electrify the region – With rapid all-day service and new electric trains](#)

December 21, 2021

[Metrolinx COVID update– From GO-VAXX Bus to where to find pop-up holiday free test kits](#)

December 17, 2021

[Metrolinx puts out call for teams to work on Finch Station as part of Yonge North Subway Extension](#)

December 14, 2021

Contact Us: Feedback

If you have any questions or concerns about this work, please contact us any time at YorkRegion@metrolinx.com.

For more information on GO Transit Expansion in your community, log on to metrolinx.com/york.



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Metrolinx CEO statement on refined route for Yonge North Subway Extension

DECEMBER 8, 2021

Metrolinx president and CEO, Phil Verster, explains how input from communities has shaped design improvements to the northern section of the route.

Metrolinx president and CEO, Phil Verster has just released (Dec. 8, 2021) the following statement on the Yonge North Subway Extension project:

“The Yonge North Subway Extension is a long-awaited project that will bring faster transit to more people across York Region and Toronto. It is a vital piece of the transit network that we are building across the region and will connect communities and people for decades to come.

“Over the past eight months, we have engaged with municipalities and consulted with communities, including the Royal Orchard neighbourhood in Thornhill. Members of the community have shared concerns about updated plans that shift the route of the subway extension off of Yonge Street in the northern segment of the line and have asked how we will make sure that the new subway service does not become a disruption to the community.

Learn more about the Yonge North Subway Extension project [here](#).

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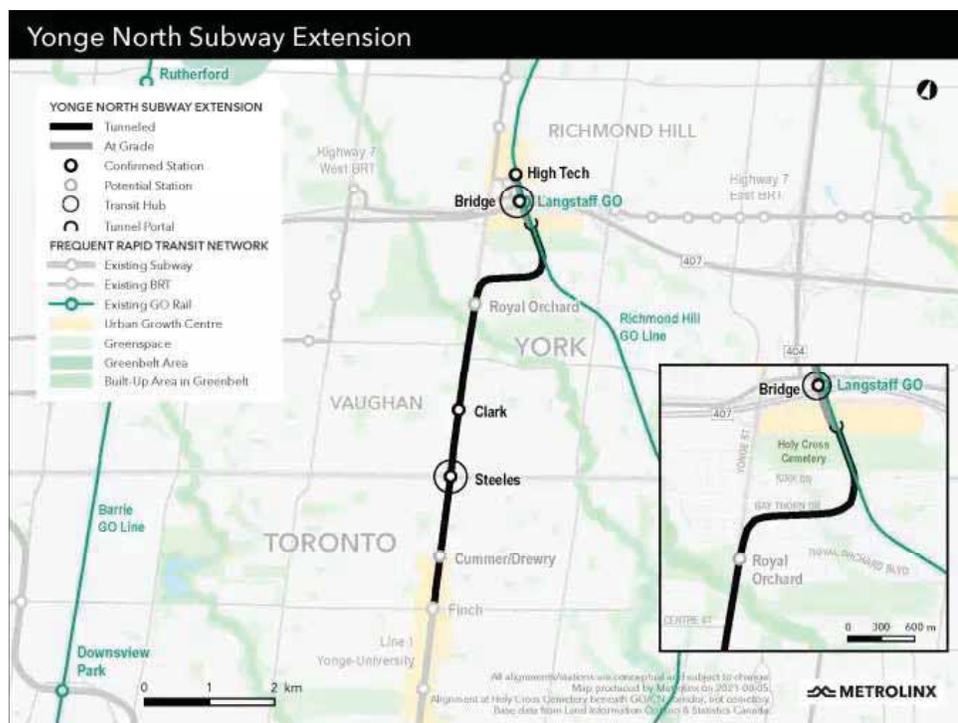


Metrolinx
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Metrolinx and the Islamic Society of Toronto are pleased to announce the creation of a new Islamic Centre as part of the Ontario Line project. The new facilities will serve communities in Thorncliffe Park and Flemingdon Park. More details here: bit.ly/321SU7K



“In response to that feedback, and through our well-established process for improving designs as we advance our transit projects, Metrolinx has refined plans for the subway extension that will result in deeper tunnels and a route that travels under far fewer residential properties in the Royal Orchard community than the previous route. The changes mean the subway tunnels will follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor. The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.



“The tunnels below the Royal Orchard neighbourhood will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans. These refinements will keep things peaceful and quiet in the neighbourhoods along the route while still delivering all the benefits of the subway extension for York Region.

“While we already expected that noise and vibration levels would not be significantly different to what residents experience today, these refinements will make them even lower. In fact, early environmental studies based on the new route show that by using the proven technology available, noise and vibration levels from operations will be so faint in the Royal Orchard community that they’ll be practically imperceptible to human senses.

“Metrolinx has started reaching out directly to Royal Orchard community members whose properties are directly above the extension and will continue to support them as planning and design work continues.

RECENT POSTS

Local rail fan captures Guelph GO train speed increases in new video
December 16, 2021

Metrolinx carollers bring holiday cheer to Toronto’s Union Station
December 15, 2021

Next phase of Hurontario LRT construction set to begin in Brampton
December 15, 2021

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We are excited to move the Yonge North Subway Extension forward and we've heard from many people across the region who share in this excitement. We will keep working to make the project the best fit possible for the existing and future communities it serves as we build even more benefits into our designs."

Phil Verster is president and CEO of Metrolinx

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Community relations, Metrolinx, Metrolinx News, News, Phil Verster, Subway, Toronto, TTC, Yonge North Subway Extension York Region

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Another step forward for the Eglinton Crosstown West Extension —



Metrolinx Land Acknowledgement

Metrolinx acknowledges that it operates on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples. In particular these lands are covered by 20 Treaties, and we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration. Metrolinx is committed to building meaningful relationships with Indigenous Peoples, and to working towards meaningful reconciliation with the original caretakers of this land.



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METROLINX NEWS

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Metrolinx puts out call for teams to work on Finch Station as part of Yonge North Subway Extension

DECEMBER 14, 2021

Behind-the-scenes work in areas that aren't often seen by transit riders is key to getting Finch Station ready for major construction on the Yonge North Subway Extension. Metrolinx is starting the search for experts interested in delivering this work through a 'Request for Qualifications' that was issued today (Dec. 14), marking another step forward for the new transit project.

Metrolinx officials announced today (Dec. 14) they are looking for teams who are interested in completing early upgrades at Finch Station before major construction on the Yonge North Subway Extension begins.

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Metrolinx
@Metrolinx
New snow melt system coming to Weston GO Station. Much-needed improvements are underway as part of the broader GO Expansion program, including a new platform and track.

Check out our latest progress pictures & blog for more details:
bit.ly/3eAw4Hm #MetrolinxFYI





The early works include upgrades to portions of the station that will connect existing Line 1 service to the future subway extension. (Metrolinx photo)

The Request for Qualifications asks any interested teams to share their qualifications and construction expertise so they can be included when the bidding process begins next year. This ‘early works’ will create the foundation for major construction set to start in 2023, and help Metrolinx keep the project running smoothly. The [Yonge North Subway Extension](#) will extend Line 1 roughly eight kilometres north from Finch Station with four new stops along the way that will serve North York, Markham, Richmond Hill and Vaughan.

“We’re excited to move the Yonge North Subway Extension another step toward major construction.”

STEPHEN COLLINS, METROLINX PROJECT SPONSOR

A lot of the work will happen behind the scenes in parts of Finch Station that are seldom noticed by transit riders – but they’re an important part of the progress being made on this project. The early works include upgrades to portions of the station that will connect existing Line 1 service to the future subway extension.

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A train approaches Finch Station. (Metrolinx photo)



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What's Included In This Work?

The most noticeable work will happen at street level, where improvements will be made to the electrical system that powers the rails. Heavy-duty cables that will travel from an existing traction power substation – a building where electricity is converted to a form suitable for providing power to the subway – on Hendon Avenue to Finch Station, will be secured inside a protective casing and installed underground. A new fire department connection will also be installed near the intersection of Yonge Street and Hendon.

The 'tail tracks' that support existing Line 1 service provide temporary parking space for subway trains while they're not taking riders to and from their destinations. The changes Metrolinx is making to the tail track area will prepare it to become part of the main subway line. This involves extending the waterless sprinkler system from the existing service tracks through the tail tracks, along with new cables and other equipment that will link the future subway extension into the existing communications and support systems.

The rooms where transformers and other electrical equipment are housed will get an upgrade, too. The systems inside provide Line 1 with the power it needs to keep the city moving. Minor renovations will be made to these areas to accommodate the additional power cables that will travel underground from the traction power substation.

Metrolinx will collaborate closely with the City of Toronto and the TTC to keep customers and road users up-to-date on the work taking place and to keep people moving.

Construction on the early works at Finch Station is expected to start in the fall of 2022.

"We're excited to move the Yonge North Subway Extension another step toward major construction," says Metrolinx project sponsor Stephen Collins.

“Our future project partners will be part of a team that is building a transit legacy in this region for generations to come.”

Visit the [Yonge North Subway Extension web page](#) to learn more about the project and sign up to receive the latest updates via email and over social media.

Metrolinx project leaders will answer questions from an online audience as they share a progress update at a virtual open house event on December 1st from 6:30 p.m. to 8:00 p.m.

You can sign up for the event [here](#).

Story by James Moore, Metrolinx senior communications advisor.



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Social Media Posts



Yonge North Subway Extension
@YongeSubwayEXT

...

We want to hear from you!

- Learn about improvements to the route
- Ask our project leaders anything
- Provide input that will help move the project forward

Join us for a live Virtual Open House on December 16th, 6:30pm - 8:00pm.

Register here:



metrolinxengage.com
Yonge North Subway Extension LIVE - December 16, 2021

11:30 AM · Dec 10, 2021 · Salesforce - Social Studio

8 Retweets 6 Likes



Yonge North Subway Extension @YongeSubwayEXT · 21h

We want to hear from you! 🗣️

You're invited to a live virtual open house on December 16th, 6:30pm to 8:00pm.

Get the latest project details and ask us anything!

Register here: metrolinxengage.com/en/content/yon...





Yonge North Subway Extension @YongeSubwayEXT · 6m ...

Join us tonight, 6:30pm - 8:00pm, for a live virtual open house! 🗓️

Our project experts will answer your questions and share the latest news:

- 🗣️ Refinements to the route
- 🚧 Early works upgrades at Finch Station
- 📅 Plans for 2022

📍 Register metrolinxengage.com/en/content/yon...



 **Yonge North Subway Extension** (@YongeSubwayEXT) · Dec 21, 2021

If you missed our December 16th live virtual open house event, you can stream the video feed any time! 📺

You'll find an archive of each open house session here:



metrotrampage.com
Yonge North Subway Extension - Live Meetings

  3  2 



Yonge North Subway Extension

14 December at 11:33 · 🌐



Have you registered? 🙌

You can still sign up to take part in the live virtual open house we're hosting on December 16th, 6:30pm - 8:00pm. 🗓

We'll share the latest project updates and you can submit your questions for our expert panel!

Details here 📌

<http://www.metrolinxengage.com/.../yonge-north-subway...>

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To Hear
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Yonge North Subway Extension

21h · 🌐



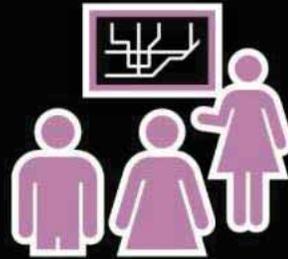
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Get the latest project details and ask us anything!

📍 Register here: <http://www.metrolinxengage.com/.../yonge-north-subway...>

**Your
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➦ Share



Yonge North Subway Extension

10 December at 11:30 · 🌐



We want to hear from you! 🗣️

- 👤 Learn about improvements to the route
 - 👤 Ask our project leaders anything
 - 👤 Provide input that will help move the project forward
- Join us for a live Virtual Open House on December 16th, 6:30pm - 8:00pm.

📍 Register here: <https://www.metroinxengage.com/en/yynse-live-dec16>



2

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Yonge North Subway Extension

December 21, 2021 at 1:15 PM · 🌐



If you missed our December 16th live virtual open house event, you can stream the video feed any time! 📺

You'll find an archive of each open house session here:

<http://www.metroinxengage.com/.../yonge-north-subway->



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111

[yongesdowntown](#) · Follow

yongesdowntown UPDATE: Metrolinx has adjusted the route of the Yonge North Subway Extension in the Royal Orchard area. 📍

Check out the link in our bio to learn more about how refinements to the project will help bring people and goods to the neighbourhood while still delivering major transit benefits for Yonge.

40

♡ 👁 🗨

12 likes
October 4, 2021

Add a location

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Notices and Flyers

From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:54 AM
To: elizabeth.crowe@ycdsb.ca
Cc: Thomas Pechkovsky; silvana.greco@ycdsb.ca; Adam McDonald
Subject: RE: Metrolinx Yonge North Subway Route Update

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Chair Crowe, Trustees, Director Scuglia, and Board staff,

Following up on my email below, I'm getting in touch with more details on our upcoming Virtual Open House. Metrolinx will be hosting a Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

Our Virtual Open House will be live on December 16 from 6:30-8:00 PM.

The Yonge North Subway Extension will lead to faster, easier travel between York Region and Toronto – no matter how you get around.

We have adjusted the route of the Yonge North Subway Extension to address community feedback and make it an even better fit and we will be discussing the updated route.

Residents can register for the event, submit and vote on questions now through our [dedicated page](#).

I'd encourage you to share this invite with your networks and have a look at our [Twitter](#) post that you can share.

As always, if you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

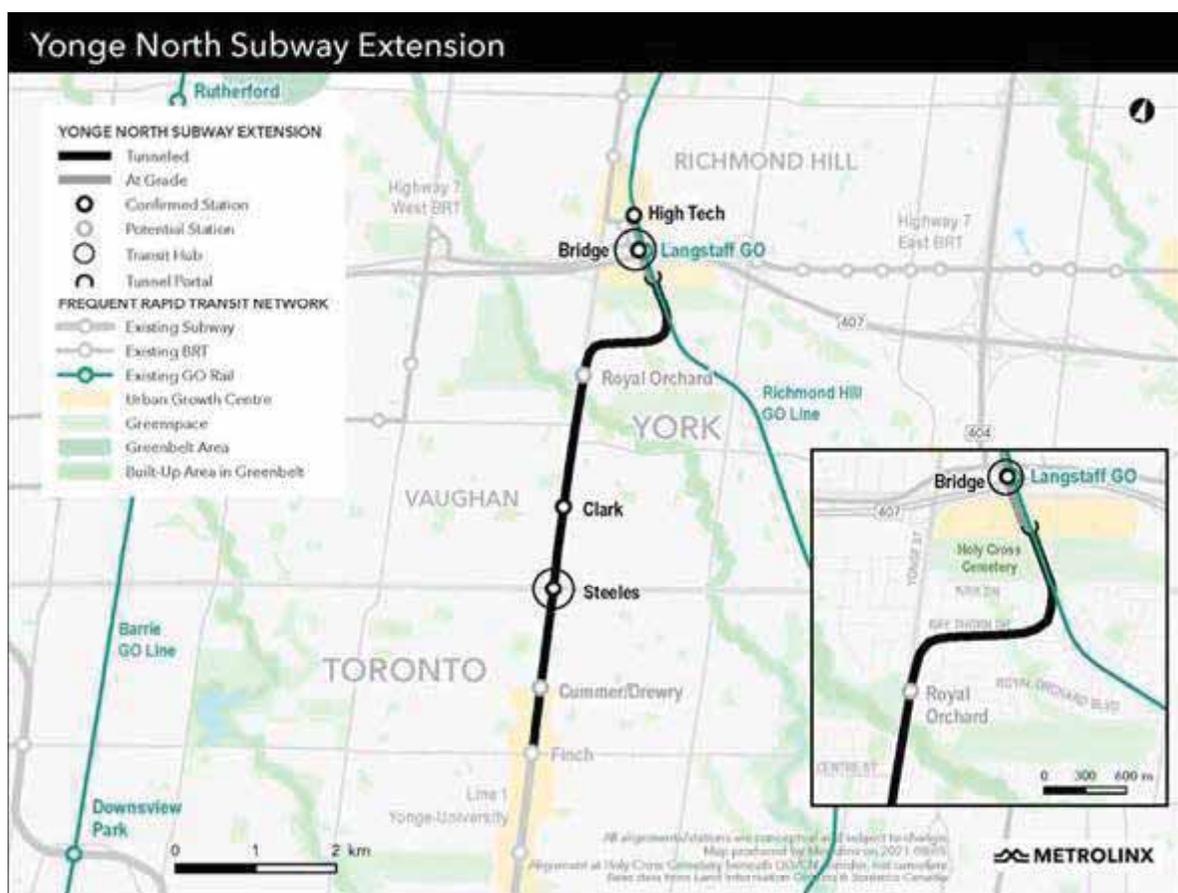


From: York Region
Sent: December 8, 2021 3:34 PM
To: elizabeth.crowe@ycdsb.ca
Cc: Thomas Pechkovsky <tom.pechkovsky@ycdsb.ca>; silvana.greco@ycdsb.ca; Adam McDonald <adam.mcdonald@ycdsb.ca>
Subject: Metrolinx Yonge North Subway Route Update

Good afternoon Chair Crowe, Trustees, Director Scuglia, and Board staff,

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

Metrolinx has already started reaching out directly to Royal Orchard community members whose properties are directly above the extension, and we will continue to support them as planning and design work continues.



Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods. Our early studies show that by using available, proven technology, vibration levels will be so faint that it will be barely noticeable to human senses. We estimate sound levels will be about as quiet as the average whisper.

We will continue to work closely with our regional and municipal partners as planning and design work continues. Community input is essential to the work we do and we are incorporating that feedback as we advance our plans. As an important stakeholder, we'd like to offer you a further briefing on this update at your convenience. Please let me know if that is something you would like to schedule.

The Metrolinx project team will also host two virtual open houses: **Thursday, December 16** and **Wednesday, January 5**, to hear your thoughts and answer your questions, and you will be receiving an invitation to the December 16th open house shortly.

The Yonge North Subway Extension will give more people faster, easier travel options as the region grows, reducing commute times to downtown Toronto by as much as 22 minutes and saving more than 4,800 tons of greenhouse gas emissions each year. We look forward to continuing to work with you as this exciting project moves forward.

You can learn more about the adjusted route on [Metrolinx News](#) and share the news with your networks from our [Twitter](#) post.

We'd be happy to arrange a briefing for those interested, at your convenience.

As always, feel free to get in touch any time.

Thank you,

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:56 AM
Cc: Tim Jessop; kowalchuk.kyle@gmail.com; 'fdwightrich@gmail.com'; 'lan.reid4@sympatico.ca'; 'r.takagi@bell.net'; 'jacob.hilary@gmail.com'; royalorchardra@gmail.com; peter.rawson@1832.ca; peterp@ca.inter.net
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Royal Orchard CLC,

Following up on my email below, I'm getting in touch with more details on our upcoming Virtual Open House. Metrolinx will be hosting a Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

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Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: December 8, 2021 3:59 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Tim Jessop <timjessop@gmail.com>; kowalchuk.kyle@gmail.com; 'fdwightrich@gmail.com'; 'lan.reid4@sympatico.ca'; 'r.takagi@bell.net'; 'jacob.hilary@gmail.com'; royalorchardra@gmail.com;

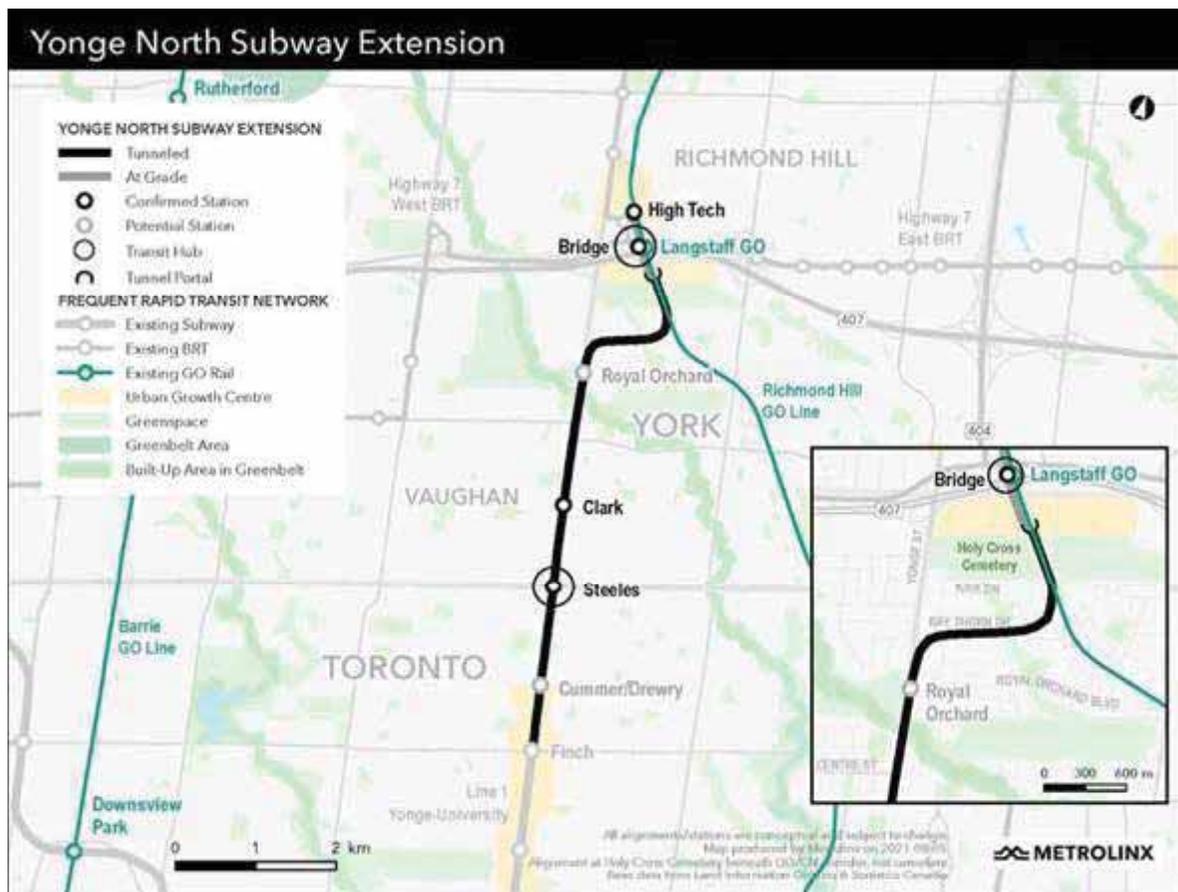
peter.rawson@1832.ca; peterp@ca.inter.net

Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Royal Orchard CLC, hope you're all warm and safe on this wintry day.

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

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You can learn more about the adjusted route on [Metrolinx News](#) and share the news with your networks from our [Twitter](#) post.

As always, feel free to get in touch any time.

Thank you,

ALLIE MCHUGH

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T: 416-953-1073



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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:55 AM
To:
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

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Good morning

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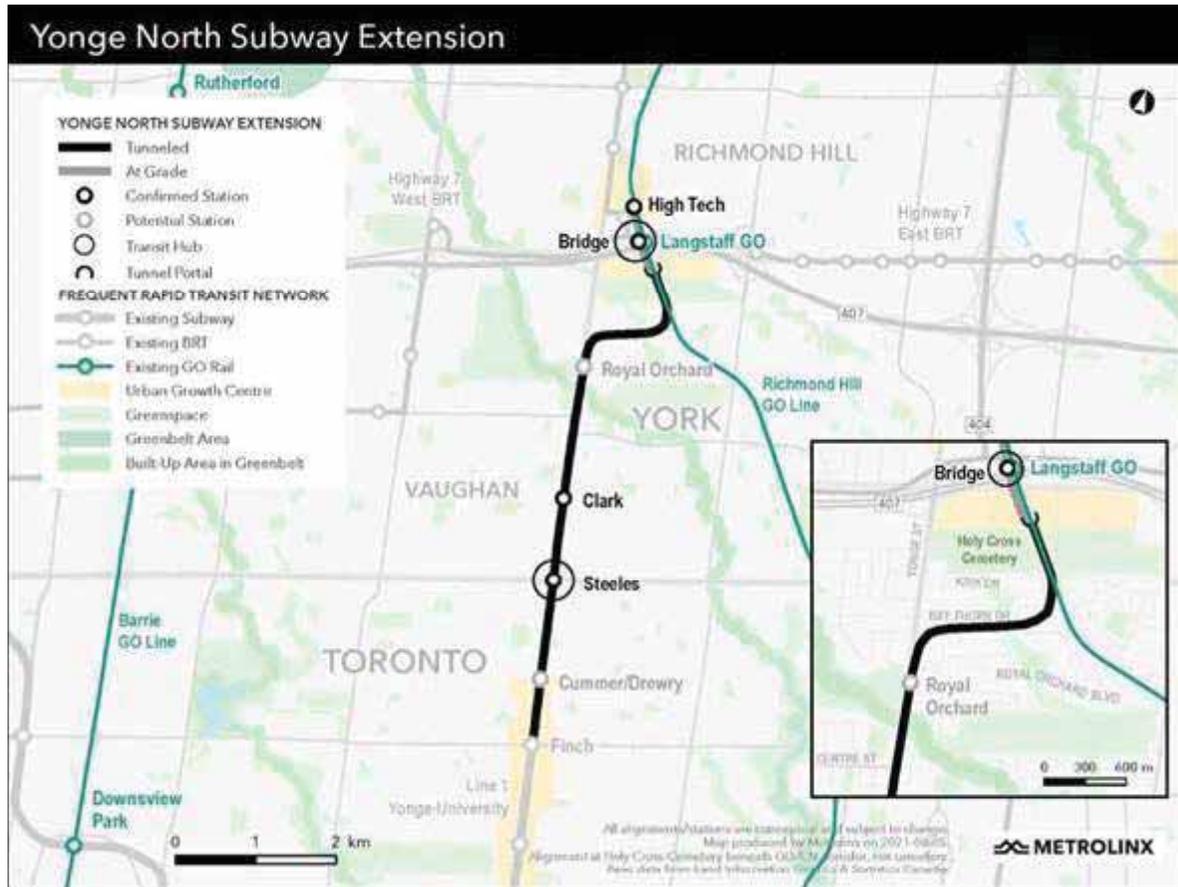


From: York Region
Sent: December 8, 2021 3:50 PM
To:
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon. Hope you're both well and safe.

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

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As always, feel free to get in touch any time.

Thank you,

ALLIE MCHUGH

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Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:54 AM
To: York Region
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Best,
Allie

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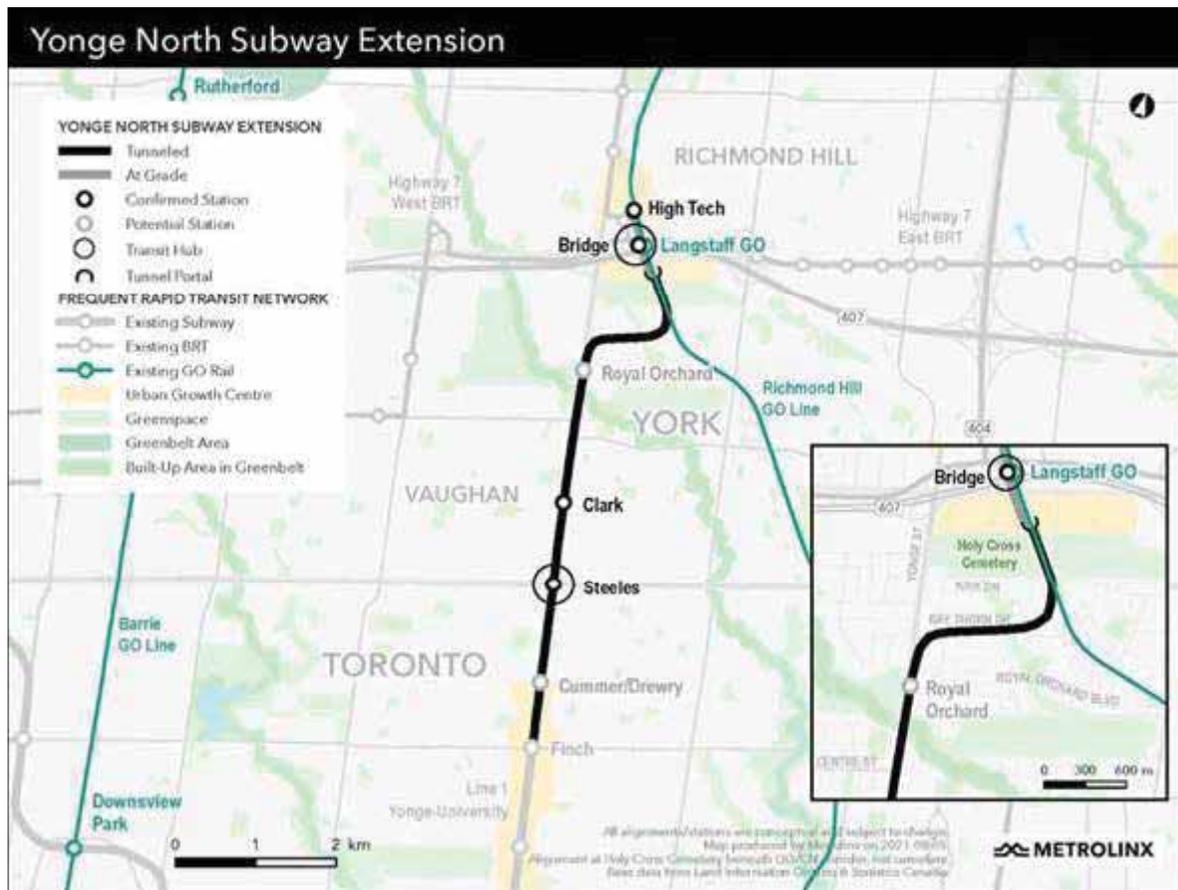
From: York Region
Sent: December 8, 2021 3:48 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon, friends.

You were invited to the Oct 20 virtual open house for the Yonge North Subway Extension, so I want to ensure you receive this good news update on the project!

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As always, feel free to get in touch any time.

Thank you,

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:54 AM
To: allan.tam@yrdsb.ca
Cc: Luk, Gilbert; director@yrdsb.ca
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Chair Tam, Trustees, Director Sirisko, and staff.

Following up on my email below, I'm getting in touch with more details on our upcoming Virtual Open House. Metrolinx will be hosting a Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

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As always, if you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

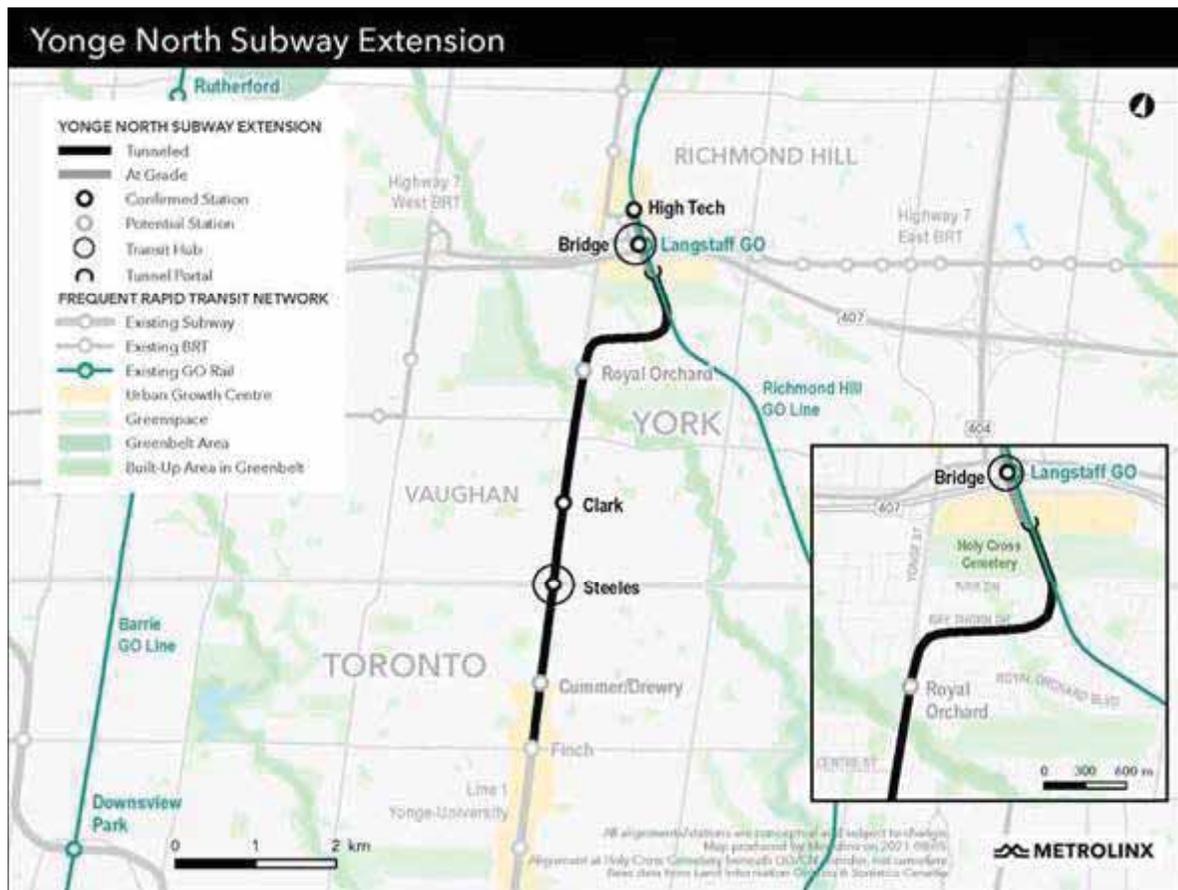


From: York Region
Sent: December 8, 2021 3:43 PM
To: allan.tam@yrdsb.ca
Cc: Luk, Gilbert <gilbert.luk@yrdsb.ca>; director@yrdsb.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Chair Tam, Trustees, Director Sirisko, and staff.

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

Metrolinx has already started reaching out directly to Royal Orchard community members whose properties are directly above the extension, and we will continue to support them as planning and design work continues.



Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods. Our early studies show that by using available, proven technology, vibration levels will be so faint that it will be barely noticeable to human senses. We estimate sound levels will be about as quiet as the average whisper.

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You can learn more about the adjusted route on [Metrolinx News](#) and share the news with your networks from our [Twitter](#) post.

As always, feel free to get in touch any time.

Thank you,

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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:53 AM
To: [REDACTED]
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning [REDACTED]

Following up on my email below, I'm getting in touch with more details on our upcoming Virtual Open House. Metrolinx will be hosting a Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

Our Virtual Open House will be live on December 16 from 6:30-8:00 PM.

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Residents can register for the event, submit and vote on questions now through our [dedicated page](#).

I'd encourage you to share this invite with your networks and have a look at our [Twitter](#) post that you can share.

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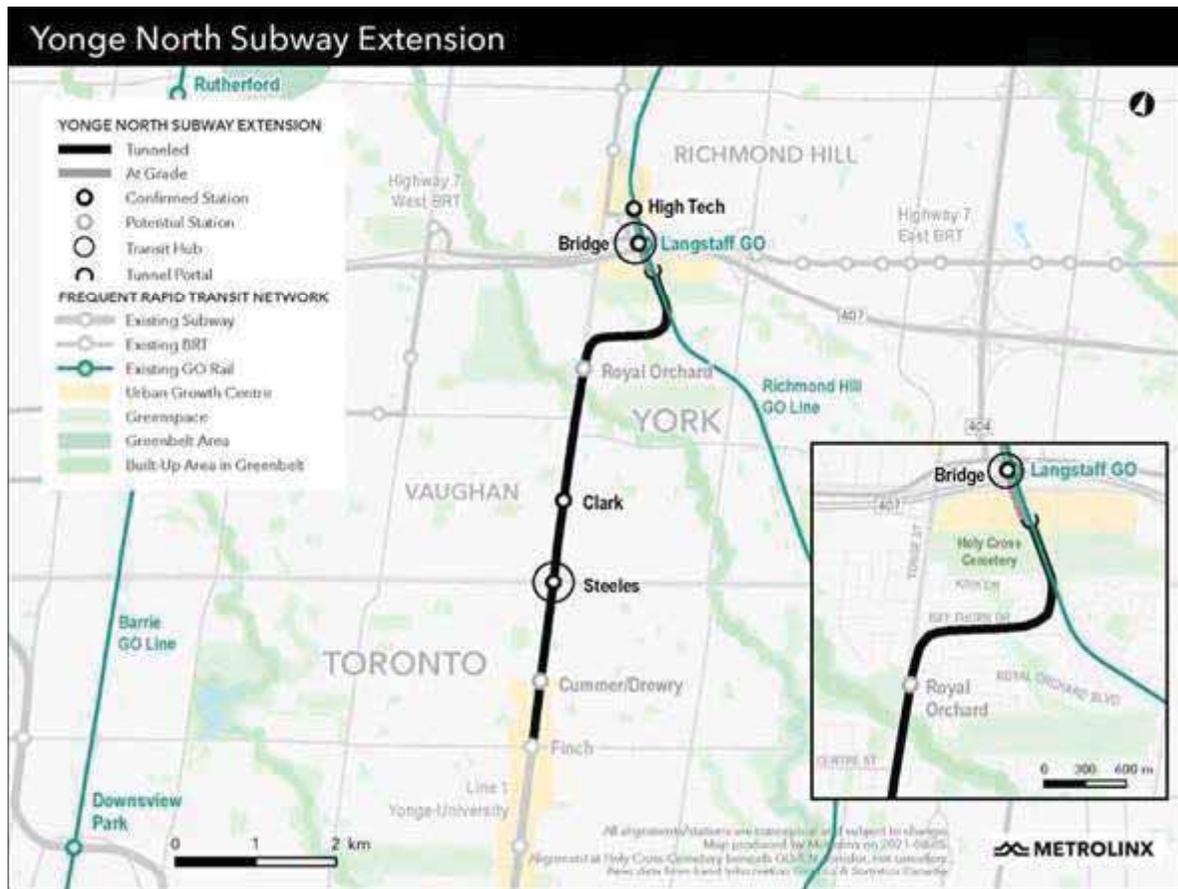


From: York Region
Sent: December 8, 2021 3:24 PM
To: [REDACTED]
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon [REDACTED] Hope you're well and safe.

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

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You can learn more about the adjusted route on [Metrolinx News](#) and share the news with your networks from our [Twitter](#) post.

As always, feel free to get in touch any time. We're happy to offer you and RORA a briefing on these plans at your convenience, in advance of the December 16 virtual open house. Just let us know your availabilities this week and next.

Thank you,

ALLIE MCHUGH

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T: 416-953-1073



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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:53 AM
To: common@rogers.com
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Jim and the Grandview Area Ratepayers members,

Following up on my email below, I'm getting in touch with more details on our upcoming Virtual Open House. Metrolinx will be hosting a Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

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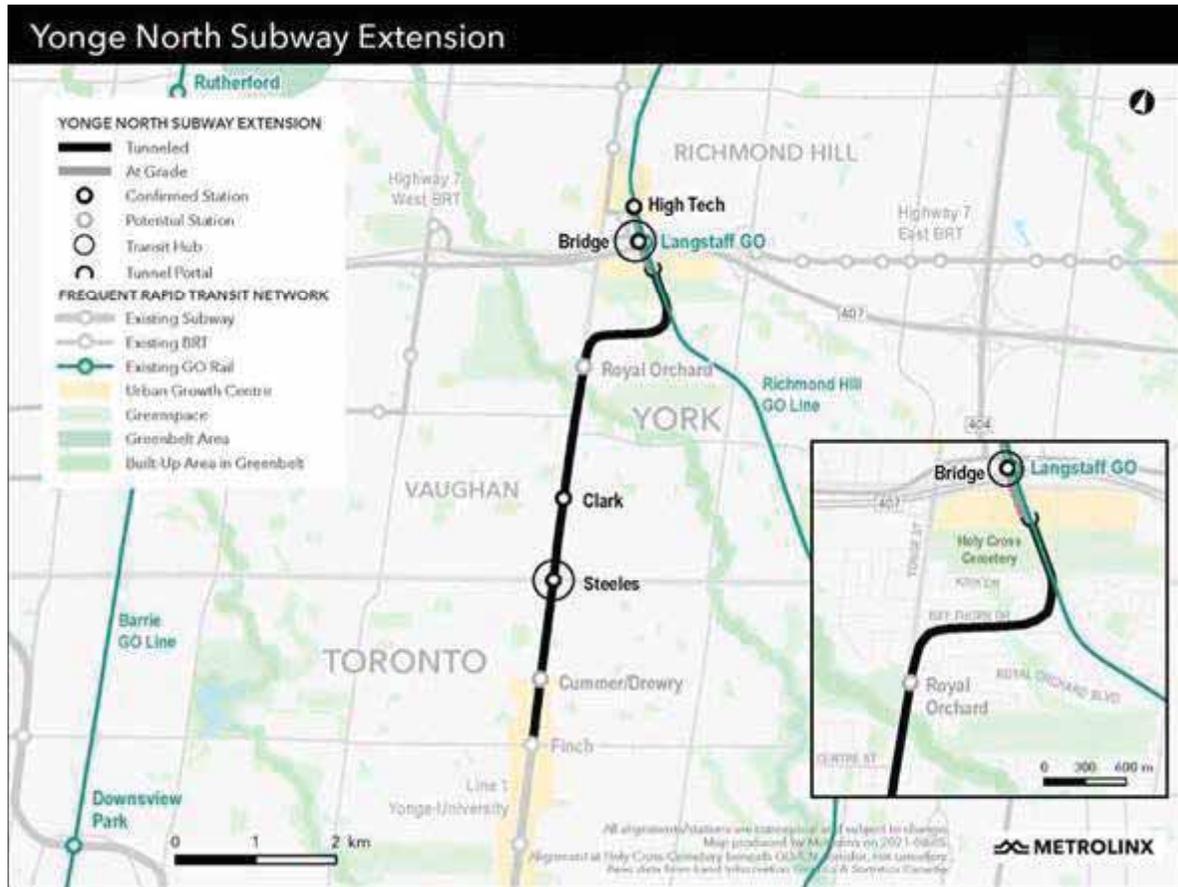


From: York Region
Sent: December 8, 2021 3:22 PM
To: common@rogers.com
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:52 AM
To: [REDACTED]
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Grandview Area Ratepayers Association, [REDACTED]

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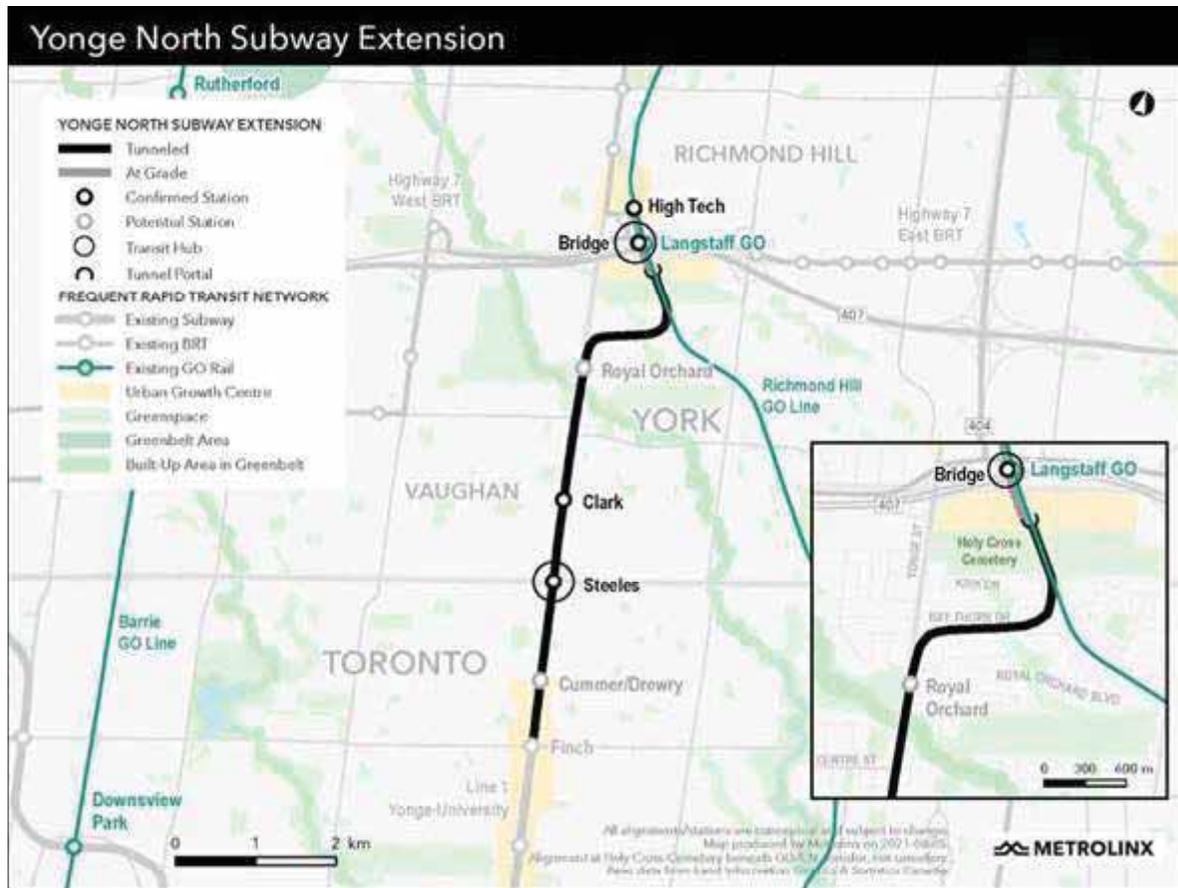
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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:52 AM
To: president@thornhillwardone.com
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning members of Ward One South Thornhill Residents Inc.,

Following up on my email below, I'm getting in touch with more details on our upcoming Virtual Open House. Metrolinx will be hosting a Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

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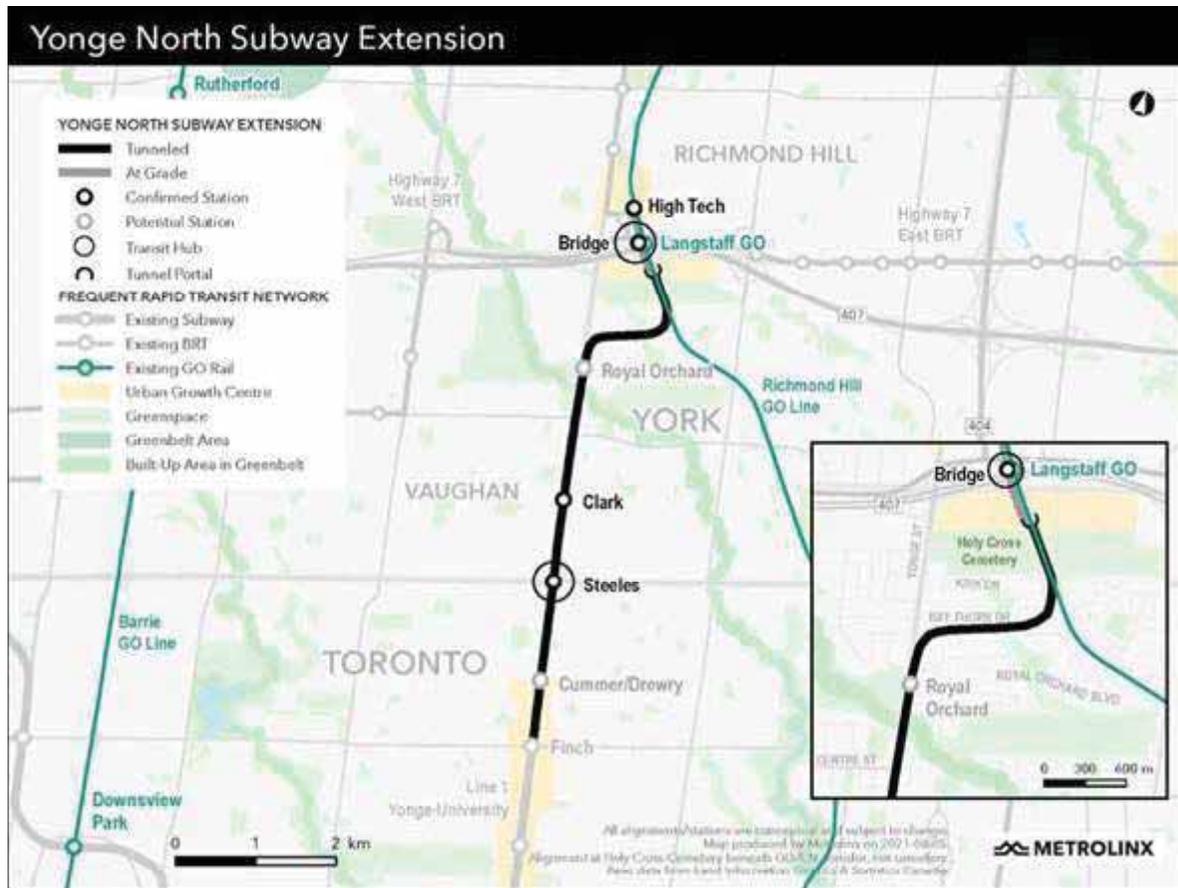
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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:50 AM
To: [REDACTED]
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning [REDACTED]

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 **METROLINX**

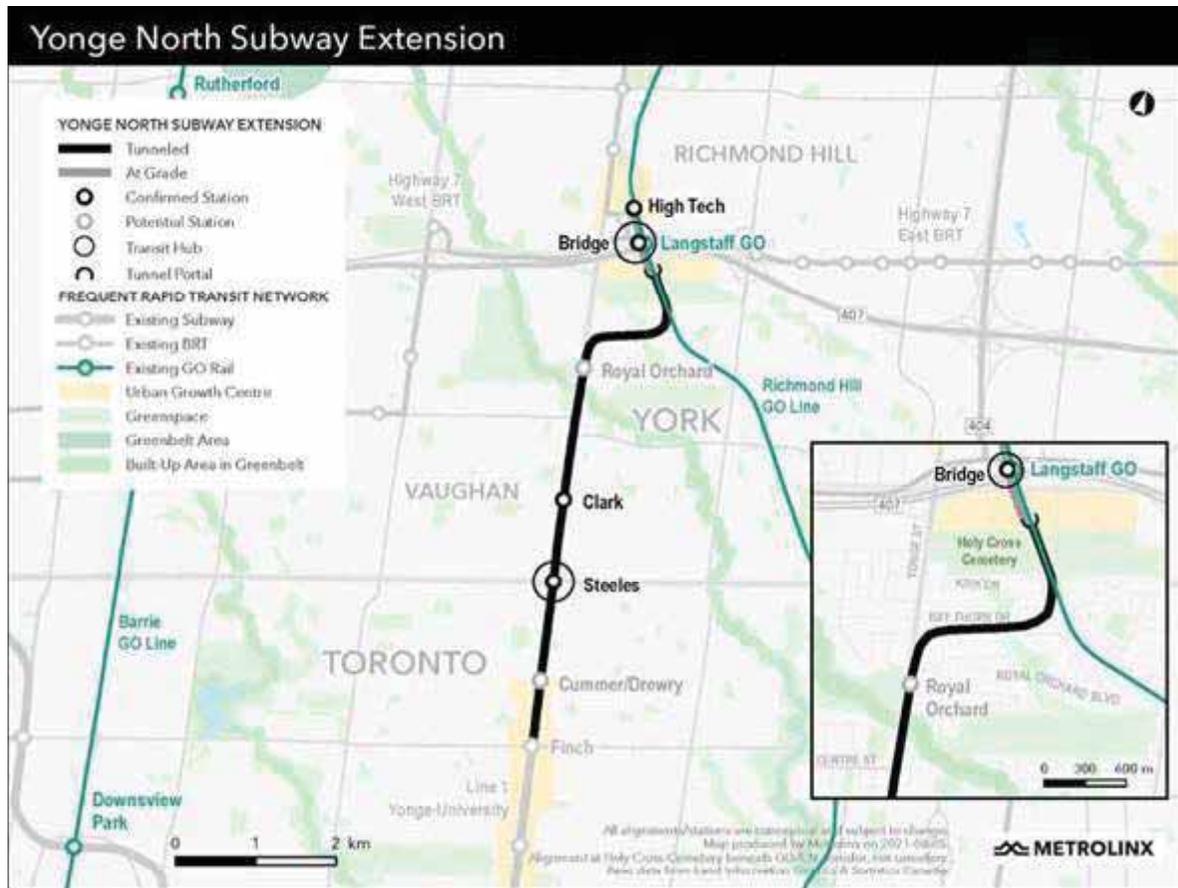
From: York Region
Sent: December 8, 2021 3:21 PM
To: [REDACTED]
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Hi, [REDACTED] hope you're well, and hoping you can help pass this message around to the groups you belong to?

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under

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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:37 AM
To:
Cc:
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning residents and board of 8111 Yonge Street.

Following up on my email below, I'm getting in touch with more details on our upcoming Virtual Open House. Metrolinx will be hosting a Virtual Open House for residents in all municipalities who would like to ask questions and learn more about the Yonge North Subway Extension.

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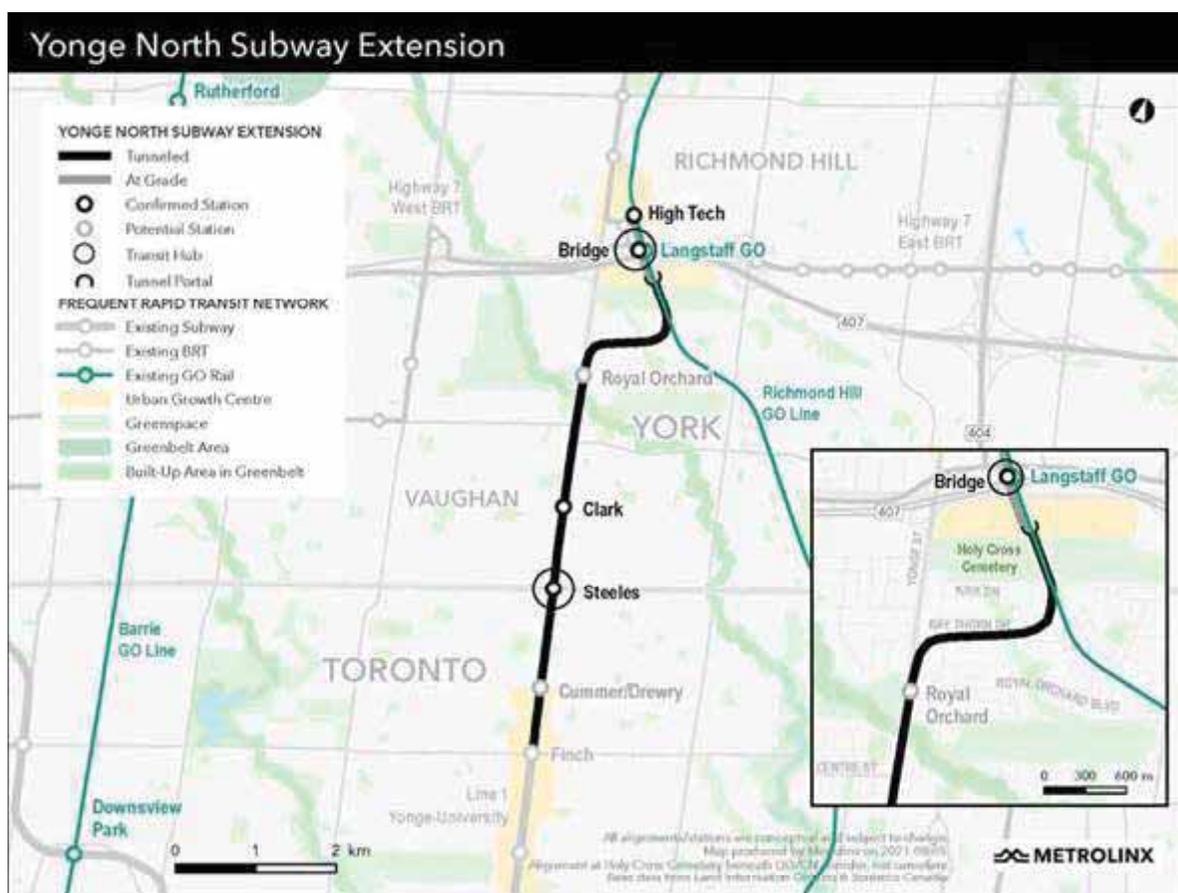


From: York Region
Sent: December 8, 2021 2:00 PM
To:
Cc:
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon residents and board of at 8111 Yonge Street,

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

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From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:56 AM
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

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Good afternoon Metrolinx Yonge North Subway Extension Communications Working Group,

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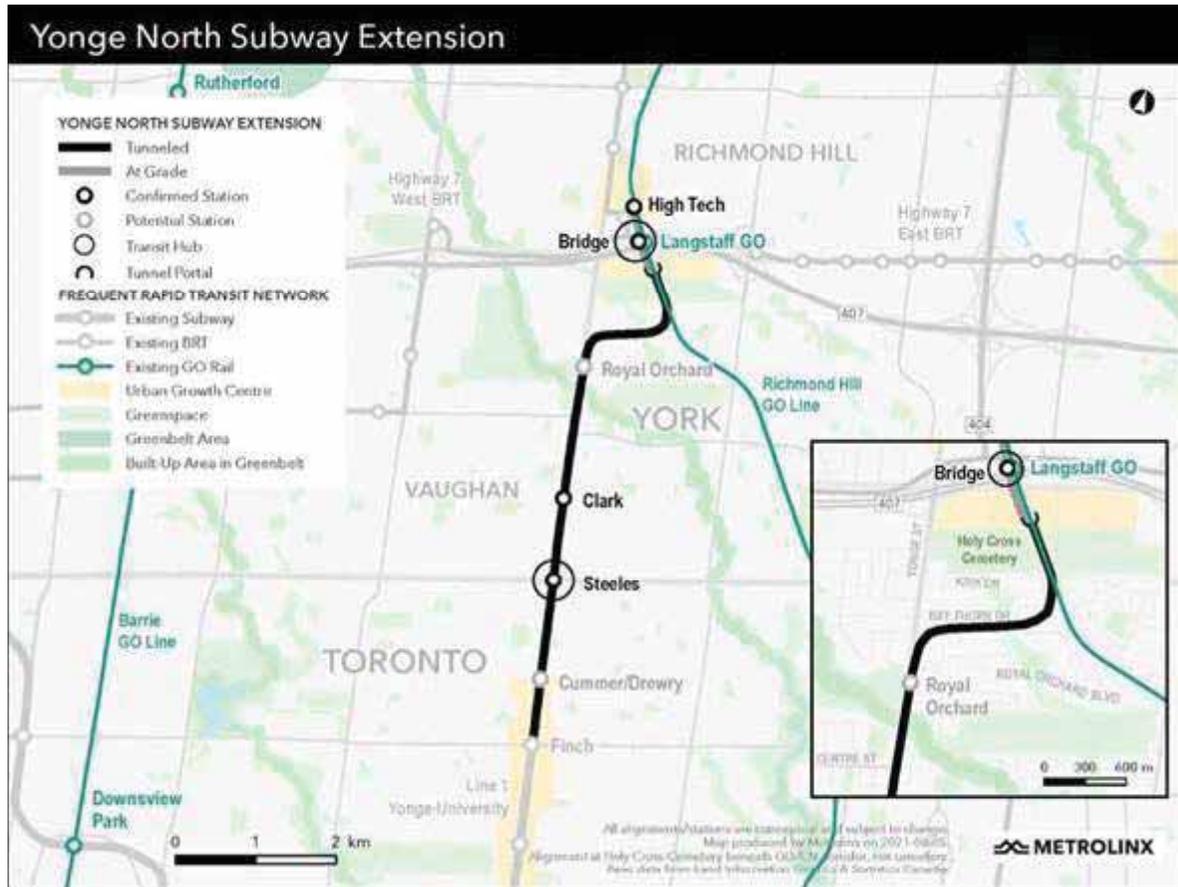


From: York Region
Sent: December 8, 2021 4:08 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon, friends in the Metrolinx Yonge North Subway Extension Communications Working Group. (We need an abbreviated name, I think).

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

Metrolinx has already started reaching out directly to Royal Orchard community members whose properties are directly above the extension, and we will continue to support them as planning and design work continues.



Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods. Our early studies show that by using available, proven technology, vibration levels will be so faint that it will be barely noticeable to human senses. We estimate sound levels will be about as quiet as the average whisper.

We will continue to work closely with our regional and municipal partners as planning and design work continues. Community input is essential to the work we do and we are incorporating that feedback as we advance our plans.

The Metrolinx project team will also host two virtual open houses: **Thursday, December 16** and **Wednesday, January 5**, to hear your thoughts and answer your questions, and you will be receiving an invitation to the December 16th open house shortly.

The Yonge North Subway Extension will give more people faster, easier travel options as the region grows, reducing commute times to downtown Toronto by as much as 22 minutes and saving more than 4,800 tons of greenhouse gas emissions each year. We look forward to continuing to work with you as this exciting project moves forward.

You can learn more about the adjusted route on [Metrolinx News](#) and share the news with your networks from our [Twitter](#) post.

As always, feel free to get in touch any time.

Thank you,

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties
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We hope you can join us either tonight or on January 5th to further discuss the Yonge North Subway Extension.

Sincerely,

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: December 10, 2021 11:56 AM
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

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The Yonge North Subway Extension will lead to faster, easier travel between York Region and Toronto – no matter how you get around.

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Best,
Allie

ALLIE MCHUGH

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From: York Region

Sent: December 8, 2021 4:08 PM

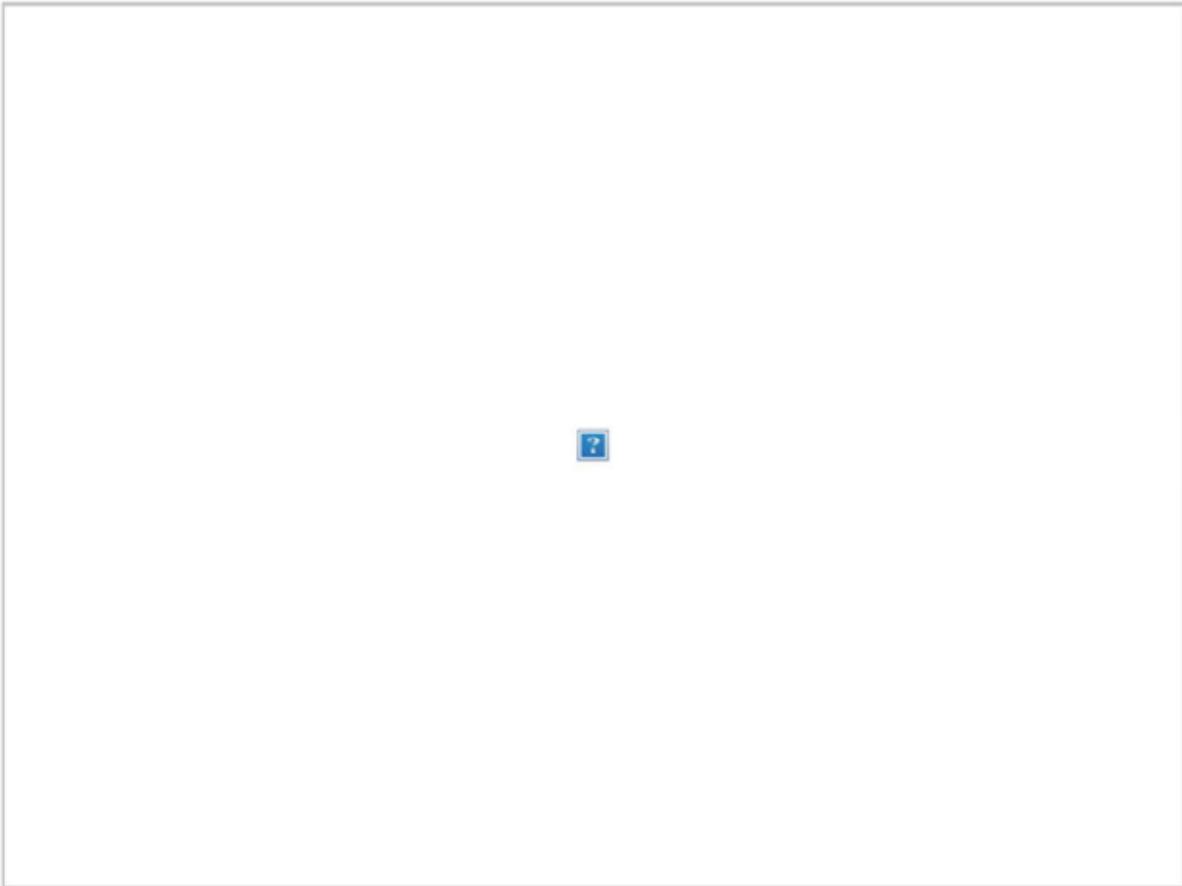
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From: York Region <YorkRegion@metrolinx.com>
Sent: December 16, 2021 10:22 AM
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Allie

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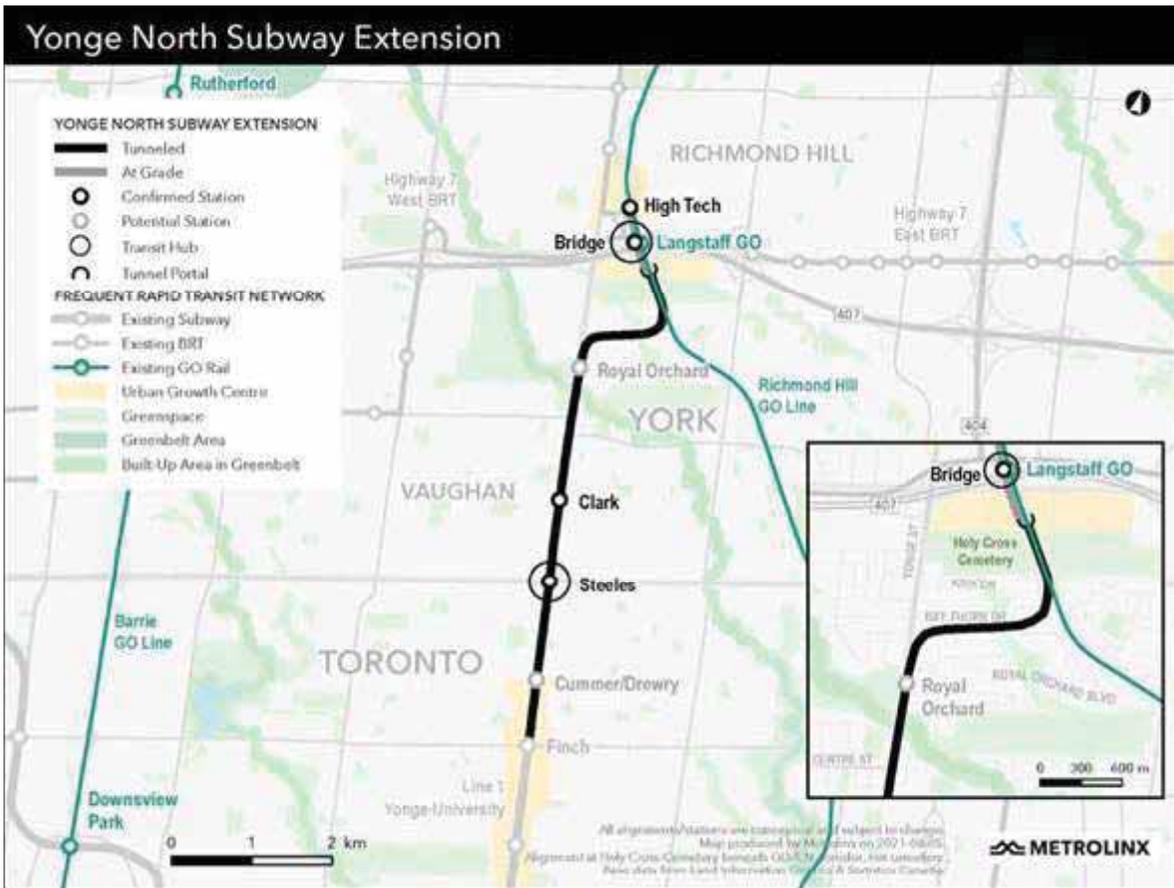
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As always, feel free to get in touch any time.

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From: [York Region](#)
Subject: Yonge North Subway Extension, Metrolinx CEO Open Letter to the Community
Attachments:

Good afternoon. The Yonge North Subway Extension is a vitally important rapid transit project that will connect York Region like never before, providing brand new connections and seamless travel experiences for your communities. We know that transit makes life better for the residents it serves, but we also understand the importance of community conversations when building transit projects the size and scale of the Yonge North Subway Extension. Today we are sharing an open letter from Metrolinx CEO Phil Verster to the Royal Orchard Community. The letter will also be posted on our Metrolinx Engage site.

Some key highlights:

- **Maximizing transit benefits:** We have improved and adjusted our route alignment to go deeper and travel under half of the residential properties in the Royal Orchard community in response to feedback received through our community consultations. Significant benefits are achieved by veering east of Yonge Street, ensuring the best placement of two new stations at the heart of Langstaff Gateway and Richmond Hill Centre and bringing reliable transit to the centre of where people and jobs will be. The route choice eliminates buses from travelling into the future Richmond Hill Centre downtown and protects for a northerly extension along the existing rail corridor.
- **Minimizing noise and vibration:** We now have access to a wide range of solutions to address noise and vibration that simply were not available decades ago, when most of the GTA's existing subway lines were built. We will use modern solutions that are tested and proven across the globe. We'll do everything possible to make sure people who live along the subway extension barely notice it.
- **Property value and compensation:** While we always work to limit our property needs and interests, when we require property to support the construction and operation of much-needed transit infrastructure we compensate owners at a price they could expect through a sale at fair market value – even when what we are building is deep underground and no space is occupied at surface level.
- **Consulting and supporting communities:** Meaningful consultation and regular engagement with communities along the route of the Yonge North Subway Extension is key to the success of this transformative transit extension. The updated project plans we shared last spring were just the first step of a planning and consultation process that includes frequent conversations with communities. We will continue to work together to maximize the benefits and outcome for the community.

We're thrilled to move the project forward and we've heard from many people across the region who share in this excitement. As a key stakeholder in this project and an essential partner in our work to build a true transit network across the GTHA, we appreciate that you may have some further

questions or require more information. We'd be happy to answer those questions, and hope that you join us at our virtual open house this [Thursday, December 16](#). We'll be holding a second session January 5, recognizing this time of year can be a busy one. Please feel free to reach out to our Community Engagement team at YongeSubwayExt@metrolinx.com, any time.

Thank you and have a nice day.

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



December 15, 2021

An open letter to the residents of the Royal Orchard community

The Yonge North Subway Extension is a long-awaited project that will bring faster transit to more people across York Region and Toronto. It is a vital piece of the transit network that we are building across the region and will connect communities and people for decades to come.

We know that transit makes life better for the communities it serves. We also recognize the importance of community feedback when building transit projects the size and scale of the Yonge North Extension. We fully understand that people may have concerns and questions about our designs and the broader decision-making process.

We have recently introduced [updates to the project](#) that will result in deeper tunnels and a route that travels under significantly fewer residential properties in the Royal Orchard community compared to our early plans. We made those refinements in response to the feedback we've heard through engaging with municipalities and consulting with communities across York Region and Toronto over the past eight months. As we have listened, certain topics and questions have risen to the top of our discussions. Members of the Royal Orchard community have asked why the route of the subway extension has shifted off of Yonge Street in the northern segment of the line and how we will make sure that the new subway service does not become a disruption to the community.

This letter addresses the concerns and questions we have been hearing and shares how we will continue to work collaboratively with your community to ensure your neighbourhood stays a peaceful, quiet, and sought-after place to live. We will address the following topics in this open letter:

- Maximizing transit benefits
- Minimizing noise and vibration
- Property value and compensation
- Consulting with and supporting communities
- Station selection

Maximizing Transit Benefits

In 2019, when Metrolinx assumed responsibility for the Yonge North Subway Extension, it became evident that the original project was approximately \$3.7 billion over the \$5.6 billion budget, that it did not fully maximize transit benefits for communities, and that it did not fit with the future long-term growth objectives of the region.

Metrolinx refined the project plans to deliver more transit benefits for the people of York Region and Toronto, while staying within budget. This change to the project is what is outlined in the [Initial Business Case \(IBC\) and addendum that were published in March 2021](#). One of the most significant refinements is the updated route, which places the northern section of the extension at surface level along the existing CN railway corridor, instead of tunneling all the way to Richmond Hill. The updated route curves away from Yonge Street and runs underground to the proposed subway tunnel portal south of Langstaff Road.

This approach will maximize the subway connectivity to other modes of transit such as buses and GO transit, while also optimizing the urban and city building developments at and around Richmond Hill.

Why is it necessary to run the route of the subway to the existing railway corridor?

The new route alignment ensures the better placement of stations to minimize the disruption to Richmond Hill Centre, while also maximizing the developments and growth within that community. The Yonge North Subway Extension has two stations at the heart of Langstaff Gateway and Richmond Hill Centre, an area that is set to become a vibrant regional hub where people will live and work.

The new route will create a multi-modal transit hub at Bridge Station, which connects the subway to GO train, GO bus, York Region Viva bus rapid transit and the local bus network. Bridge Station will be accessible from Highway 7 and will remove approximately 130 buses on the roadways per peak hour from travelling into Richmond Hill Centre. Our plan will bring the many people who will live near Bridge and High Tech stations within a 10-minute walk of rapid transit.

Building the subway at surface level along the existing CN railway corridor reduces the need for complex and costly construction of tunnels and underground stations. We will also be able to complete the project sooner than if the subway was tunneled the entire length of the route. It also protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

Why do your plans focus on future development? What about the people who live here today?

Our plans focus on both future development and also on the people who live in these communities today. York Region has been planning for this growth for many years in response to the demand for more housing and employment opportunities in these communities. We are supporting those plans.

The Yonge North Subway Extension will enable 26,000 more residents and 22,900 more jobs to be within a 10-minute walk of a new station within the next two decades. This ensures that any growth is sustainable, because reliable rapid transit with convenient connections to the regional transportation network is the foundation for growth. It gives new and current residents the means to move and give them more options to move around with more choices and more opportunities.

Managing noise and vibration

Residents in Royal Orchard have asked how we will make sure that the new subway services will not affect neighbourhoods through noise and vibration. We will implement a range of practical, modern railway technological solutions to address noise and vibration. These solutions were not available decades ago when most of the Greater Toronto Area's existing subway lines were built. These new solutions have been tested around the world, and recently, in Toronto to extend the western leg of Line 1 to Vaughan. We are pleased to be implementing this world class technology right here in your neighbourhoods.

We have already taken several local leaders and people to observe, first-hand, how noise and vibration is [reduced to nearly imperceptible levels above the Line 1 tunnel of the subway extension](#) inside the York University Schulich School of Business building. We will achieve the same in Royal Orchard. We are investing in the same railway technology where trains run on tracks that are dampened and where the passing of a train in the tunnel is comparable to an average whisper. We will do everything we can do to make sure people who live along the subway extension barely notice the subway services.

Subways around the world, including in the Greater Toronto Area (GTA), travel underneath homes, opera houses, condominiums, and businesses all the time. In addition, the tunnels along the Yonge North Subway Extension will be deeper underground than in many areas of Toronto's existing subway network.

Won't having the subway under our neighbourhood cause excessive noise and vibration in our homes and schools?

No. Noise and vibration are created where the train wheels interact with the tracks, and we are investing in modern railway track technology that dampens both the noise and vibration created at this point from train operations. This will ensure that there are no significant differences between levels of noise and vibration experienced in the Royal Orchard community today and what those levels will be when the subway extension is in service.

In the shallowest section of tunnels that will run below single-family homes and a local school, our current designs have the bottoms of the tunnels at a minimum depth of 21 metres (19.5 metres to where the train wheels interact with the tracks). This will result in the train wheels interacting with the tracks at a sufficient depth to further keep noise and vibration levels nearly imperceptible.

All the detailed studies and community consultations we are leading will help us make sure we get this right. One of the modern solutions available to us is called 'floating slab' track. This method has been proven to work on many subway lines around the world, including the recent extension of TTC's Yonge-University Line 1 into Vaughan. It involves attaching the tracks to concrete slabs that 'float' above the subway tunnels on thick rubber pads that absorb vibration from passing trains.

Property value and compensation

We know living near transit is a big draw and benefit for homebuyers and that creating new transit connections positively affects neighbouring property values. We also understand that homeowners may wonder if their property values will be negatively affected if the subway runs underneath their property. We strongly believe it will not, given our substantial noise and vibration mitigations.

As a totally separate matter and unrelated to noise and vibration mitigations, Metrolinx will compensate those property owners for the right to occupy the subsurface space under their property. That compensation is determined to the pricing and valuation methods prescribed by the Expropriations Act (1990).

What compensation am I entitled to if the Yonge North Subway runs underneath my property?

Our approach to compensation for subsurface 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, at our cost, and compensating residents accordingly. Our preferred approach is through amicable negotiations and settlement and we would only start an expropriation process, if it is necessary, to protect project timelines.

How will this process to agree on compensation for operating under my property work?

Metrolinx will enter into direct, one-on-one discussions with each homeowner that will have the subway run under their property. Through those discussions, Metrolinx will work with owners to procure an independent valuation, at our cost, of the property interest and make an offer accordingly.

Should an amicable deal not be reached, owners have a right to appeal under the Expropriations Act (1990) to the Ontario Land Tribunal for a judgment as to fair compensation.

Consulting with and supporting communities

Meaningful consultation and regular engagement with communities along the route of the Yonge North Subway Extension is key to the success of this transformative transit extension. Since sharing the updated project plans in March 2021, Metrolinx has hosted five public virtual open houses, given six presentations to municipal and regional councils, initiated a community table in the Royal Orchard community, conducted community walks with residents and met in person and virtually with many stakeholders.

The Metrolinx Community Engagement team has established a regular presence along the route, distributing over 1,500 notices and informational postcards to businesses and residents over the last few months, meeting with property managers and identifying potential space for a permanent community office.

Following the exploration of options, Metrolinx puts forward achievable plans which provide optimal transit solutions. Once we know the optimal solution for a new transit line, we reach out to those communities to consult on the details of how the project will be designed and delivered, and how we will solve for any potential disruptions or concerns.

The updated project plans we shared last spring were just the first step of a planning and consultation process that includes frequent conversations with communities. There will be many more opportunities to share feedback and answer questions. As we move forward together on the project, we will work together to continue to maximize the benefits and outcome for the community.

What is Metrolinx doing to address specific concerns about tunnelling through the Royal Orchard community?

We have taken the comments from the community and elected leaders on board and we initiated a detailed technical review that improves on our initial designs. This new design allows us to tunnel even deeper and under fewer homes in the neighbourhood. These adjustments shift the route of the subway to travel under 20 homes and 15 yards, half as many as the 40 homes and 23 yards the previous route would have travelled under.

In the coming months, we will also offer an immersive, interactive noise and vibration simulation that will let you hear for yourself what it will sound like when a subway train passes below homes. These audio and video demonstrations are based on our recordings of existing sound levels inside homes in Royal Orchard and will bring to life how our proposed modern noise and vibration solutions will make future subway operations nearly imperceptible. We're looking forward to sharing more details with the community.

What about other route options that would avoid tunneling under Royal Orchard altogether?

We have looked at all the options to avoid tunneling under Royal Orchard and none of those give better transit benefits. Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

In addition to the various route options we looked at in our initial business case analysis, we recently completed a further detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor.

We studied this proposal from every angle but in the end, we were faced with three major obstacles that led us to conclude the proposal is not an improvement over our current plans:

- **Significant cost increases:** If we adopt the proposal from the community, significant cost increases would be required and will also reduce the local development opportunities.
- **Complex construction:** The proposal from the community keeps Bridge Station in the same vital location but places it partially underground, which would make the station more complex and more costly. It would require reinforcing the foundation of the

Highway 407 and Highway 7 bridges, and tunneling under the existing culvert that supports Pomona Creek.

- **Technical constraints from tighter turns, steeper inclines and slower train speeds:** In order to reach the existing railway corridor, the subway tracks would need to be curved much tighter than the current TTC standards, which would mean trains will have to travel along those parts at slower speeds, with longer travel times for riders. This proposal from the community would also hinder the ability of the Langstaff Gateway urban growth centre to realize longstanding regional and municipal growth objectives because the proposal essentially splits the development into two parts and would place development restrictions on the envisioned growth.

Station Selection

We know that everyone along the Yonge North Subway Extension will benefit from less traffic congestion and better access to transit, thanks to local and regional connections to each station along the route.

We use a business case analysis to evaluate which stations will bring the most benefits to our projects. This includes predicting how many people would use each station and looking at how many new riders each station would attract to the line each day. Our studies also consider how the distance between each station will affect ridership. Through these comparisons, we get a better understanding of how much the community would benefit from each station. We also consider how complex it would be to build each station and how much it would affect nearby properties and development planned in the future. The four stations already selected are High Tech, Bridge, Clark, and Steeles.

These four stations are included in the latest plans for the project and our published business case work shows the analysis for these choices. Steeles, Bridge and High Tech stations will significantly improve access to frequent rapid transit, providing easy connections to local and regional travel options that will help people move around the GTA and beyond. 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.

Will Royal Orchard Station be included in the final plan?

We are working with the Province and York Region to determine the feasibility of a station in the Royal Orchard community.

Moving forward

We are thrilled to finally move the project forward and we've heard from many people across the region who share in this excitement.

As we work to improve and refine the project even further, we remain deeply committed to working with residents and businesses to share information, answer questions and gather feedback. Each conversation we have, whether one-on-one or with larger groups, will help us

make sure the Yonge North Subway Extension is the best possible fit the for neighbourhoods it will serve.

Kind Regards,

A handwritten signature in black ink, appearing to be 'Phil Verster', written in a cursive style.

Phil Verster
President and CEO

Information Panels

Yonge North Subway Extension

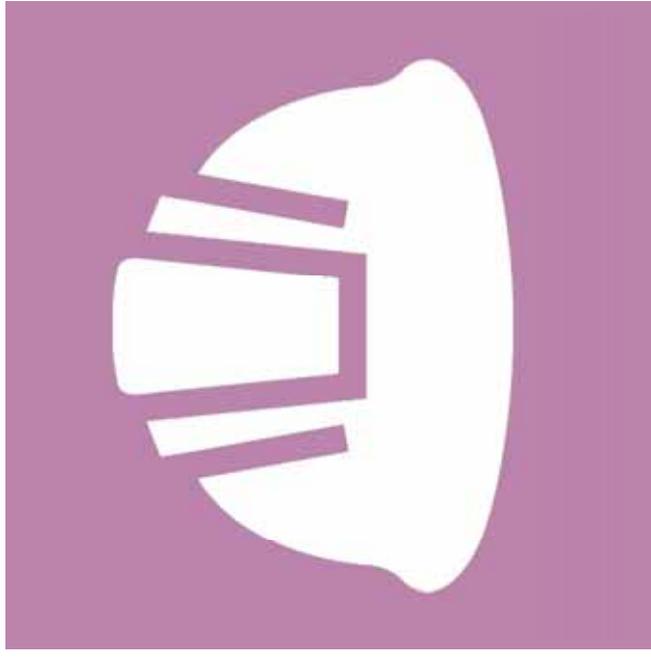
Virtual Open House #6



December 16, 2021

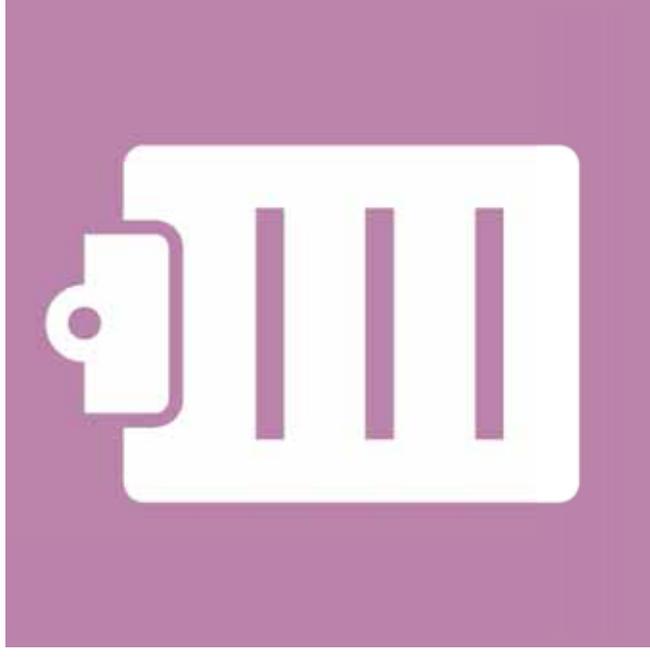


Safety Moment



Agenda

1. Project Benefits
2. Route Improvements
3. Transit Action Ontario Proposal and Metrolinx Analysis
4. Property Needs and Process
5. Finch Early Works
6. Geotechnical Investigations
7. Noise and Vibration Studies Early Results
8. Project Timeline
9. Public Engagement and Stakeholder Outreach
10. Community Office



Yonge North Subway Extension

By the Numbers

-  ~8 km route
-  4* new stations
-  94,100 daily riders
-  Up to 22 minutes saved on a trip from York Region to downtown Toronto
-  4,800 tonnes in yearly greenhouse gas emission reductions
-  26,000 more people with in 10-minute walk to transit
-  7,700 fewer km traveled by cars during morning rush hour

* We're exploring opportunities with our project partners that could support additional stations as the analysis is refined.

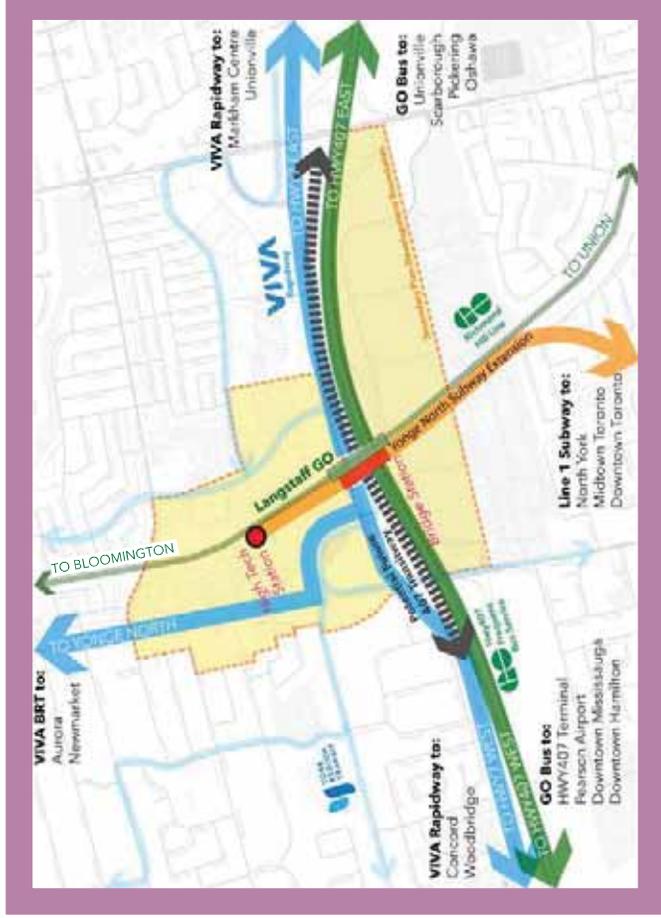
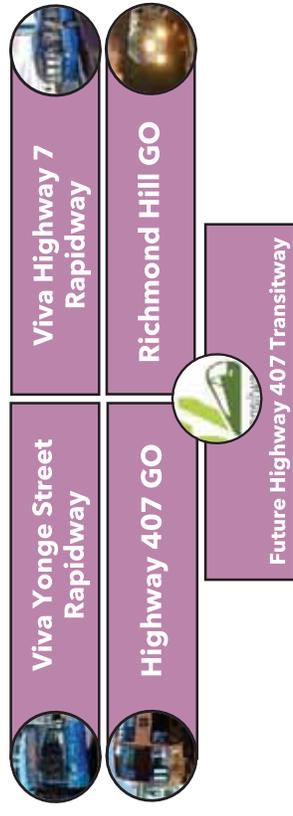


Yonge North Subway Extension

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:



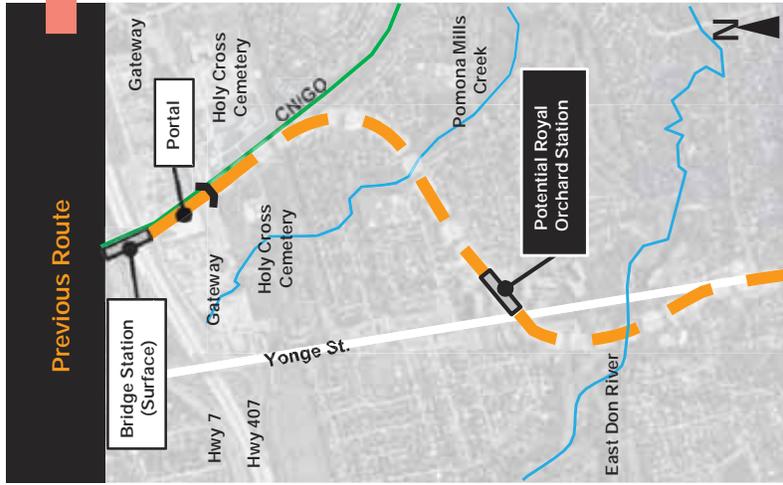
The Adjusted Route

We've adjusted the route of the Yonge North Subway Extension through the Royal Orchard community to travel deeper and under fewer homes.

- The route will travel under Bay Thorn Drive instead of directly under homes, wherever possible.
- In the shallowest section of tunnels that will run below single-family homes and a local school, our current designs have the bottoms of the tunnels at a minimum depth of 21 metres (19.5 metres to where the train wheels interact with the tracks).

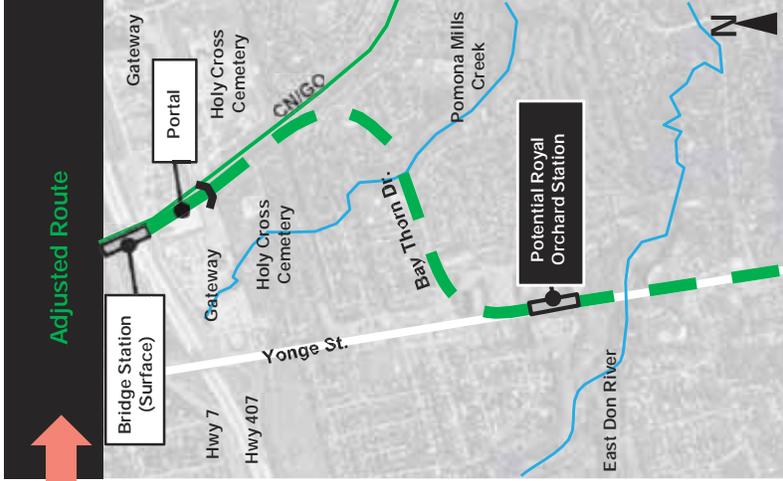


ROUTE UPDATE - OVERVIEW

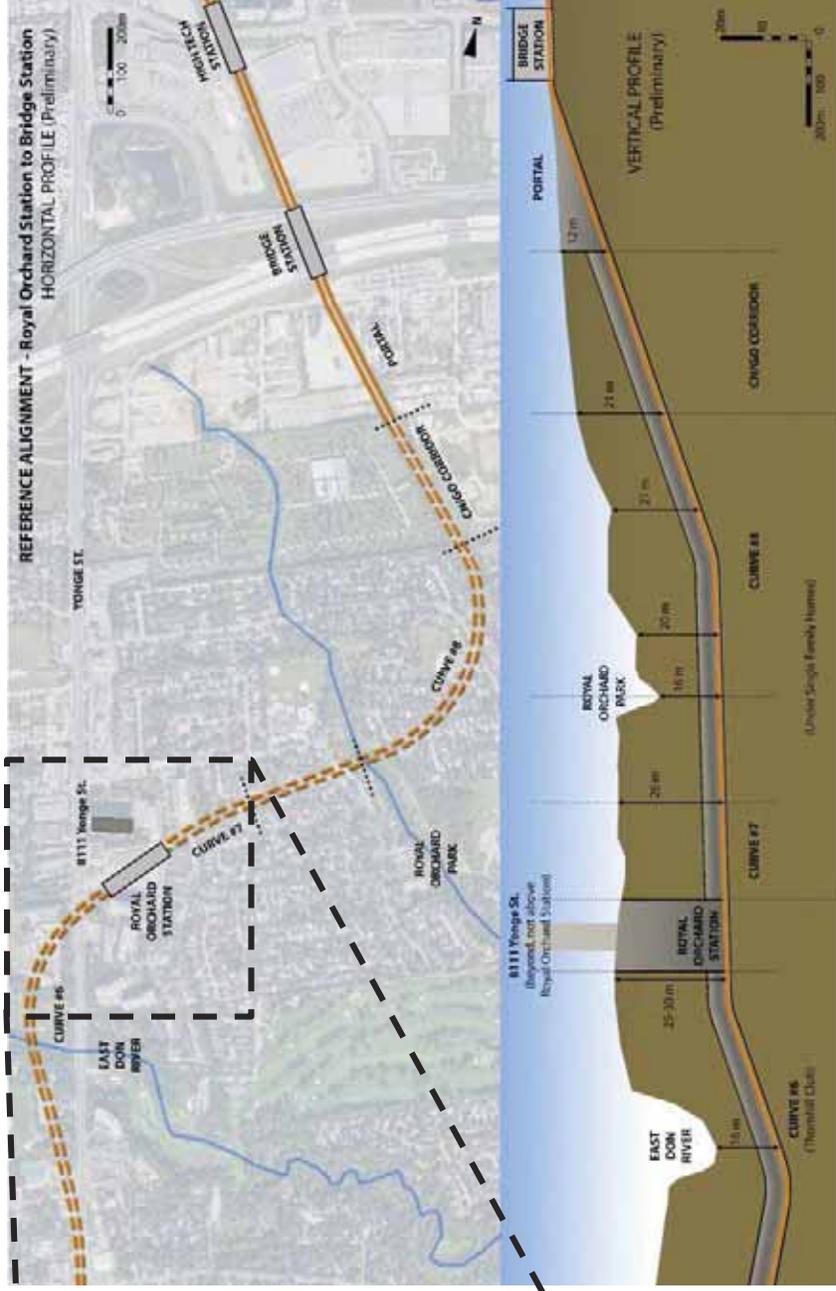
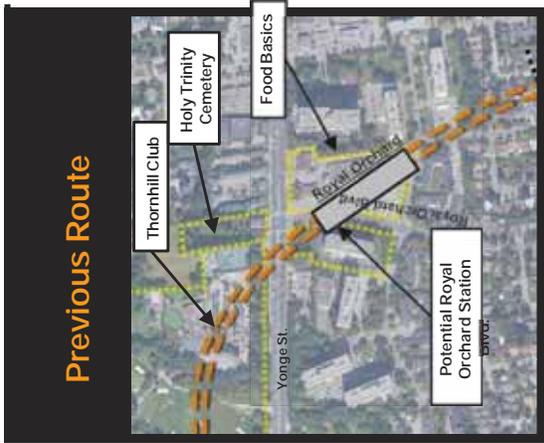


Why did we shift from the previous route to the adjusted route?

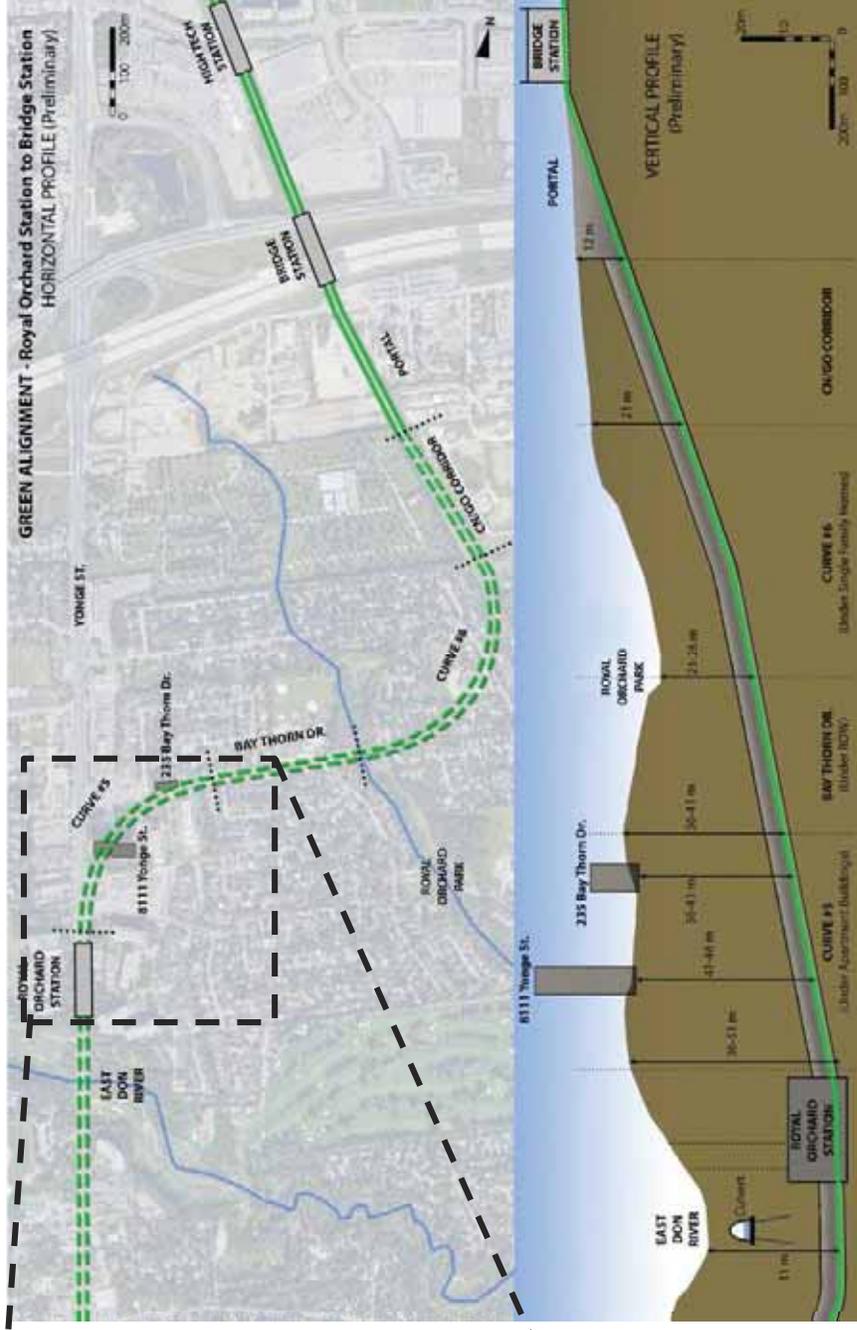
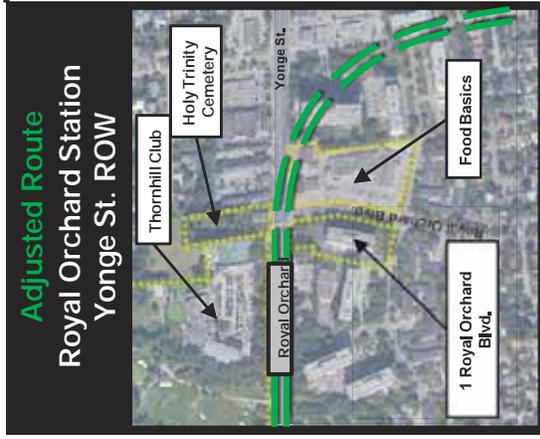
- Reduce number of single-family residential properties tunnelled under
- Placed tunnels even deeper below the community
- Maintained project benefits within approved budget



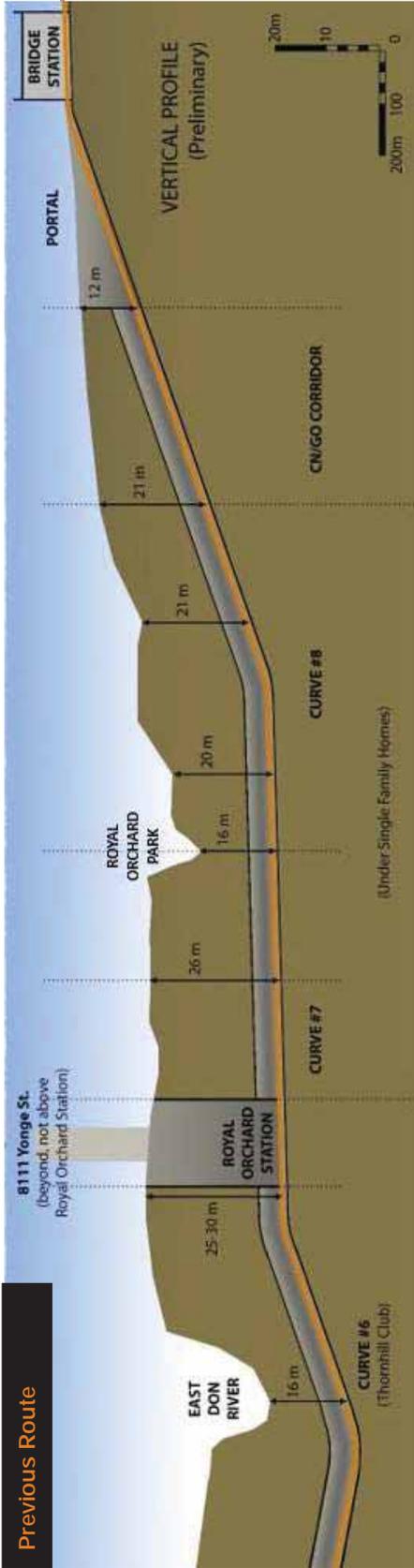
PREVIOUS ROUTE



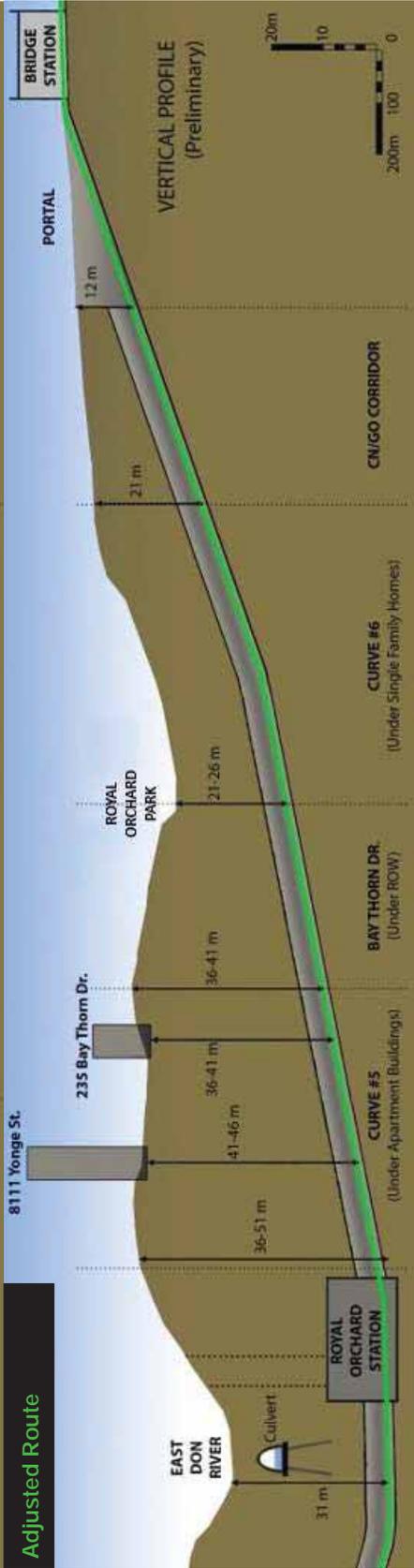
ADJUSTED ROUTE



Previous Route



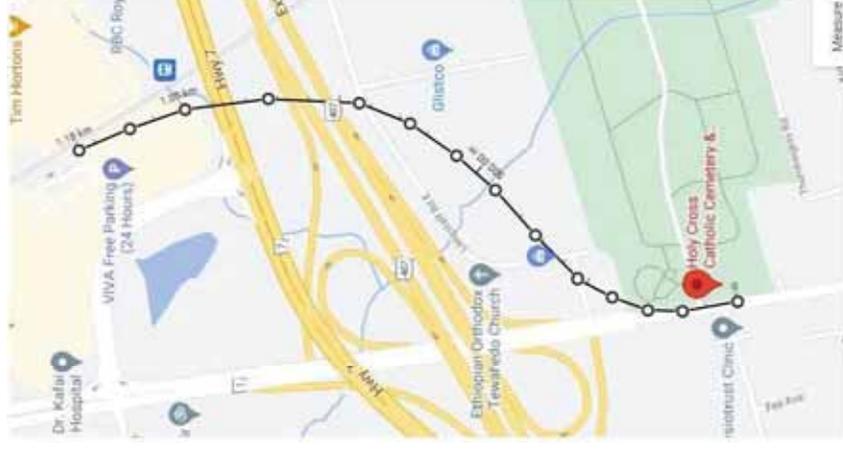
Adjusted Route



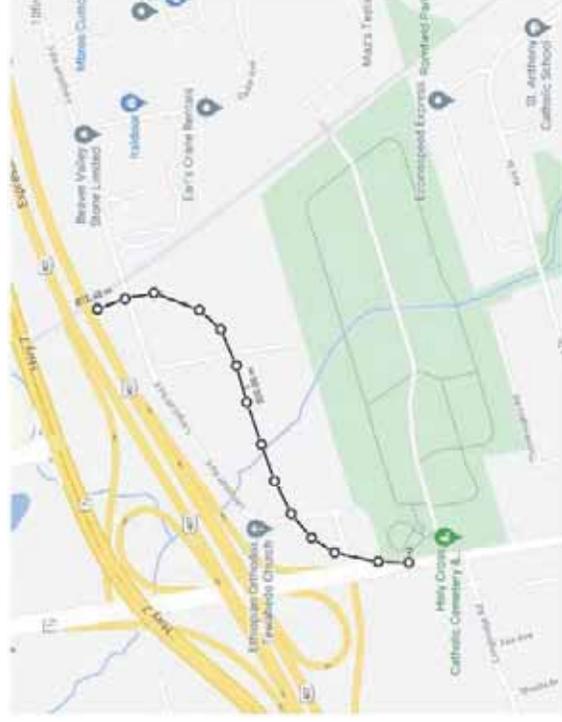
Yonge North Subway Extension

Transport Action Ontario Route Proposal

- Transport Action Ontario submitted a proposal with two route options. Metrolinx thoroughly reviewed the proposal and completed a technical analysis on the feasibility of the options proposed.



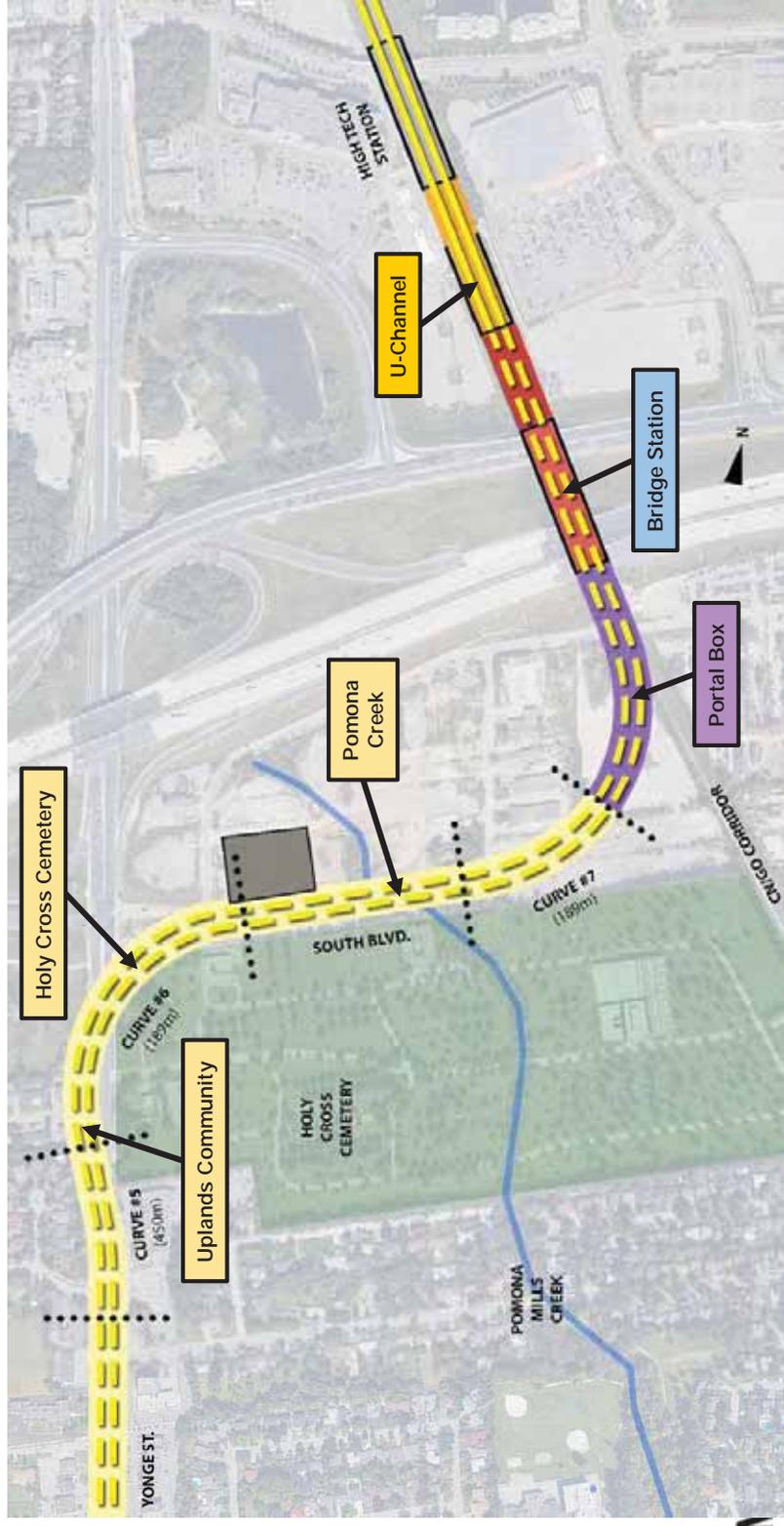
Option 2



Option 1

Yonge North Subway Extension

Metrolinx Developed Option Based on Transport Action Ontario Proposal Option 1



Yonge North Subway Extension

Summary of Findings – Transport Action Ontario Option 1

Significant cost increases

- Minimum incremental total project cost of \$230 million
- Limits important benefits (e.g. fourth station and potential for additional stations)
- Reduces opportunity to create highly liveable/connected communities

Complex and costly construction increase project risk

- Specialized tunnel boring machines and precast tunnel liners
- Partially underground Bridge Station requires underpinning/foundation modifications of Highways 407 and 7 bridges
- Pomona Creek impacts
- Relocation/protection of major utilities

Tighter turns increase O&M costs and reduce customer experience

- Trains would need to slow down to meet TTC standards
- Reduced travel time savings
- Higher operating costs due to more wear and tear on trains and track through tight curves
- Increased noise and vibration from trains traveling on tight turns with steeper inclines



Yonge North Subway Extension

Summary of Findings – Transport Action Ontario Option 2

- TAO Option 2 as presented does not permit a station to be constructed on the curve below the highways.
- Following the principles of Option 2 explained in the correspondence, Initial Business Case Option 2 achieves these principles and is the technically feasible.
- IBC Option 2 has the alignment on Yonge Street to north of the cemetery, travels below the western portion of the Langstaff Gateway and places Bridge Station in the space between Hwy 4 and Hwy 407. The bus terminal would be located between Highways 407 and 7 and be the connector of all rapid transit services.
- **Bridge Station must be an underground station to maintain highway operations**
- IBC Option 2 was rigorously studied as part of the IBC and it was concluded that it did not provide a superior business case to the Reference Alignment.



Property Needs and Process

- Our approach to compensation for subsurface 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.**
- We have a **transparent and unbiased process** to determine fair market value through our negotiations.
- Metrolinx will work closely with property owners where Metrolinx has a property interest to answer questions and negotiate **mutually beneficial agreements.**

Yonge North Subway Extension

Early Works - Finch Station

Early works are construction activities that set the foundation for major construction to begin.

The early works planned at Finch Station will prepare it for upgrades that will connect existing Line 1 service to the new subway extension.

We have entered into procurement for this work, with the RFQ released earlier this week on December 14.

These early works include:

- Behind-the-scenes spaces upgrades where transformers and other electrical equipment are housed.
- Modifying the 'tail tracks' just north of the Finch Station platform that provide temporary parking space for subway trains while they're not in service.
- Bringing power to the rails that will extend north from Finch Station.



Yonge North Subway Extension

Geotechnical Program in Royal Orchard Community

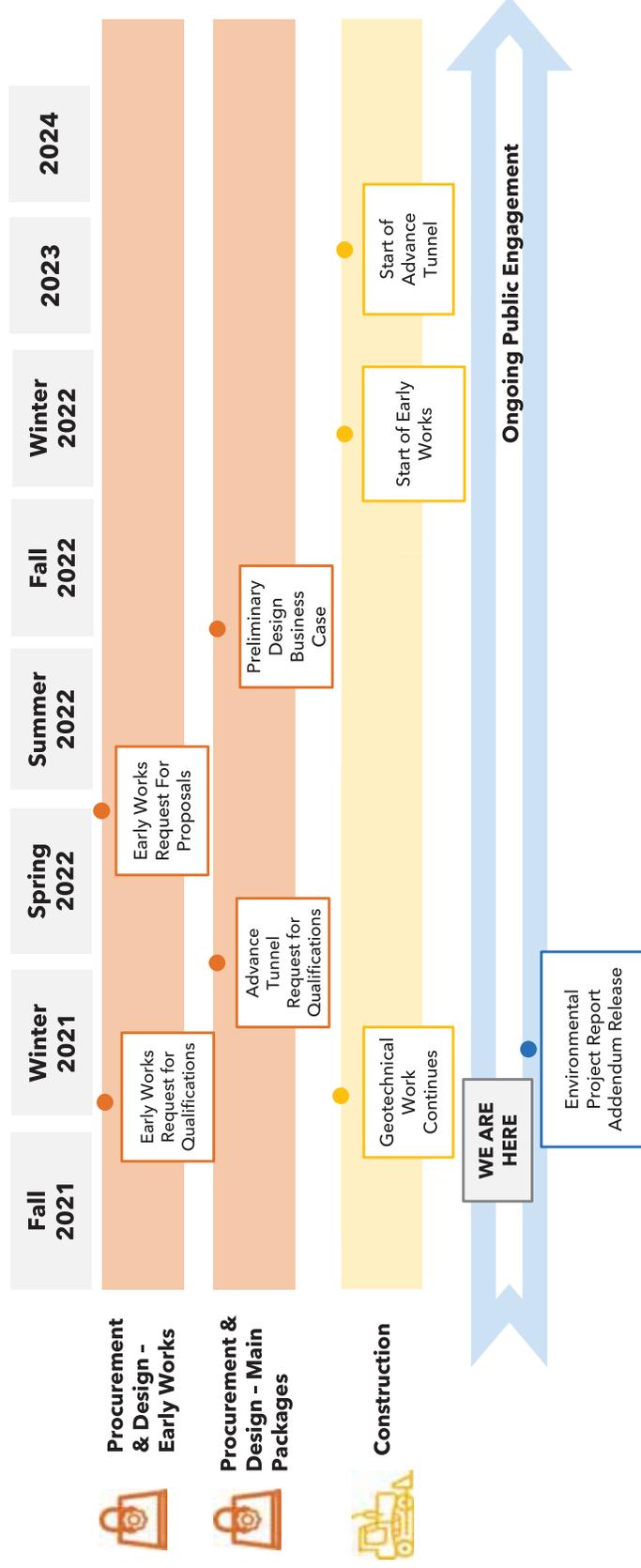
Investigations in the Royal Orchard community provide important information for the design of the future subway

- Properties of the soil and bedrock will assist in the selection of proven technology for mitigation of noise and vibration during construction and during subway operations.
- Information will be used by the tunnel, structural and civil design teams to prepare the Reference Concept Design that will form the basis of the Request for Proposal for the Advanced Tunnel Contract.
- Most of the borehole drilling in Royal Orchard is complete, we are working with property owners on the few remaining boreholes on private property.



Yonge North Subway Extension

Project Timeline



Yonge North Subway Extension

Noise and Vibration Studies - Early Results in Royal Orchard

- Early studies show that by using the proven technology available, vibration levels in the Royal Orchard community are predicted to be below what humans can feel.
- We estimate noise levels will be nearly imperceptible and about as quiet as the average whisper or rustling leaves in the distance.
- Ongoing studies will inform the selection of proven noise and vibration solutions in Royal Orchard.
- One of the solutions is called 'floating slab' track, which is used extensively along the western leg of the Line 1 subway extension to Vaughan.



Yonge North Subway Extension

Public Engagement and Stakeholder Outreach

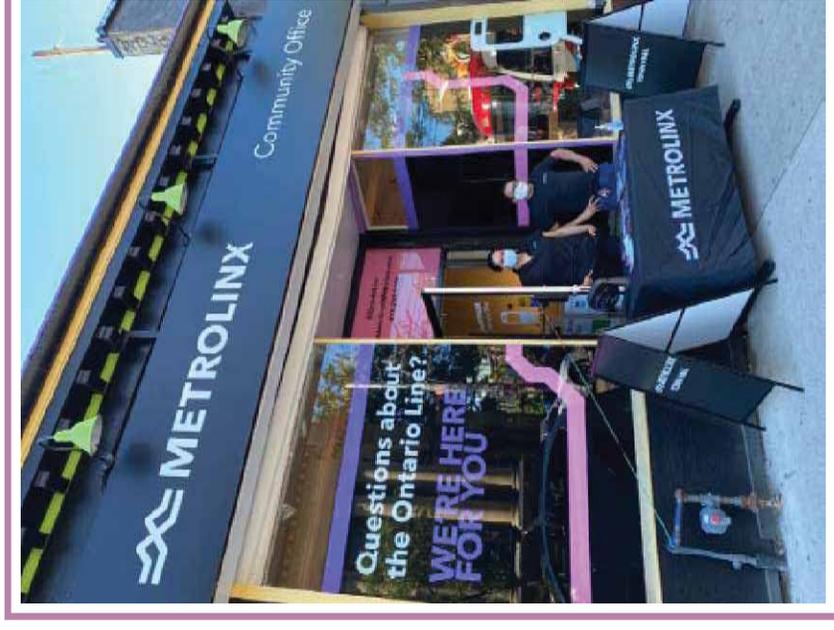
- Project postcard distributed to **30,000 homes** along alignment. Second flyer distribution underway.
- **5 virtual open house meetings: 2007 attendees, 1450 questions** answered on Mx Engage, Zoom Room, and in Teams.
- Previous virtual open house #5 was **October 20, 6:30pm**.
- **1500 notification flyers distributed, 23 stakeholder briefings, 35 elected official briefings, 15 eNews**, biweekly meetings with Communications Working Group (municipal staff), community walks, canvassing.
- Small table meetings, including **Willowdale BIA** and **Yonge Corridor Condominium Association, Royal Orchard Community Table**
- **6 Council presentations** York Region Council and municipal councils.
- Open letter from CEO Phil Verster to the Royal Orchard community, **December 15**.



Yonge North Subway Extension

Community Office

Metrolinx is exploring locations for a community office near the northern end of the extension. Once open, the Yonge North Subway Extension Community Relations team will be available from the community office, as well as the other usual channels.



Yonge North Subway Extension

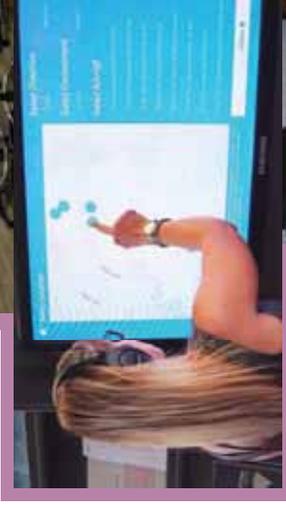
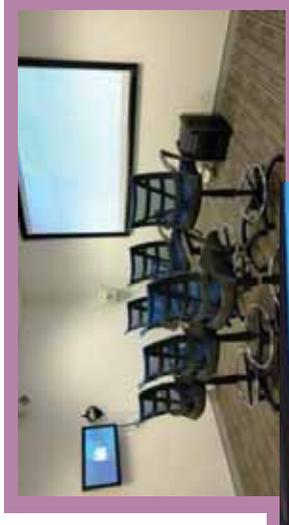
Noise and Vibration Mitigation Experiential Program

Local Subway Tours and Visuals

- Infographics and posters
- Portable 'scale model' demonstration of train and track vibration isolation

Sound Demonstrations

- Installation will offer attendees an opportunity to experience current and projected levels of sound when the subway is in operation.
- Baseline for comparison will be current noise levels experienced in the Royal Orchard and Bayview Glen Communities, in various locations within a home.
- Audio and visual demonstrations using state-of-the-art technology used internationally to test planned noise and vibration mitigation



* Examples only

Yonge North Subway Extension

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.

The next virtual open house is January 5, 2022 at 6:30 pm.

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**



Metrolinx Engage Ask-A-Question

3 **Scenarios**

Anonymous

Dec 1, 2021 • 14.2k

Will both the York Blue & Pink lines service (Dundas station onwards)?

👍 3 🗨 0

👤 **Answer**

Member

Dec 2, 2021 • 18.1k

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, layout and requirements for the bus terminal are being refined based on the needs identified by the TTC, York Region Transit and other local stakeholders. We are meeting regularly with the TTC and City of York staff to discuss and refine details about the Station Station Transit Hub plan in the Preliminary Design Business Case (PDBC).

The Yonge North Subway Extension has been designed to support vibrant urban development along the alignment that creates better, safer connections to rapid transit so that people can get out from behind the wheel. These connections include local transit routes, TTC bus service, York Region local and inter express bus service, Atkinson HOV 3+0 service, Highway 407 QOO bus service, access with PRESTO to local transit, and other services and features that will be available to users, as well as active transportation like walking and cycling.

👍 3 🗨 7

 **Yonge-Steels**
Architecture

Dec 8, 2021 - 1:18

even if the extension opens, will the WheelTrans access kiosk at Yonge & Steeles remain

   10

 **Aristotle**
Mentor

Dec 8, 2021 - 1:24

The extension will need to exceed all necessary accessibility standards.

The design concept and requirements for the bus terminal are being refined based on the needs identified by the TTC, York Region Transit, and other local stakeholders. We are working hard 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.

   10

Maintenance Yard

Answered

Dec 5, 2021 - 14:23

Will the maintenance facility be underground (no ponds or above ground)

13 5

Answered

Members

Dec 6, 2021 - 12:24

Our design and planning teams determined that placing this storage facility at ground level will significantly reduce costs while maintaining important benefits of the project.

Placing the train storage facility at surface level brings the proposal in line with the TTC's five subway train maintenance and storage facilities, which are also above ground. This approach is common for transit support facilities all over the world, like the Volkswagen, Chicago, and New York all have ground level train storage facilities that successfully integrate into residential areas while meeting the needs of their local residents.

The next major step in planning for the proposed North Subway Extension includes the release of the Preliminary Design Business Case (PDBC), which will further refine the project's design, all impacts, and benefits.

6 10

What is the depth of the tunnel at the CN Rail section

Answers
Dec 10, 2021 • 15:13

The distance between 30+27 means as it travels through the Royal Orchard Community what is the depth area it needs the CN corridor which is closed to the Nines in KVA and Broadbank

1 2 3 4 5 6 7

Answers
Mason
Dec 13, 2021 • 11:29

Building the subway at surface level along the existing CN railway corridor reduces the need for complex and costly construction of tunnels and underground stations. We will also be able to complete the project sooner than if the subway was tunnelled the entire length of the route, a key provision for a future potential northern extension of the subway to better address the existing valley transportation corridor.

We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we pursue major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

1 2 3 4 5 6 7

Yonge Subway Extension - At Grade level?

Anonymous

Dec 13, 2021 - 1448

When does the subway line surface? North or both of the viaducts?

4

Answer

Mark

Dec 14, 2021 - 1241

The Yonge North Subway Extension will maintain the extension in York Region, North York and beyond by extending the TTC Line 1 service north from Finch Station to Vaughan, Markham and Richmond Hill. This later plans propose four stations along an extension of roughly 8 kilometers.

The tracks head north beneath Yonge Street from Finch Station before they curve away from Yonge to emerge at the surface at the proposed subway zone's point north of Uxbridge Road at the CN railway corridor. The path tracks north within a 200-metre corridor under the Highway 7 and Highway 407 interchanges to approach to the area identified as Richmond Hill Centre.

The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to maximize impacts to communities as much as possible as we deliver major transit benefits to them.

5

 Public.AG

Anonymous

Dec 14, 2021 - 14:21

Which nations are to have public schools?

 7  3

 Answer

Anonymous

Dec 14, 2021 - 15:27

The design concept and requirements for the stations are being refined based on the needs identified by the TTC, York Region Transit, and other local stakeholders. We are seeking input from stakeholders and municipal partners and all those more details about the stations when the Preliminary Design Business Case is finalized later in 2022.

 4  3

5-10 minutes versus 35 minutes

Tessa

Dec 16, 2021 - 19:07

If the goal is to have walkable transit available within 5-10 minutes, why are there no bus stations between Finch and Bridge and then Bridge and Hub so close together?

I live in the Royal Oakfield neighbourhood and I'd have a 35 minute walk to Clark station. How does that distance meet your requirement of 5-10 minute walkable transit?

Thank you

7 6

Answer

Marcus

Dec 16, 2021 - 15:28

We are using the same business case framework from the IBC to analyse the benefits of each station. This includes predicting how many people would use each station and looking at how many new riders a station would attract to the line each day. Our studies also consider how the distances between each station will affect ridership. Through these comparisons, we get a better understanding of how much the community would benefit from each of these stations. We also consider how complex it would be to build each station and how much impact it would have on nearby properties and development planned in the future.

The stations on the northern section of the extension, Bridge and High Tech, are planned the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

By 2041, as many as 64,000 people are expected to live in the Richmond Hill Centre and Langstaff Gateway communities and more than 26,000 people could have jobs in the area. Since the neighbourhoods surrounding Bridge and High Tech stations are expected to grow significantly in the years to come, these stations will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

7 3

Why take the subway off Yonge street?

Demia

Dec 13, 2021 • 1813

I understand the objective of having the Bridge station in the middle of the new development, but wouldn't more objectives be achieved with an underground walkway with 'young sidewalks' like at the airport?

Wouldn't that be less disruptive than tunnelling under and housing?

👍 2 🗨 4

Answer

Members

Dec 16, 2021 • 1328

Our plans focus on both future development and jobs on the people who live in those communities. Public job regions has been planned for the growth for many years in response to the demand for more housing and employment opportunities in these communities. We are supporting those plans.

Building the subway at surface level along the existing City subway corridor reduces the need for complex and costly construction of tunnels and underground stations. We will also be able to complete the project sooner than if the subway was tunneled the entire length of the route. It also provides for a future potential northern extension of the subway by better utilizing the existing subway transportation corridor.

The Yonge North Subway Extension will enable 24,000 more residents and 22,000 new jobs to be within a 15-minute walk of a new station within the next few decades. This ensures that any growth is sustainable, because reliable rapid transit with convenient connections to the regional transportation network is the foundation for growth. It gives you and your community the means to meet and give them more options to move around with more choices and more opportunities.

👍 7 🗨 3

3 Courthouse Parking (Car)

Anonymous

Dec 14, 2021 - 2:52

Which options are to have a commuter parking?

6 2

Answer

Anonymous

Dec 14, 2021 - 13:28

The next stage in planning for the Virgo North Subway Extension includes the release of the Preliminary Design Business Case (PDBC), which will include where the project's design, alignment, and benefits. Funding will be evaluated in more depth through the PDBC.

The Virgo North Subway Extension has been designed to support deeper urban development along the alignment that includes bike, water connections to rapid transit so that people can get out from behind the wheel. These connections include local transit routes, TTC bus services, York Region's local and CTV's express bus service, Richmond Hill GO service, Highway 407 GO bus services, access with PRESTO for a supplementary digital fare system and give the user the lowest cost of a ticket, as well as active transportation for walking and cycling.

7 6

December 16th, 2021 Virtual Open House - Answers to Key Outstanding Comments

Bridge and High Tech

Why did realtor visit residents before news of the refinement? The language in the letter is not clear. Do you want a subway under your house? Going under one home is too many. If this one refinement was made, why not revert to either of the original options, i.e., along Yonge, have local community and government support, and serve the community best? Is there truly a need for a High Tech and Bridge Station?

ANS: In addition to the route options we looked at through our business case analysis, we recently completed a detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor.

We studied this proposal from every angle, but in the end we concluded the proposal is not an improvement over our current plans because of significant cost increases that would limit our ability to include important benefits in the project, like a fourth station and the potential for additional stations.

Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

Bridge and High Tech stations will support York Region's growth plans for the Langstaff Gateway and Richmond Hill Centre urban growth centres, which have been in place for many years in response to the demand for housing and employment opportunities in the region. Since those areas are expected to grow significantly in the years to come, these stations will help make sure any growth is sustainable by contributing a large portion of the riders that will use the subway extension.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

At the Bridge Station, will the station be designed like a side by side station where the YNSE will connect directly with the Richmond Hill GO and potentially a future northern extension of the Ontario Line?

ANS: Bridge Station will make it easier to get around the region by providing convenient connections to the subway, GO trains, and regional and local bus services. We are exploring how we can strengthen the connections between transit lines to give riders more travel options and improve the customer experience. We will have more details to share when the Preliminary Design Business Case is finalized.

Public Consultation

Municipal councils in Markham and Vaughan voted against Option 3. Both candidates for federal office in the recent election were against Option 3. Both candidates in the upcoming provincial election are against Option 3. And you haven't listened to any of our elected representatives. How can you possibly call that 'consultation'

ANS: Input from municipal and regional planners informed the development of the Initial Business Case and supplementary analysis. The insight we gathered from our partners helped us thoroughly understand the current land use characteristics, growth planned in each community served by the extension, and how that development will affect transit needs in the future. We'll be working closely with our partners as the design and planning process moves forward.

We will continue to work with communities, municipalities and other partners such as the TTC and York Region Transit on further development of the operating plan for the extension as the project design and development progress.

Final decisions on project scope, including the route of the subway extension and station locations, will be made by the Province of Ontario, in consultation with government partners. These decisions will be informed by updated environmental studies, feedback from communities, and detailed technical work done by Metrolinx.

Why are the people in Royal Orchard being ignored? We at Royal Orchard are people not just property!

ANS: Metrolinx has refined plans for the subway extension that will result in deeper tunnels and a route that travels under far fewer residential properties in the Royal Orchard community than the previous route. The changes were in response to the feedback we've heard through engaging with municipalities and consulting with communities across York Region and Toronto over the past eight months. They mean that the subway tunnels will follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor. The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.

The tunnels below the Royal Orchard neighbourhood will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans. These refinements will keep things peaceful and quiet in the neighbourhoods along the route while still delivering all the benefits of the subway extension for York Region.

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension. Our aim is to ensure no appreciable difference between existing noise and vibration levels in your community.

We will work with communities to ensure a comprehensive array of solutions are in place to keep things peaceful and quiet when the extension is up and running.

We're looking at a wide array of proven noise and vibration solutions for the project, like high-grade rail fasteners that keep all the parts tightly together, rubber dampers that attach to the rails to absorb vibration, and large rubber mats that go under the tracks to absorb noises and vibrations.

Alignment

Option 3 seems to be the only option being considered at this point. However, costs sound like they may be increasing with the proposed deeper tunnel. In light of potentially rising costs in option 3 will the first 2 options be reconsidered.

ANS: Options 1 and 2 have already been evaluated through our [business case process](#). We also recently completed an additional detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor. This proposal is not an improvement over our current plans because of significant cost increases that would limit our ability to include important benefits in the project, like a fourth station and the potential for additional stations.

Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, the project is moving forward with the recent refinements to the route.

Previously we were told that a hairpin turn could not be accommodated further north on Yonge near Langstaff, now it is showing up at Bay thorn. Pls explain. Also explain the impact of the presumably additional cost to tunnel deeper - is the deeper tunnel requirement adding to the projected cost of the project. Keep it on Yonge!

ANS: The curve in the adjusted route meets current TTC subway track standards for curves and grades, while maintaining vibration levels in Royal Orchard below the levels of what humans can feel.

The other options we analyzed would also hinder the ability of the Langstaff Gateway urban growth centre to realize longstanding regional and municipal growth plans because the proposal essentially splits the development into two parts and would place restrictions on the envisioned growth.

The total cost of the green alignment stays the same as the total cost of reference alignment.

Metrolinx has said before: turning from Yonge to east can not be a sharp curve. Now this refine plan has more sharper degree (almost 90deg and two turns) curves. Why this can be done if previous one can not?

ANS: The curve in the adjusted route meets current TTC subway track standards for curves and grades, while maintaining vibration levels in Royal Orchard below the levels of what humans can feel.

Go back to option 1 or 2. If now the 90deg curve plan is ok, why do not go back to option 1 or 2?

ANS: The approach we're taking will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the other routes studied through the Initial Business Case, Metrolinx would only be able to build three stations. Running the subway along the CN rail corridor in the northern end of the extension will create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels - where trains pass over the tracks - will be at least 20 metres deep in the Royal Orchard community - roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

we are determined to make the project the best possible fit for the communities it will serve. We'll continue to work closely with our regional and municipal partners as we advance our plans.

You say this revised route will impact less houses but the street is not very wide and the tunnel will go under the property of all the houses long that street to say nothing of the 200+ units in the Gazebo. How can you say it impacts less properties?

ANS: The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.

The refined plans for the subway extension will result in deeper tunnels that follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor.

Metrolinx said that they would look at other subway routing back in spring. Why have we not heard anything before or been involved with the review before this new routing?

ANS: Input from municipal and regional planners informed the development of the Initial Business Case and supplementary analysis. The insight we gathered from our

partners helped us thoroughly understand the current land use characteristics, growth planned in each community served by the extension, and how that development will affect transit needs in the future. We'll be working closely with our partners as the design and planning process moves forward.

In addition to the route options we looked at through our business case analysis, we recently completed a detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor.

We studied this proposal from every angle, but in the end we concluded the proposal is not an improvement over our current plans because of significant cost increases that would limit our ability to include important benefits in the project, like a fourth station and the potential for additional stations.

Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

We will continue to work with communities, municipalities and other partners such as the TTC and York Region Transit on further development of the operating plan for the extension as the project design and development progress.

Is there a geotechnical reason the subway can not use option 1/2

ANS: Detailed evaluations of each option can be found in the Initial Business Case and addendum, published in March 2021. The approach we're taking will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the other routes studied through the Initial Business Case, Metrolinx would only be able to build three stations. Running the subway along the CN rail corridor in the northern end of the extension will create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

Why are Ms. McHugh and Phil Verster misleading the Thornhill community by stating that only 20 homes are affected when there are 200 homes at 8111 Yonge Street under which the subway will travel. When will Ms McHugh and Mr. Verster issue a retraction and acknowledge that the 200 homes in 8111 Yonge Street will be affected? Ownell expect substantial compensation for their subsurface space as it will affect rede

ANS: Metrolinx has refined plans for the subway extension that will result in deeper tunnels and a route that travels under far fewer single-family residential properties in the Royal Orchard community than the previous route. The changes mean the subway tunnels will follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor. The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.

Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods. Our early studies show that by using available, proven technology, vibration levels will be so faint that it will be barely noticeable to human senses. We estimate sound levels will be about as quiet as the average whisper.

The adjusted route will travel below 8111 Yonge and the depths of the tunnels beneath the building will be very deep, approximately 50 metres below surface level. The tunnel boring machine used in construction is able to adjust to different types of soil and rock, including bedrock, to safely and effectively tunnel below properties with little or no settlement at the surface. The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. These high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Our approach to compensation for subsurface 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, at our cost, and compensating residents accordingly. Our preferred approach is through amicable negotiations and settlement and we would only start an expropriation process, if it is necessary, to protect project timelines.

Which exact numbers of single-family homes on Bay Thorn Drive will be affected directly by trains going underground?

ANS: The adjusted route will travel deeper and under fewer single-family homes in the Royal Orchard community than the previous route. The changes mean the subway tunnels will follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor. The previous

route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.

The tunnels below the Royal Orchard neighbourhood will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans. These refinements will keep things peaceful and quiet in the neighbourhoods along the route while still delivering all the benefits of the subway extension for York Region.

Decision-making

Why is ML not tunnelling under the graveyard? The same turning radius can be made there. There are hairpin turns in the existing subway line as trains approach Union station at low speeds. Why can't these turns happen in this extension as well?

ANS: Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

Will the current plan have to go under or through Holy Cross? How can it not? Even if you go on the CN corridor, it goes through the centre of the Cemetery. Would it not make more sense to just clip the north corner? Do you have permission from the cemetery to go through there? Do you have permission from CN to go through there?

ANS: The adjusted route ensures better placement of stations so as to minimize the disruption to Richmond Hill Centre, while also maximizing the developments and growth within that community. The Yonge North Subway Extension has two stations at the heart of Langstaff Gateway and Richmond Hill Centre, an area that is set to become a vibrant regional hub where people will live and work.

The new route will create a multi-modal transit hub at Bridge Station, which connects the subway to GO train, GO bus, York Region Viva bus rapid transit and the local bus network. Bridge Station will be accessible from Highway 7 and will remove approximately 130 buses on the roadways per peak hour from travelling into Richmond Hill Centre. Our plan will bring the many people who will live near Bridge and High Tech stations within a 10-minute walk of rapid transit.

Building the subway at surface level along the existing CN railway corridor reduces the need for complex and costly construction of tunnels and underground stations. We will also be able to complete the project sooner than if the subway was tunneled the entire length of the route. It also protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built. Running the subway along the CN rail corridor in the northern end of the extension will also create better,

faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

Did the Holy Cross Cemetery get an "affected" letter? We are private property owners, who have strenuously objected to subway under homes. They are private property owners, CN is private property owner. Did they get "affected properties" letter and told that their property might be taken or used?

ANS: The letters were intended to open the lines of communication with residents and homeowners along the northern section of the route to create opportunity and connection for further conversations. These letters were shared only with single-family homeowners. We have been and will continue to engage with all interested stakeholders as the design and planning process moves forward, including Holy Cross Cemetery.

Why can the route not run along the graveyard N or S boundary?

ANS: As part of our early planning work, we looked all options to bring the subway to the location of Bridge Station within the existing railway corridor, while avoiding tunneling under Royal Orchard. None of these provided better transit benefits.

In addition to the route options we looked at through our business case analysis, we recently completed a detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor. We studied this proposal from every angle, but in the end we concluded the proposal is not an improvement over our current plans because of significant cost increases that would limit our ability to include important benefits in the project, as well as complex construction and technical constraints.

Is the subway going under Holy Cross? Based on the High Tech and Bridge Engage evenings recently the diagrams shown show the subway beside the CN rail corridor not under like earlier represented. How does it travel pass the Holy Cross cemetery without going under it? How are the burial sites beside (or below) the alignment being affected by the Transit Lands Corridor buffer area?

ANS: Our goal when we plan and design large projects like this is to minimize impacts as much as possible, and there are unique challenges we face no matter where we build. Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify,

locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

The adjusted route ensures better placement of stations so as to minimize the disruption to Richmond Hill Centre, while also maximizing the developments and growth within that community. The Yonge North Subway Extension has two stations at the heart of Langstaff Gateway and Richmond Hill Centre, an area that is set to become a vibrant regional hub where people will live and work.

The new route will create a multi-modal transit hub at Bridge Station, which connects the subway to GO train, GO bus, York Region Viva bus rapid transit and the local bus network. Bridge Station will be accessible for buses from Highway 7 and will serve approximately 130 buses per peak hour which can't be handled by Richmond Hill Centre Bus Terminal. Our plan will bring the many people who will live near Bridge and High Tech stations within a 10-minute walk of rapid transit. Bridge Transit Hub will be accessible from a multiple use path connecting Markham and Richmond Hill, it will bridge also both sides of the rail corridor East/West.

Building the subway at surface level along the existing CN railway corridor reduces the need for complex and costly construction of tunnels and underground stations. We will also be able to complete the project sooner than if the subway was tunneled the entire length of the route. It also protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

Community wants station at Royal Orchard + a subway not under houses. Metrolinx wants to reduce costs & have Bridge + High Tech. Stations at-grade.

Thus;

- a. Bridge over Don River w/ underdeck subway.
- b. Shallow Royal O. Station.
- c. Cut+Cover to Longbridge.
- d. Two - 250m radius "S" curves to get to CN Tracks at-grade.
- e. All happy.

ANS: The route we're moving forward with allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other underground options, only three stations could be built.

Running subway trains along the existing CN rail corridor in the northern end of the route makes it possible to build that fourth station – and that’s why we need to run a tunnel from Yonge Street to connect to it. By running the extension at surface level along the existing CN railway corridor means we can finish the project sooner and reduces the need for complex, time-consuming, and costly construction of tunnels and underground stations. This approach also protects for a simpler and less costly further extension of the subway in the future.

It’s important to note that we’re going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they’ll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we’re doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

Do you actually plan to tunnel under the CN railway? How can it possibly be safer to tunnel under the CN railway than at Yonge and 407? Especially when the subway trains will have to come to grade, as you profess, to Bridge?

ANS: We would never move ahead with a design that isn’t safe for our neighbours, our customers and our employees. The detailed studies and all the consultations we’re doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what’s experienced in the Royal Orchard community today and what will be experienced when the extension is in service. We want to make sure the neighbourhoods we serve will stay peaceful and quiet, and remain sought-after places to live in.

We’re looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we’ll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

With the revised alignment there will be two relatively sharp turns but if the route was up Yonge Street there would be just one curve by the north end of the Cemetery. Such a logical alignment but Metrolinx just refuses to follow this route - why?

ANS: In addition to the route options we looked at through our business case analysis, we recently completed a detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor.

We studied this proposal from every angle, but in the end we concluded the proposal is not an improvement over our current plans because of significant cost increases that would limit our ability to include important benefits in the project, like a fourth station and the potential for additional stations.

Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

How can we believe anything you say? What does imperceptible/barely imperceptible mean? You have not used this technology, making the RO community guinea pigs. Have ridership projections been adjusted to factor in COVID? What is logic for HT and Bride station yet nothing for RO?

ANS: Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods.

Our early studies show that by using available, proven technology, vibration levels are predicted to be below what humans can feel. We estimate that noise levels will be nearly imperceptible, about as quiet as the average whisper or rustling leaves in the distance.

Bridge and High Tech stations will support York Region's growth plans for the Langstaff Gateway and Richmond Hill Centre urban growth centres, which have been in place for many years in response to the demand for housing and employment opportunities in the region. Since those areas are expected to grow significantly in the years to come, these stations will help make sure any growth is sustainable by contributing a large portion of the riders that will use the subway extension.

We are working with our partners to explore opportunities that could support additional stations at Royal Orchard Boulevard and Cummer Avenue.

Stations

So is there going to be a station at Royal Orchard? This "updated" plan shows a potential station at Yonge/Royal Orchard. If ML is going to ruin our community by tunnelling under it, can we at least get a station in return for our loss in property values?

ANS: We are working with our partners to explore opportunities that could support additional stations at Royal Orchard Boulevard and Cummer Avenue.

Planning and design work on the potential Royal Orchard and Cummer stations is moving forward, to avoid any delay should they be added to the project.

The 407 transitway won't be built by 2030 but the GO bus still needs to have a stop at Bridge station. The bus terminal is directly adjacent to hwy407. Will there be any direct access ramps for buses to directly enter/leave between hwy 407 and the bus terminal? Otherwise, each GO bus will be wasting 10 mins with turns and through 9-10 intersections.

ANS: The design concept and requirements for the bus terminal 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.

Funding

Please explain why York Region taxpayers must pay, pro rata, per municipality approx. 27% of the costs, and the federal tax money pays for at least 40% of the cost, plus support in the future, when the Province and the City of Toronto will own, operate and control income? Is this funding agreement with York R. already in effect?

ANS:

Metrolinx and Infrastructure Ontario are moving the project forward under the Subway Program, which includes three other rapid transit expansions that will get the region moving – the Ontario Line, the Eglinton Crosstown West Extension, and the Scarborough Subway Extension.

The provincial government has committed almost \$17 billion toward the Subways Program, as a whole.

York Region has pledged to contribute proportional funding to the capital construction costs of the project through a preliminary agreement with the provincial government. The final contribution from the region will be subject to further refinements to the project's budget and scope.

The federal government has made a \$10.4 billion funding commitment to Ontario's four priority subway projects, including the Yonge North Subway Extension.

Business Case

Subway or underground Go Train? YNSE: a subway or underground go train? Another way :very few stations subway or frequently underground go train?

ANS: The Yonge North Subway Extension is a roughly eight-kilometre extension of TTC Line 1 that travels north from Finch Station to serve North York, Vaughan, Markham and Richmond Hill.

The extension will give customers one seamless subway ride between Richmond Hill and downtown Toronto, reducing commute times by as much as 22 minutes. For example, a trip from the Yonge Street and Langstaff Road area in Markham to the intersection of Yonge and Queen in downtown Toronto that takes 70 minutes today will take 48 minutes when the extension goes into service.

Transit Connections and Local Area Planning

How will the constriction of YNSE impact the operation of thousand of buses on Yonge Street every day? What mitigations measures will be implemented to ensure a competitive travel time and reliability of transit services? Including but not limited to temporary dedicated bus lanes and massively increasing GO Train services.

ANS: We will be working with our municipal and regional partners to develop a plan that will keep pedestrian and vehicle traffic moving and make sure people can get where they need to go easily while construction is happening. Our plan considers factors like; how people will access local businesses quickly and easily; and how to minimize impacts on TTC, York Region Transit and GO services. Potential traffic impacts are being studied through an updated environmental assessment. We expect to release a draft report on the findings in the weeks to come.

Property Impacts

The recipients of letters don't know if their home is going to be destroyed, taken or used. It might just be altered to serve your needs. Is there now a lien on my property so that if I want to sell now, and face the likely consequences of a lower value than it was last week, how do you compensate us for that? How long does the lien stay on?

ANS: Metrolinx strives to limit the amount of property we need to support the construction and operation of important and much-needed transit infrastructure. Metrolinx will only look to acquire property that is absolutely necessary to support critical transit construction.

Where we need to acquire property to support new transit infrastructure, it is our responsibility to compensate property owners fairly, not necessarily because the subway will impact their property, but because they own the land that is needed. Whenever we need to acquire property to support a new transit project, we ensure that owners and tenants experience no financial loss.

We have a transparent and unbiased process in place to determine fair market value through appraisals and negotiations. Metrolinx 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.

When we confirm our property needs for the project, we will reach out to property owners to explain in detail what is needed and whether that need is permanent or temporary.

What addresses received letters? We need to see the latest route proposal. In detail. Some recipients received all the homes, some did not.

ANS: Metrolinx strives to limit the amount of property we need to support the construction and operation of important and much-needed transit infrastructure. Metrolinx will only look to acquire property that is absolutely necessary to support critical transit construction.

Where we need to acquire property to support new transit infrastructure, it is our responsibility to compensate property owners fairly, not necessarily because the subway will impact their property, but because they own the land that is needed. Whenever we need to acquire property to support a new transit project, we ensure that owners and tenants experience no financial loss.

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acquisition will inform the assessment and will be based on comparable sales of similar properties in similar locations and situations.

When we confirm our property needs for the project, we will reach out to property owners to explain in detail what is needed and whether that need is permanent or temporary.

Is the proposed subway route parallel to or under the CN rails? The language is never very clear. Are you going to tunnel under homes at Kirk and continue under the CN tracks? At what depth? Do you have permission from CN for that? Or, will it run underground, parallel to the CN tracks and therefore interfere with the backyards and the cemetery that way?

ANS: The route will be at surface level along the existing CN railway corridor. This reduces the need for complex and costly construction of tunnels and underground stations. We will also be able to complete the project sooner than if the subway was tunneled the entire length of the route. It also protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

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 to confirm the precise route the subway will take through the CN Railway 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.

Why aren't other construction options being considered? Why isn't the option of using cut and cover or building elevated not being considered? The alignment passes over a wide stretch of yonge street which can easily accommodate an elevated or cut and cover section. Speeding up construction, lowering costs, and not tunneling under peoples homes.

ANS: Modern tunneling technology has been proven around the world to be an efficient way to build underground subways. The subway extension to Vaughan was recently completed using tunnel boring machines for most of the route. Tunneling allows the subway to be built deeper below the surface, which is not practical with cut-and-cover methods. Being able to build the subway deeper underground means there will be no direct impacts to the homes, buildings and roads at the surface. Subway stations are typically built using cut-and-cover methods because they are significantly larger and have entrances that need to be built at surface level.

what factors taken into account for "compensation"? Many residents are seniors who adapted their homes to retire in place. They have spent their savings modifying their homes so they could live out their lives there. They have family, medical and social support in this neighbourhood. How do you compensate someone for losing everything?

ANS: Our approach to compensation for subsurface 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, at our cost, 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.

You only mention 35 homes being affected. Does this include homes that have city property impacted? If the tunnel is running under the front of my home but only under the city portion, which I maintain, will I be contacted and compensated? The value of my home will still go down, especially if a ventilation shaft goes on my city property.

ANS: We recognize how important your property is to you and we are committed to providing clear, accurate information as soon as possible. If Metrolinx confirms that your property is needed, you will receive written notification directly from us. Our commitment is to ensure that owners and tenants do not experience a financial loss.

Metrolinx may need to acquire some property underground to build the tunnels and support future subway service. 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. Subsurface easements allow for the use of space under the ground, below homes.

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 even when the infrastructure we are building is deep underground and no space is occupied at surface level.

Under which properties exactly in Thorny Brae will subway run? The new map of the proposed alignment doesn't show the houses ,centreline of the tunnel and how deep it is.

ANS: The tunnels below the Royal Orchard neighbourhood will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans. These refinements will keep things peaceful and quiet in the neighbourhoods along the route while still delivering all the benefits of the subway extension for York Region.

MetroInx strives to limit the amount of property we need to support the construction and operation of important and much-needed transit infrastructure. MetroInx will only look to acquire property that is absolutely necessary to support critical transit construction.

If MetroInx confirms that your property is needed, you will receive written notification directly from us. Our commitment is to ensure that owners and tenants do not experience a financial loss.

Does City own property back of curb on my grass and how far does it go back. Will MetroInx compensate me for tunneling under my grass?

ANS: 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. Our commitment is to ensure that owners and tenants do not experience a financial loss.

MetroInx may need to acquire some property underground to build the tunnels and support future subway service. 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. Subsurface easements allow for the use of space under the ground, below homes.

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 will you take homes and property? How does someone plan for their property being dug up below or above ground as opposed to you are taking my house. How do you determine which houses you are going to take?

ANS: MetroInx strives to limit the amount of property we need to support the construction and operation of important and much-needed transit infrastructure. MetroInx will only look to acquire property that is absolutely necessary to support critical transit construction.

Where we need to acquire property to support new transit infrastructure, it is our responsibility to compensate property owners fairly, not necessarily because the

subway will impact their property, but because they own the land that is needed. Whenever we need to acquire property to support a new transit project, we ensure that owners and tenants experience no financial loss.

We have a transparent and unbiased process in place to determine fair market value through appraisals and negotiations. Metrolinx 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.

When we confirm our property needs for the project, we will reach out to property owners to explain in detail what is needed and whether that need is permanent or temporary.

I have been trying to visualize your proposed route under residential streets, based upon the info you have been selectively releasing. It would seem that you will affect city property, boulevards, and side walks in front of homes. True? Who? Compensation???

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

After that, Metrolinx 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.

How will the depreciation in fair market value be calculated given the number of unknowns at this time and the impact to resale value in the future as a result of:

1. Fact that train is running under home

2. sound and vibration

3. Most importantly, the presumed registration on title/disclosure to buyer

ANS: Metrolinx will need to acquire property 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. 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 you will be compensated for that value, even when the infrastructure we are building is deep underground and no space is occupied at surface level.

Compensation is determined by the pricing and valuation methods prescribed by the Expropriations Act, (1990). Our property team will work closely with you on developing a valuation, at our cost, and compensating you accordingly. Market factors at the time of the acquisition will inform the valuation 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, Metrolinx can compensate you for that.

Has CN rail approved the alignment of this plan?

ANS: We are in discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN - we share rail corridor throughout our existing GO network and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

Noise and Vibration

Metrolinx says the noise and vibration will be practically imperceptible to homes above the subway. Practically imperceptible is still perceptible. Imagine constant “minor” shakes and subway sounds happening all day every day under your home. That is significant nuisance. Can Metrolinx guarantee no noise and vibration to homes above the subway?

ANS: Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today’s levels, and the refinements we’ve made to the route will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best noise and vibration solutions for local neighbourhoods.

Our early studies show that by using available, proven technology, vibration levels are predicted to be below what humans can feel. We estimate that noise levels will be nearly imperceptible, about as quiet as the average whisper or rustling leaves in the distance.

Studies have shown that even low level noise and vibration(mitigated) can cause physical, emotional and cognitive problems, some irreversible. Your adjusted routing impacts 2 elementary schools with 907 students. Tunneling under the homes of nearly 7,800 people is an experiment. The cost to humans should be factored into the costs of the subway.

ANS: Our goal when we plan and design large projects like this is to minimize impacts as much as possible, and there are unique challenges we face no matter where we build.

We are confident that we can effectively manage any project impacts through robust planning, design work and community consultations. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

We’re going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto’s Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

Our early studies show that by using available, proven technology, vibration levels are predicted to be below what humans can feel. We estimate that noise levels will be nearly imperceptible, about as quiet as the average whisper or rustling leaves in the distance.

We are determined to make the project the best possible fit for the communities it will serve. We'll continue to work closely with our regional and municipal partners as we advance our plans and we're committed to sharing the latest updates of our plans with the community.

Metrolinx has said the minimum depth is 21 m ground to rail bed. The relevant depth is foundation to top of tunnel. 12 m. Elevation change, curves & speed amplify noise. All are in play. The Schulich tour was a train pulling into a station, level ground, slow speed. Vintage of rolling stock glossed over as an issue. Trains old and new will be used.

ANS: We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service.

We now have access to a wide range of solutions to address noise and vibration that simply were not available decades ago, when most of the GTA's existing subway lines were built. We will use modern solutions that are tested and proven across the globe and recently in Toronto to extend the western leg of Line 1 to Vaughan.

In fact, based on what we have observed inside buildings that sit above the tunnels and the conditions we've studied in Royal Orchard, we know the sounds and vibrations from subway trains traveling in the Yonge North Subway Extension's tunnels will be very difficult to hear and feel. We will do everything practicable to make sure people who live along the subway extension barely notice it.

The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Metrolinx is so sure that noise and vibration will be imperceptible. Will this be backed by a written guarantee and associated compensation if it fails to meet this?

ANS: We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service.

We now have access to a wide range of solutions to address noise and vibration that simply were not available decades ago, when most of the GTA's existing subway lines

were built. We will use modern solutions that are tested and proven across the globe and recently in Toronto to extend the western leg of Line 1 to Vaughan.

In fact, based on what we have observed inside buildings that sit above the tunnels and the conditions we've studied in Royal Orchard, we know the sounds and vibrations from subway trains traveling in the Yonge North Subway Extension's tunnels will be very difficult to hear and feel. We will do everything practicable to make sure people who live along the subway extension barely notice it.

The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Why cite Barbican Centre in London? Mr. Collins cited the subway running under the Barbican in London England as an example of successful construction... Are you aware of a Nov 21, 2021 article titled "Barbican residents' ---- as rumbling London Underground keeps them up all night"? Says, "noise is the worst it has ever been and claim it is causing mental health issues".

ANS: We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

Noise and vibration are created where the train wheels interact with the tracks, and we are investing in modern railway track technology that dampens both the noise and vibration created at this point from train operations. This will ensure that there are no significant differences between levels of noise and vibration experienced in the Royal Orchard community today and what those levels will be when the subway extension is in service.

In the shallowest section of tunnels that will run below single-family homes and a local school, our current designs have the bottoms of the tunnels at a minimum depth of 21 metres (19.5 metres to where the train wheels interact with the tracks). This will result in the train wheels interacting with the tracks at a sufficient depth to further keep noise and vibration levels nearly imperceptible.

Have the negatives of track coming to grade been considered? Running trains continuously at grade compromises the safety and noise & vibration requirements of the Langstaff/Gateway community.

Also, possible rain-river and killer-tornado events as recently seen could flood tunnels to the south and destroy rolling stock and infrastructure at surface. Stay underground to protect lives and our capital assets.

ANS: We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

There is more than one strategy to reduce noise impacts for the nearby communities than just at the source. In instances where reducing the noise at the source won't do the trick, Metrolinx will look to reduce noise at the receptor - i.e., your ears. This usually means putting a barrier between you and the noise, and one type of barrier is a noise wall.

We are concerned about the noise levels of trains exiting the tunnel coming to Bridge Station. Any homes along this section will experience considerable noise throughout the day/night as trains will be coming and going every several minutes. Please comment.

ANS: We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

There is more than one strategy to reduce noise impacts for the nearby communities than just at the source. In instances where reducing the noise at the source won't do the trick, Metrolinx will look to reduce noise at the receptor - i.e., your ears. This usually means putting a barrier between you and the noise, and one type of barrier is a noise wall.

Tunnelling

What is the total width of the two tunnels? Your drawings are not very accurate and cause anxiety to our residents. Can you tell us what is the total width of the two tunnels combined from outside to outside planned to go under our homes?

ANS: The width of the tunnel changes along the alignment. In the Royal Orchard community, the alignment was designed to the minimum allowable width in accordance to industry and best practice standards.

Construction Impacts

Will our neighbourhood look like Eglinton during construction? Where will construction start? We are now hearing rumours that it will start in the middle of the project; ie Royal Orchard. Will we be able to get in and out of our driveways? Down our streets? Our kids to school? You have to admit that Eglinton has been a mess for years. No businesses or residence compensation for years of disruption mess.

ANS: 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.

We will be working with the our municipal and regional partners to develop a plan that will keep pedestrian and vehicle traffic moving and make sure people can get where they need to go easily while construction is happening. Our plan considers factors like; how people will access neighbourhood streets and local businesses quickly and easily; and how to minimize impacts on TTC, York Region Transit and GO services. Potential traffic impacts are being studied through an updated environmental assessment.

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension.

Metrolinx will work with communities to ensure a comprehensive array of measures are in place to address noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

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.

When would construction begin on Baythorn? would the construction be noisy? ie... how much disruption will be there be for the residents of 235 Baythorn.?

ANS: 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.

We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant

differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service.

Other

Benefits? You have asked us to attend numerous community meetings, provide input to you, asked for volunteers to the Community Liaison Committee - in total the RO people have given thousands of hours - and for what? Please tell us what benefit this future route has for our neighbourhood. There is no benefit at all.

ANS: Extending subway service through Vaughan, Markham and Richmond Hill will bring a world-class level of convenience and a better quality of life to the communities it serves. It will provide faster, easier access to downtown Toronto, York Region and all points in between.

We know that higher-order transit like this is transformative in so many ways. The Yonge North Subway Extension will expand travel options along York Region's Viva bus rapid transit lines and provide more Line 1 subway riders with a seamless journey. These benefits will also provide better access to jobs and offset traffic congestion as drivers get out from behind the wheel in favour of using the subway.

why do the authors of the questions get listed as anonymous?

ANS: Community members have the option to remain anonymous when asking a question on Metrolinx Engage page.

January 5th, 2022 - Virtual Open House

Blog Posts

METROLINX NEWS

METROLINX.COM / FRANÇAIS / ABOUT US / PRIVACY

Metrolinx Community Engagement teams ends year with lofty number and promises of new community offices

DECEMBER 31, 2021

The pandemic has changed the way we relate to one another. But it hasn't stopped needed conversations. Here's how Metrolinx experts were able to reach out, and respond when questions have come on, during 2021 – as well as a commitment to open three more community offices in the new year for the Eglinton Crosstown West Extension, Yonge North Subway Extension and Ontario Line projects.

Metrolinx Community Engagement teams have managed to do a lot of outreach in the past twelve months, answering every imaginable question as the transit agency is building some of the largest infrastructure projects in North America.

In all, it added up to an estimated 100,000 community interactions in 2021.

To start this timely review, we'll start with one more question – with the answer at the bottom of this story.

What was the total circulation of Metrolinx e-blasts – emailed updates – in 2021?

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Metrolinx
@Metrolinx
New snow melt system coming to Weston GO Station. Much-needed improvements are underway as part of the broader GO Expansion program, including a new platform and track.

Check out our latest progress pictures & blog for more details:
bit.ly/3eAw4Hm #MetrolinxFYI



- 895,264
- 1 million
- 711,332
- 523,345

The Community Engagement team is the one stop shop for residents, businesses and elected officials with questions about all things Metrolinx happening in their backyards. There are specific teams for all 10 regions where transit work is planned, with two teams serving Toronto. There is also one dedicated team for each of the four major subway projects.



Metrolinx Community Relations staff were out in the community at Parliament Square hosting a pop-up event to provide an update on the project and answering questions. (Metrolinx photo)

Metrolinx Community Relations staff were out in the community at Parliament Square hosting a pop-up event to provide an update on the project and answering questions. (Metrolinx photo)

Almost 400 outreach events were held in 2021 by Community Engagement teams across the Greater Golden Horseshoe Area. These outreach events attributed to the 100,000 interactions the team made with the public this year. Additionally, residents and community associations were invited to connect in smaller settings, resulting in over 600 stakeholder engagement meetings.

What's to come next?

RECENT POSTS

What's just ahead for the Eglinton Crosstown in 2022 January 5, 2022

What is LRT? Light rail transit explained January 4, 2022

Metrolinx Community Engagement teams ends year with lofty number and promises of new community offices December 31, 2021

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The goal for 2022 is to continue to hold outreach events and to find new ways to be available, working with communities online and in person whenever possible. During the pandemic, Community Engagement teams began to host virtual open houses as a means of staying connected to communities. Metrolinx continues to grow and the major subway projects will progress further in the new year. These connections are valuable to Metrolinx and to the customers and residents who live, work and play along each of the corridors.



An Ontario Line Virtual Open House featuring a live Q and A. (Metrolinx image)

Social outreach

Social media is one of many ways the Community Engagement team interacts with transit enthusiasts, neighbours, media and bloggers. Through eight Twitter accounts, the team interacts with more than 17,000 followers to provide updates for each of the capital programs.

In 2021, Metrolinx introduced new Twitter accounts for the Scarborough Subway Extension, Yonge North Subway Extension and Eglinton Crosstown West Extension – and you can see some examples below. Project updates and stories can also be found on *Metrolinx News* or subscribe [here](#) to receive notifications of new posts.



Metrolinx Land Acknowledgement

Metrolinx acknowledges that it operates on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples. In particular these lands are covered by 20 Treaties, and we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration. Metrolinx is committed to building meaningful relationships with Indigenous Peoples, and to working towards meaningful reconciliation with the original caretakers of this land.



Some of the Peel Region Community Engagement team outside their office – during a warmer month – at 3420 Hurontario Street in Mississauga – one of five community offices open. (Metrolinx photo)

Metrolinx CEO, Phil Verster has announced Metrolinx will be opening three more community offices in the new year for the Eglinton Crosstown West Extension, Yonge North Subway Extension and Ontario Line projects.

“Our Community Engagement team is available and wants to hear from you,” said Verster. “Whether you attend a public meeting or want to meet with our team one on one, we have a way for you to reach us.

“We are always looking for an opportunity to work better with the communities we serve as we continue to grow.”

Visit [Metrolinx.com/its happeningto](https://www.metrolinx.com/its happeningto) to receive project updates in your community, or sign up [nowhere](#).

And as for the answer asked at the start of this feature – there have been 711,332 e-blasts sent out to communities in 2021.

With many more to come.

Story by Jonathan Ribeiro Marulanda and Laura Durie, Metrolinx senior advisors for Community Engagement



METROLINX NEWS, SUBWAY, TORONTO, TTC, YONGE NORTH SUBWAY EXTENSION

What's ahead for the Yonge North Subway Extension in 2022

Updated environmental studies and the search for teams to build new subway tunnels are signs that the pace of progress on this new transit project is dialing up another notch in 2022.

The path ahead for the Yonge North Subway Extension will be filled with important milestones through the rest of the year that will bring the [eight-kilometre](#), four stop extension of TTC Line 1 closer to joining the region's growing transit network.

In fact, the project – which will bring subway service north from Finch Station to York Region – has a major development right around the corner. The finishing touches are

being put on a draft of [updated environmental studies](#) for the extension.



A sign points to the way to the 1 Subway system. (Metrolinx photo)

Updated environmental studies

Experts are preparing an addendum to the project's Environmental Project Report (EPR, for short) that assesses any changes since previous environmental studies were done in 2009 and 2014. The EPR addendum evaluates the latest updates to the Yonge North Subway Extension, including [changes to the northern segment of the route](#), and suggests ways any potential impacts of construction and operation of the extension could be managed.

Metrolinx will share the draft EPR addendum in the weeks to come and reach out to communities along the route for feedback on the report through virtual open houses and [a dedicated forum on Metrolinx Engage](#). That feedback, along with the findings of the environmental studies, will be used to prepare a final report later this year.

Early upgrades at Finch Station

Important progress was made in 2021, like sharing [updated plans for the project](#) and confirming [Clark Station](#) as the fourth stop on the line. Metrolinx also [started the search for teams to work on Finch Station](#) as part of upgrades that will get the station ready to connect Line 1 service to the new subway extension. The successful team will be brought on board later this year, with main construction set to begin on the so-called 'early works' in 2023.



Up close with a look at a tunnel boring machine. (Metrolinx photo)

Get excited for boring

You might have noticed the splash made recently by the Yonge North Subway Extension's cousins – the [Scarborough Subway Extension](#) and the [Eglinton Crosstown West Extension](#) – as their [mighty tunnel boring machines](#) completed a fantastic voyage across the Atlantic Ocean from Germany to the shores of Lake Ontario so they could be prepared to dig the tunnels that will expand rapid transit further across the region.

The Yonge North Subway Extension will get closer to welcoming its own tunnel boring machines this year by issuing a 'Request for Qualifications' for experts interested in building the tunnels that will extend north from Finch Station to York Region. Construction on this part of the project is currently tracking for 2023.

You can stay up to date on the latest project progress by signing up for the [Metrolinx e-newsletter](#) and following the Yonge North Subway Extension on [Twitter](#), [Facebook](#), and [Instagram](#).

Story by James Moore, Metrolinx communications senior advisor

FEBRUARY 4, 2022

#FEATURED

Social Media Posts



Yonge North Subway Extension (@YongeSubwayEXT · Dec 30, 2021) · ...
Video project updates on demand

All six of our virtual open house events in 2021 are ready for you to stream via our online archive.

You can also sign up to take part in our first open house of 2022, coming up on January 5th!



[yongenorthsubway.com](https://www.yongenorthsubway.com)
Yonge North Subway Extension · Live Meetings





Yonge North Subway Extension @YongeSubwayEXT · 23h



Our digital doors are open! 🚪

Join us tomorrow at our virtual open house to learn about refinements to the route of the Yonge North Subway Extension and ask questions to our project experts.

Details 📌

📅 January 5th

🕒 6:30 p.m. - 8:00 p.m.

🔗 metroinxenpage.com/en/content/Yon...



Yonge North Subway Extension @YongeSubwayEXT · 13th

Your destination  for subway information [📄](#)

Join us tonight at our virtual open house to learn more about refinements to the route and submit your questions to be answered by our project experts. 

We'll be live from 6:30pm to 8:00pm, at metrolinx.page.com/en/content/yon... 



Yonge North Subway Extension @YongeSubwayEXT · Jan 7

Our latest virtual Q&A session went to extra time!

Check out the video stream of this week's live open house to catch up on the latest answers from our project experts!

<https://www.youtube.com/watch?v=...>



0 1 0 3 0 4 0 5

Yonge North Subway Extension
December 30, 2021 at 2:00 PM · 🌐

Video project updates on demand 📺

All six of our virtual open house events in 2021 are ready for you to stream via our online archive.

You can also sign up to take part in our first open house of 2022, coming up on January 5th!

👉 <http://www.metrolinxengage.com/~yonge-north-subway...>

 **Yonge North Subway Extension - Live Meetings**
Metrolinx is committed to creating connections between the people we serve and the innovative work being done to bring this project to life...

👍 Like 🗨 Comment ➦ Share

1 Share



Yonge North Subway Extension
23h · 🌐



Our digital doors are open! 🚪

Join us tomorrow at our virtual open house to learn about refinements to the route of the Yonge North Subway Extension and ask questions to our project experts.

Details 📌

📅 January 5th

🕒 6:30 p.m. - 8:00 p.m.

🔗 <http://www.metrolimengage.com/.../yonge-north-subway...>



👤 1

👍 Like

💬 Comment

➦ Share



Yonge North Subway Extension

10h · 🌐



Your destination 📍 for subway information! 📍

Join us tonight at our virtual open house to learn more about refinements to the route and submit your questions to be answered by our project experts. 🗣️

We'll be live from 6:30p.m. to 8:00p.m. at 📺

<http://www.metrolinxengage.com/.../yonge-north-subway...>



1 Share

👍 Like

💬 Comment

🔄 Share

Yonge North Subway Extension
January 7 at 6:26 PM · 🌐

Our latest virtual Q&A session went to extra time! 🗨️
Check out the video stream of this week's live open house to catch up
on the latest answers from our project experts 🙌
https://www.metroinmessage.com/_yonge-north-subway-

**Yonge North Subway Extension LIVE -
January 5, 2022**
Attend tonight's live event and Q&A session for
the Yonge North Subway Extension from 6:30-
8:00pm.

1 Like Comment Share

1 Share

Notices and Flyers

From: York Region <YorkRegion@metrolinx.com>
Sent: December 20, 2021 10:25 AM
To:
Subject: RE: Yonge North Subway Extension Inquiry

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

It was great talking to you over the phone on Friday, Dec 17. As per our discussion, you can find latest update on Yonge North Subway Extension on our page [here](#).

Questions regarding development around Bridge Station would be directed to <http://engagebridge.ca/>

Our Jan 5 VOH would be very similar to our Dec 16 VOH, which you attended. If you would like to register for Jan 5 VOH, please register [HERE](#)

Happy Holidays!

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

M: 416.277.0081



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From: York Region
Sent: December 16, 2021 11:07 PM
To:
Subject: RE: Yonge North Subway Extension Inquiry

Hi,

I will look into this and get back to you with more information soon.

Regards,

Zar

From:
Sent: December 15, 2021 9:24 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: RE: Yonge North Subway Extension Inquiry

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Hello Zar,

We spoke a few weeks ago about Bridge Station as part of the Yonge North Subway Extension, I had a couple questions I was hoping you may have some insight on.

My understanding per our discussion and per additional research is that Bridge Station's location is between Highway 7 and Highway 407. However, I have been informed that this is not entirely correct.

I am having trouble finding information on an announcement of some sort on September 17th that relocated the site of the station to south of Highway 7. If you have any information on this announcement or the relocation on the site, any resources or contacts are very highly appreciated.

Thank you for your time. I really appreciated our last conversation.

Best,

From:
Sent: December 3, 2021 2:48 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: RE: Yonge North Subway Extension Inquiry

Dear Zar,

Thank you so very much for getting back to me with this information. I appreciate your response during such a busy time.

Thank you for this information!

Hope you have a wonderful weekend.

Best regards,

From: York Region <YorkRegion@metrolinx.com>
Sent: December 3, 2021 11:00 AM
To:
Subject: RE: Yonge North Subway Extension Inquiry

Hi,

Thank you for your patience and understanding.

Input from municipal and regional planners informed the development of the Initial Business Case and supplementary analysis. The insight we gathered from our partners helped us thoroughly understand the growth planned in each community served by the extension, and how that development will affect transit needs in the future. We'll be working closely with our partners as the design and planning process as it moves forward.

Bridge Station's location is between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways.

The Ontario government is proposing to build two vibrant communities at Bridge and High Tech stations – along the Yonge North Subway Extension – that would help create more housing, more jobs and space for recreation and leisure within walking distance of the TTC's extended Line 1. Consultations with the City of Richmond Hill, the City of Markham, the City of Vaughan and York Region are currently underway.

The provincial government will be exploring development opportunities through the Transit-Oriented Communities program as part of the planning process. Infrastructure Ontario, with the Ministry of Transportation is leading the Transit-Oriented Communities Program as it relates to the "New Subway Transit Plan for the GTA," part of the government's smart, forward-thinking plan to build new, sustainable transit.

Local municipalities should be contacted regarding information on land use policies and Secondary Plans.

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. Subway station designs require coordination with various stakeholders, and review many considerations including existing infrastructure, utilities, ground conditions, and impacts to the road network.

We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

M: 416.277.0081



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: December 2, 2021 9:33 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: RE: Yonge North Subway Extension Inquiry

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Hi Allie,

Just following up on the inquiry regarding the Yonge North Subway Extension in the previous email.

I would just like to confirm that I have a correct understanding of the following:

- Since Metrolinx is the Project Manager for this project, they will have to consult with York Region and the lower tier municipalities prior to any changes being downloaded into the regional and local planning policies and plans.
- The Option # 3 alternative places the Bridge Subway Station between Highways 7 and 407, west of the Langstaff GO.
- Lands within the Transit Oriented Community will be subject to comprehensive plans that shall determine the types of densities that will be permissible for separate lots.

Likewise, if you have any resources related to:

- If Markham's Langstaff Gateway Secondary Plan would be subject to an update in accordance with Metrolinx's Option #3 route for the extension?
- What are the next steps for the various stakeholders involved? The Province, Metrolinx, York Region, the various involved lower tier municipalities, and the land owners.

Any information or clarity on the above would be highly appreciated. Happy to discuss this via email or you can also reach me at .

From: York Region <YorkRegion@metrolinx.com>

Sent: November 24, 2021 2:45 PM

To:
Subject: RE: Yonge North Subway Extension Inquiry

Hi,
Thanks for reaching out about the Yonge North Subway Extension. I'm writing to let you know we received your email and I'll get back to you soon with more information.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:
Sent: November 23, 2021 4:27 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yonge North Subway Extension Inquiry

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Metrolinx YNSE Team,

I am a recent graduate from Ryerson's Planning program and had a few planning questions regarding the Yonge North Subway Extension that perhaps you had some insight on. Any information or resources would be highly appreciated. Thank you in advance.

I would just like to confirm that I have a correct understanding of the following:

- Since Metrolinx is the Project Manager for this project, they will have to consult with York Region and the lower tier municipalities prior to any changes being downloaded into the regional and local planning policies and plans.
- The Option # 3 alternative places the Bridge Subway Station between Highways 7 and 407, west of the Langstaff GO.
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Any information or clarity on the above would be highly appreciated. Happy to discuss this via email or you can also reach me at.

Best regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: York Region <YorkRegion@metrolinx.com>
Sent: December 20, 2021 4:04 PM
To:
Subject: YNSE Community Relations Contact Information

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

We spoke over the phone this morning. I am writing in response to your inquiry about Yonge North Subway Extension Project. Our community relations team can always be reached YongeSubwayExt@Metrolinx.com or **426.202.7000**

You can find latest update on Yonge North Subway Extension on our page [here](#).

Our next Virtual Open House is on January 5, 2022. Our project team will present information and answer your questions on the updated route for the project. The panel will include experts from project team. If you would like to register for Jan 5 VOH, please register [HERE](#)

Please do not hesitate to contact me if you require any further assistance.

Happy Holidays!

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

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From: York Region <YorkRegion@metrolinx.com>
Sent: December 20, 2021 10:35 AM
To:
Subject: Yonge North Subway Extension contact information

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Hi,

It was great talking to you over the phone this morning. As per our discussion, you can find latest update on Yonge North Subway Extension on our page [here](#).

You can email us your questions and concerns at YongeSubwayExt@Metrolinx.com.

Our next Virtual Open House is on January 5, 2022. Our project team will present information and answer your questions on the updated route for the project. The panel will include experts from project team. If you would like to register for Jan 5 VOH, please register [HERE](#)

Happy Holidays!

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



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From: [York Region](#)
To:
Subject: RE: Question on width of Corridor Control Lands
Date: December 23, 2021 4:05:04 PM
Attachments:

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Hello,

Thank you for your patience and understanding.

The precise route for the Yonge North Subway Extension is still being refined, but we are looking at ways that we can build the subway even deeper, and under fewer homes. Once the route turns east from Yonge Street to connect with the rail corridor, the adjusted route will travel under Bay Thorn Drive wherever possible. The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.

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, route, and benefits.

Our next Virtual Open House is on January 5, 2022. Our project team will present information and answer your questions on the updated route for the project. The panel will include experts from project team. If you would like to register for Jan 5 VOH, please register [HERE](#).

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From: York Region <YorkRegion@metrolinx.com>
Sent: Thursday, December 16, 2021 10:59:57 PM
To:
Cc: MC Reviews <MCReviews@metrolinx.com>
Subject: RE: Question on width of Corridor Control Lands

Hello

Thank you for contacting Yonge North Subway Extension team. I am writing to let you know that we have received your email and will get back to you soon with more information.

Regards,

Zar

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: December 15, 2021 3:00 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: MC Reviews <MCReviews@metrolinx.com>
Subject: Re: Question on width of Corridor Control Lands

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Hello,

Is there a response to this question? **Will our home be under the Corridor Transit Lands?**
Metrolinx already knows where the tunnels are located/what homes they will be under, and therefore what properties will be impacted east/west of the actual tunnels in the Corridor Transit Lands. So the Metrolinx answer should be simple. **Either yes or no.**

Thank you,

P.S. I don't feel it is appropriate for Metrolinx to use what I assume is an automated email signature with 'best' when it is replying to residents such as ourselves who are completely frustrated and disgusted with Metrolinx and its Royal Orchard tunnelling plans. Conveying 'best wishes' simply doesn't 'fit' with what Metrolinx is intending to do to our community (and has already done with their geotechnical drilling.) It is far more appropriate to use 'best' in any correspondence with FUTURE residents of the Langstaff Gateway who will be gaining at our expense.

On Fri, 10 Dec 2021 at 16:09, York Region <YorkRegion@metrolinx.com> wrote:

Hi,

Thank you for reaching out. I'm writing to let you know that we've received your email and will get back to you soon with more information.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

From:

Sent: December 9, 2021 2:55 PM

To: MC Reviews <MCReviews@metrolinx.com>

Cc: York Region <YorkRegion@metrolinx.com>

Subject: Question on width of Corridor Control Lands

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Hello,

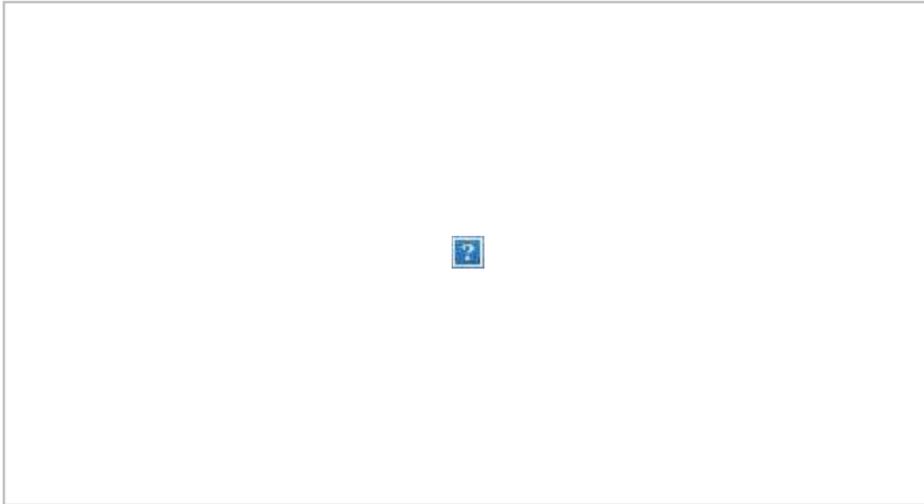
I had hoped to speak to someone directly regarding this, but could only find this email contact online (calling Metrolinx the customer service rep said she didn't have a phone number? only this email as well?)

I live at XXXXX, where the 'refined' subway alignment is planned for the YNSE.

I want to know if my home is included in the Corridor Control Lands. You show 30 m on either

side of the Tunnel Transit Land is part of the Corridor Control Lands. Will my home that WE pay taxes on be part of YOUR Corridor Control Lands???

Please advise ASAP. This is obviously EXTREMELY important to us as homeowners.



<https://www.metrolinx.com/en/projectsandprograms/constructionanddevelopment/corridor-development-permit.aspx>

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From: [York Region](#)
To:
Subject: RE: [New post] Metrolinx CEO statement on refined route for Yonge North Subway Extension
Date: December 23, 2021 4:11:30 PM
Attachments:

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Hello,

Thank you for your patience.

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, route, and benefits.

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

If you'd like to connect with us about our plans for the Yonge North Subway Extension, please join us at our next virtual open house that will be held on JAN 5. Please sign up [here](#).

If you'd like to stay up-to-date on the latest news about the project, including construction timelines, I encourage you to sign up for our newsletter [here](#).

Happy Holidays!

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: December 10, 2021 3:11 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Re: [New post] Metrolinx CEO statement on refined route for Yonge North Subway Extension

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Thanks, Allie. No rush at all so it can even wait until January.

On Fri., Dec. 10, 2021, 2:42 p.m. York Region, <YorkRegion@metrolinx.com> wrote:

Hi,

Thank you for reaching out. It has been a busy couple of days. I'm writing to let you know that we've received your email and we will get back to you soon with more information.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

From:

Sent: December 8, 2021 2:12 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Fwd: [New post] Metrolinx CEO statement on refined route for Yonge North Subway Extension

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Hi York Region Team,

Great to see this update.

No rush to respond because I'm sure you're going to get a lot of emails but I'm just curious when the track plan/roll drawings/civil drawings would be released on this. I assume sometime next year? They're always a certain schedule number/letter in the usual PDF but I can't remember it. I think it might be "A" / "Infrastructure Design".

Thankyou,

----- Forwarded message -----

From: **Metrolinx News** <donotreply@wordpress.com>

Date: Wed., Dec. 8, 2021, 12:57 p.m.

Subject: [New post] Metrolinx CEO statement on refined route for Yonge North Subway Extension

To:

metrolinx posted: " Metrolinx president and CEO, Phil Verster, explains how input from communities has shaped design improvements to the northern section of the route. Metrolinx president and CEO, Phil Verster has just released (Dec. 8, 2021) the following statement on t"

New post on Metrolinx News



[Metrolinx CEO statement on refined route for Yonge North Subway Extension](#)

by [metrolinx](#)

Metrolinx president and CEO, Phil Verster, explains how input from communities has shaped design improvements to the northern section of the route. Metrolinx president and CEO, Phil Verster has just released (Dec. 8, 2021) the following statement on the Yonge North Subway Extension project: "The Yonge North Subway Extension is a long-awaited project that will [...]"

[Read more of this post](#)

[metrolinx](#) | December 8, 2021 at 12:56 pm | Categories: [Community relations](#), [Metrolinx](#), [Metrolinx News](#), [News](#), [Phil Verster](#), [Subway](#), [Toronto](#), [TTC](#), [Yonge North Subway Extension](#), [York Region](#) | URL: <https://wp.me/p6rq8L-52Y>

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<https://blog.metrolinx.com/2021/12/08/metrolinx-ceo-statement-on-refined-route-for-yonge-north-subway-extension/>

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From: [York Region](#)
To:
Subject: RE: Feedback on Yonge North Subway Extension
Date: December 23, 2021 4:19:50 PM
Attachments:

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Hello,

Thank you for reaching out and your patience.

Metrolinx is committed to protecting the environment, while working to provide an integrated and sustainable transportation system.

To maintain strong environmental oversight, Metrolinx is conducting an addendum to the previously-completed environmental project report (EPR) – which includes studying existing environmental conditions and completing an environmental impact assessment.

We are taking a close look at existing environmental conditions to make sure we have a comprehensive understanding of how all the things that exist today within the project area could be affected by – or could affect – the new transit Metrolinx is building for tomorrow. We are also working to identify the right mitigation solutions. The natural environmental factors we are studying include plant inventories, fish habitat assessments, bird surveys, wildlife habitat assessments and species at risk surveys.

The results of these studies will be presented as part of future public meetings and will be available for public review within the EPR Addendum.

If you'd like to connect with us about our plans for the Yonge North Subway Extension, please join us at our next virtual open house that will be held on JAN 5. Please sign up [here](#).

If you'd like to stay up-to-date on the latest news about the project, including construction timelines, I encourage you to sign up for our newsletter [here](#).

Happy Holidays!

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From: York Region
Sent: December 10, 2021 2:49 PM
To:
Cc:
Subject: RE: Feedback on Yonge North Subway Extension

Hi,
Thank you for reaching out. I'm writing to let you know that we received your email and will get back to you soon with more information.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

From:
Sent: December 8, 2021 7:14 PM
To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: [Feedback on Yonge North Subway Extension](#)

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How do you tunnel underneath the river in the Royal Orchard community? Doesn't it impact the flow of the river? What other environmental concerns does it create?

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From: [York Region](#)
To:
Subject: RE: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties
Date: December 23, 2021 4:40:56 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

We are working with our partners to explore opportunities that could support additional stations at Royal Orchard Boulevard and Cummer Avenue.

At this time, we are developing the project based on the four confirmed stations. In parallel, we are advancing the planning of both Royal Orchard and Cummer stations to be prepared if funding for additional stations is approved.

Our next Virtual Open House is on January 5, 2022. Our project team will present information and answer your questions on the updated route for the project. The panel will include experts from project team. If you would like to register for Jan 5 VOH, please register [HERE](#)

Happy Holidays!

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: December 8, 2021 4:51 PM
To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: Re: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

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Hi Allie,

Thank you for the update. I see there is still a dot representing a 'potential' subway station at Yonge and Royal Orchard. Is there a timeline on when it will be decided if this station is happening?

For what it is worth, I would like a station at Royal Orchard.

On Wed, Dec 8, 2021 at 3:58 PM York Region <YorkRegion@metrolinx.com> wrote:

Good afternoon Royal Orchard CLC, hope you're all warm and safe on this wintry day.

I am reaching out today to share an update on the Yonge North Subway Extension. As you will see in this statement posted today on [Metrolinx News](#), input from communities has shaped an improved route that goes deeper and under fewer homes in the Royal Orchard community. Travelling under Bay Thorn Drive rather than under homes wherever possible, tunnels will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans.

Metrolinx has already started reaching out directly to Royal Orchard community members whose properties are directly above the extension, and we will continue to support them as planning and design work continues.



Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods. Our early studies show that by using available, proven technology, vibration levels will be so faint that it will be barely noticeable to human senses. We estimate sound levels will be about as quiet as the average whisper.

We will continue to work closely with our regional and municipal partners as planning and design work continues. Community input is essential to the work we do and we are incorporating that feedback as we advance our plans. As an important stakeholder, we'd like to offer you a further briefing on this update at your convenience. Please let me know if that is something you would like to schedule.

The Metrolinx project team will also host two virtual open houses: **Thursday, December 16** and **Wednesday, January 5**, to hear your thoughts and answer your questions, and you will be receiving an invitation to the December 16th open house shortly.

The Yonge North Subway Extension will give more people faster, easier travel options as the region grows, reducing commute times to downtown Toronto by as much as 22 minutes and saving more than 4,800 tons of greenhouse gas emissions each year. We look forward to continuing to work with you as this exciting project moves forward.

You can learn more about the adjusted route on [Metrolinx News](#) and share the news with your networks from our [Twitter](#) post.
As always, feel free to get in touch any time.

Thank you,

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

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Information Panels

Yonge North Subway Extension

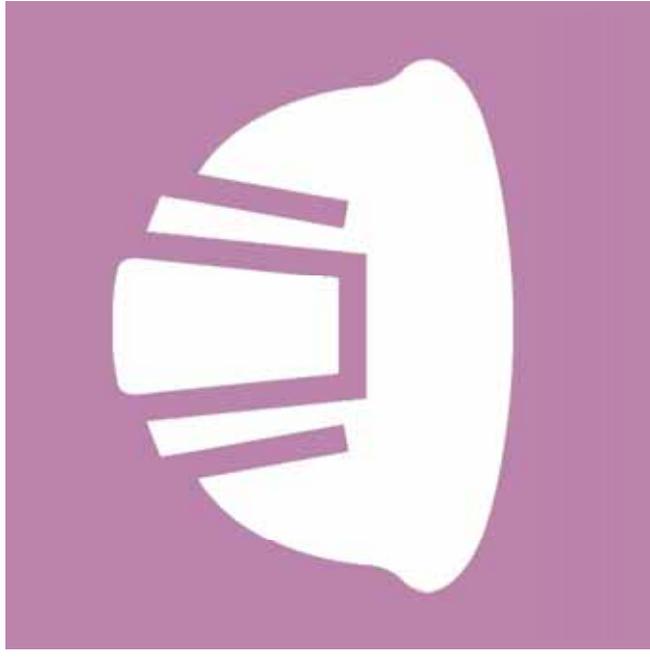
Virtual Open House #7



January 5, 2022

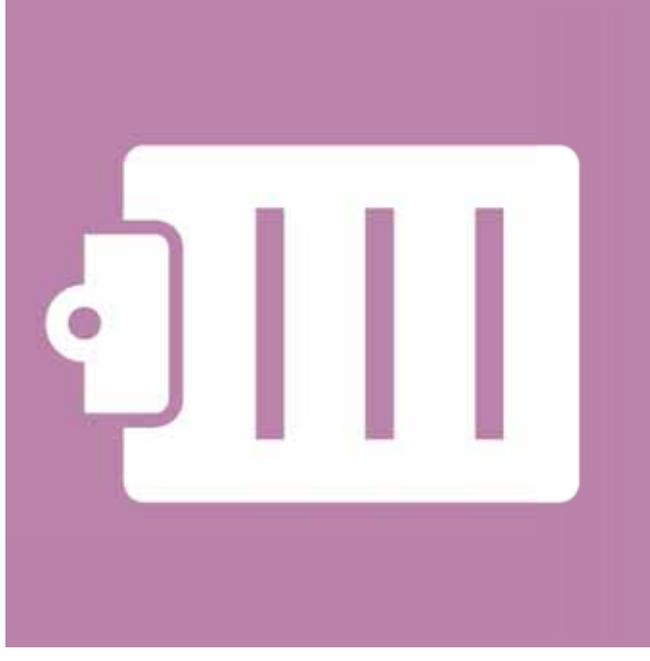


Safety Moment



Agenda

1. Project Benefits
2. Route Improvements
3. Transit Action Ontario Proposal and Metrolinx Analysis
4. Property Needs and Process
5. Finch Early Works
6. Geotechnical Investigations
7. Noise and Vibration Studies Early Results
8. Project Timeline
9. Public Engagement and Stakeholder Outreach
10. Community Office

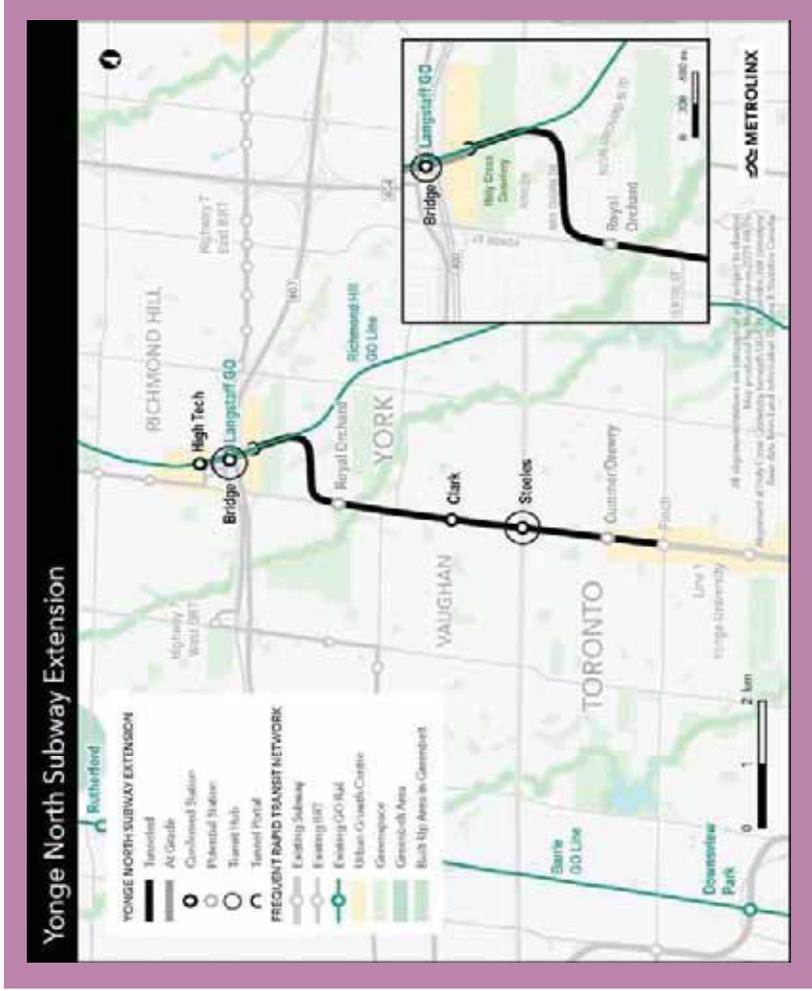


Yonge North Subway Extension

By the Numbers

-  ~8 km route
-  4* new stations
-  94,100 daily riders
-  Up to 22 minutes saved on a trip from York Region to downtown Toronto
-  4,800 tonnes in yearly greenhouse gas emission reductions
-  26,000 more people with in 10-minute walk to transit
-  7,700 fewer km traveled by cars during morning rush hour

* We're exploring opportunities with our project partners that could support additional stations as the analysis is refined.

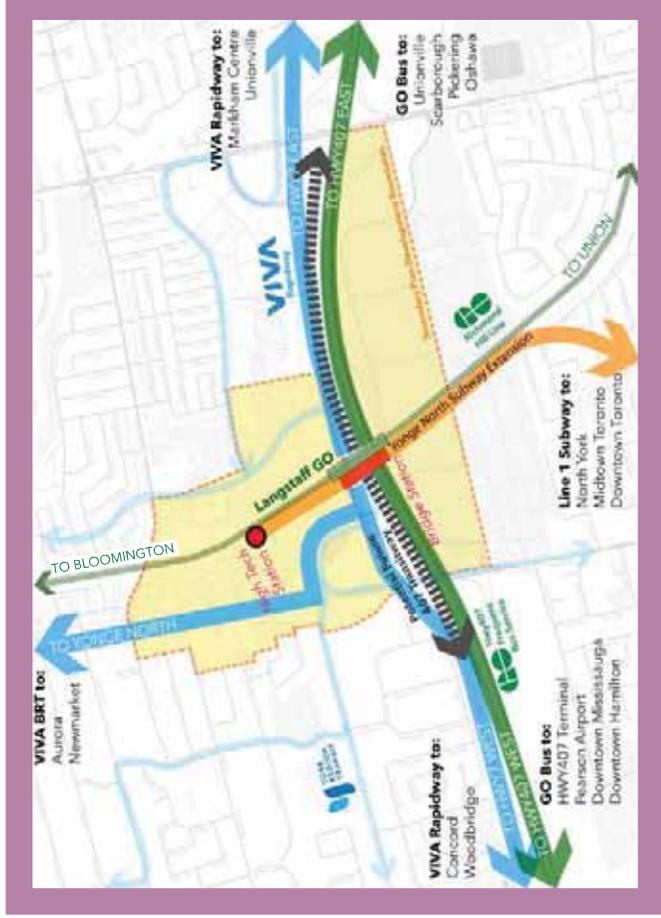
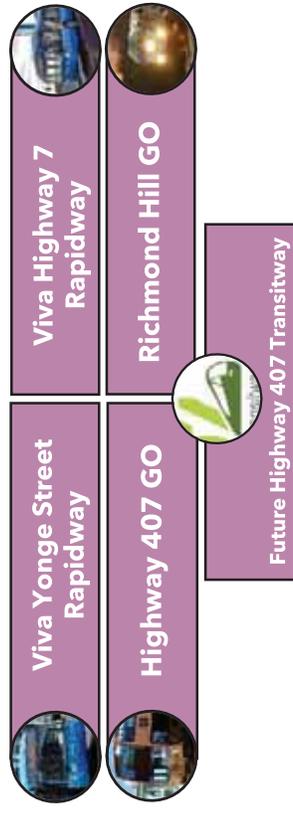


Yonge North Subway Extension

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:



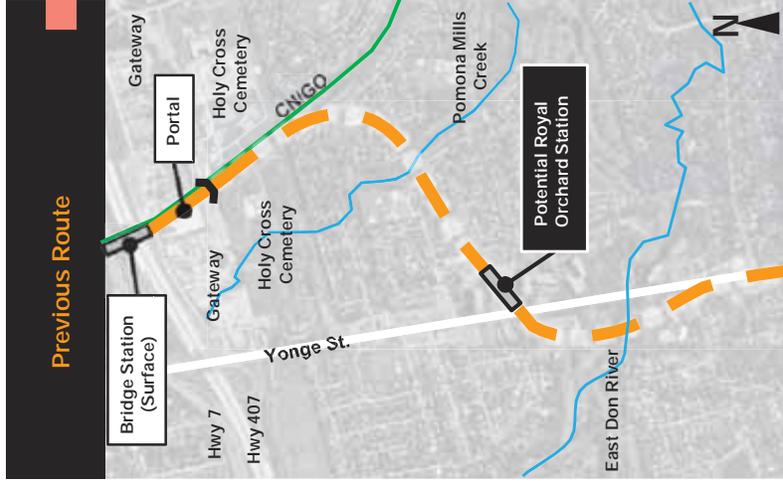
The Adjusted Route

We've adjusted the route of the Yonge North Subway Extension through the Royal Orchard community to travel deeper and under fewer homes.

- The route will travel under Bay Thorn Drive instead of directly under homes, wherever possible.
- In the shallowest section of tunnels that will run below single-family homes and a local school, our current designs have the bottoms of the tunnels at a minimum depth of 21 metres (19.5 metres to where the train wheels interact with the tracks).

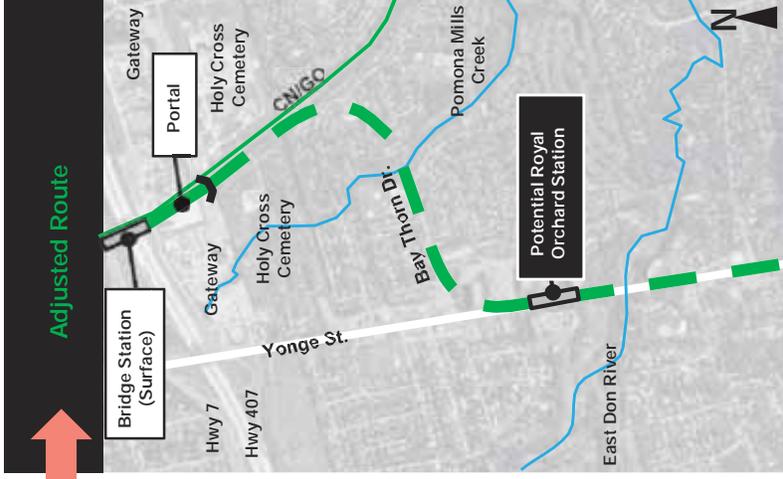


ROUTE UPDATE - OVERVIEW

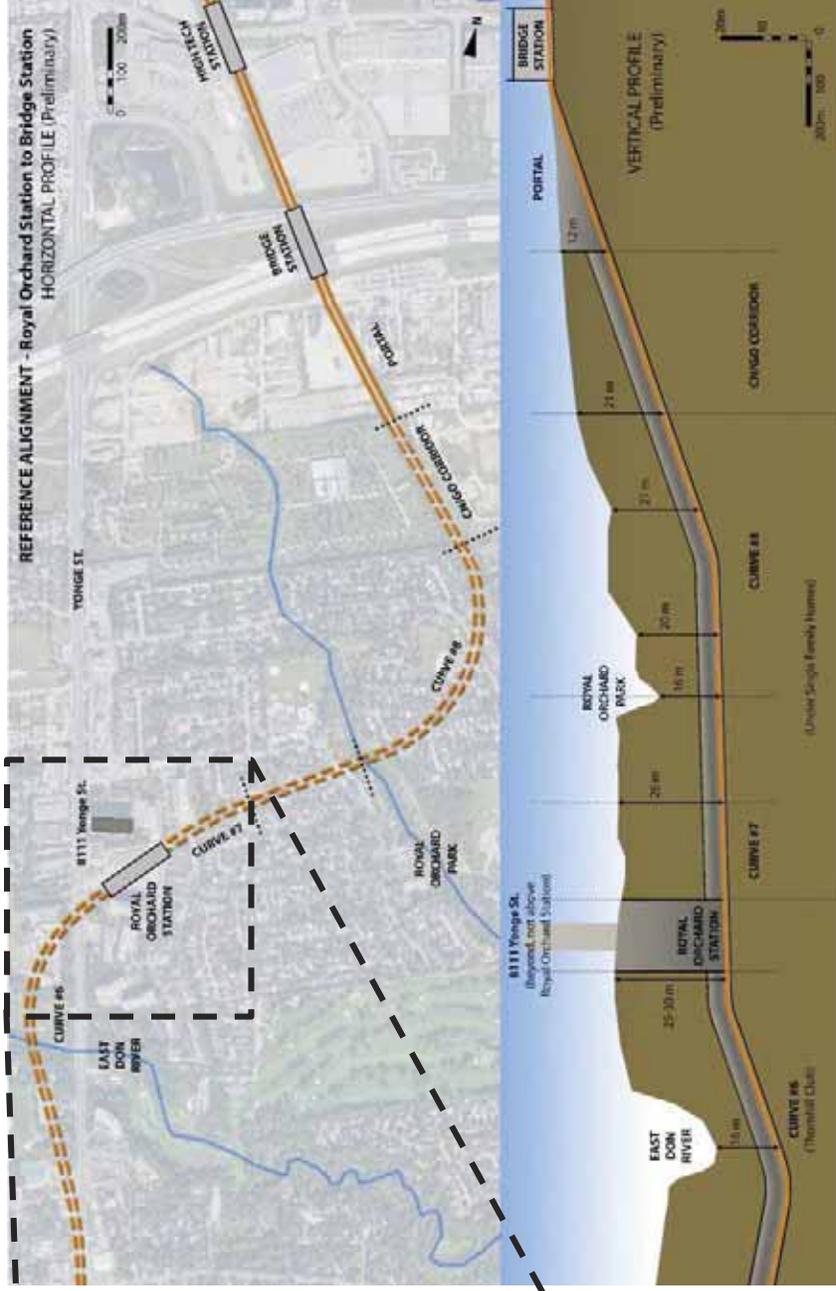
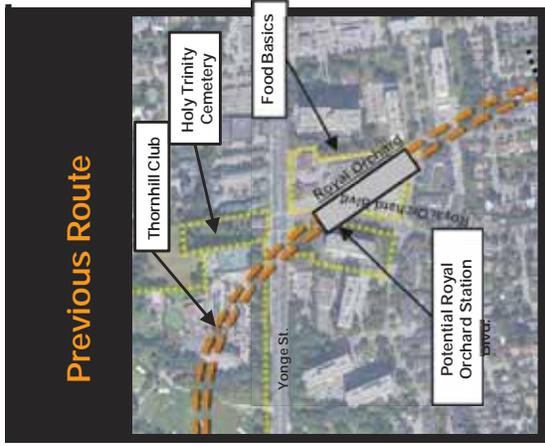


Why did we shift from the previous route to the adjusted route?

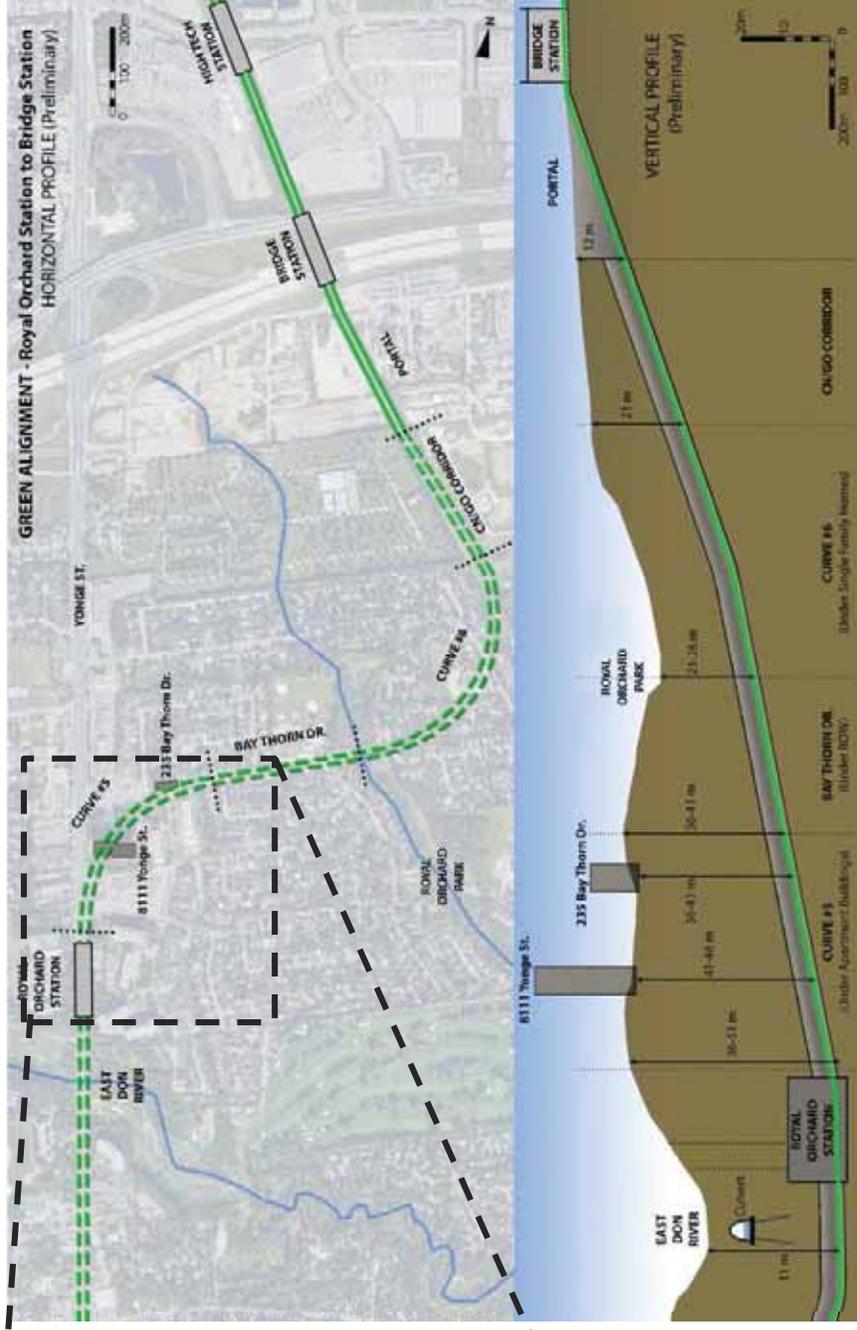
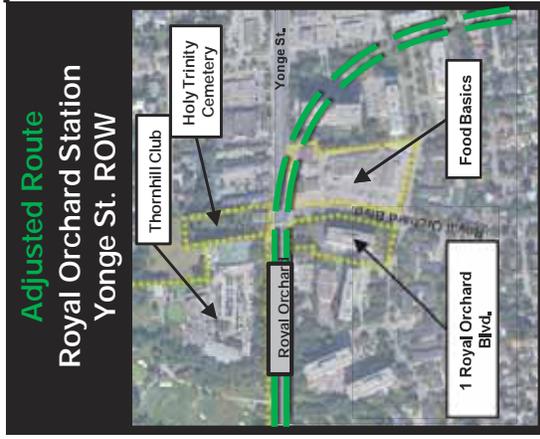
- Reduce number of single-family residential properties tunnelled under
- Placed tunnels even deeper below the community
- Maintained project benefits within approved budget



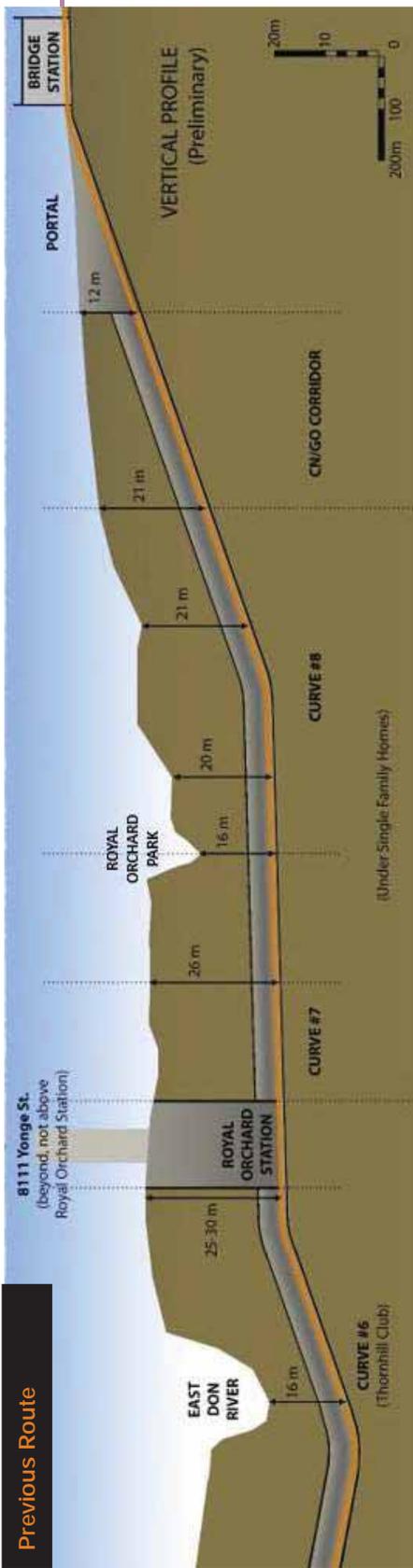
PREVIOUS ROUTE



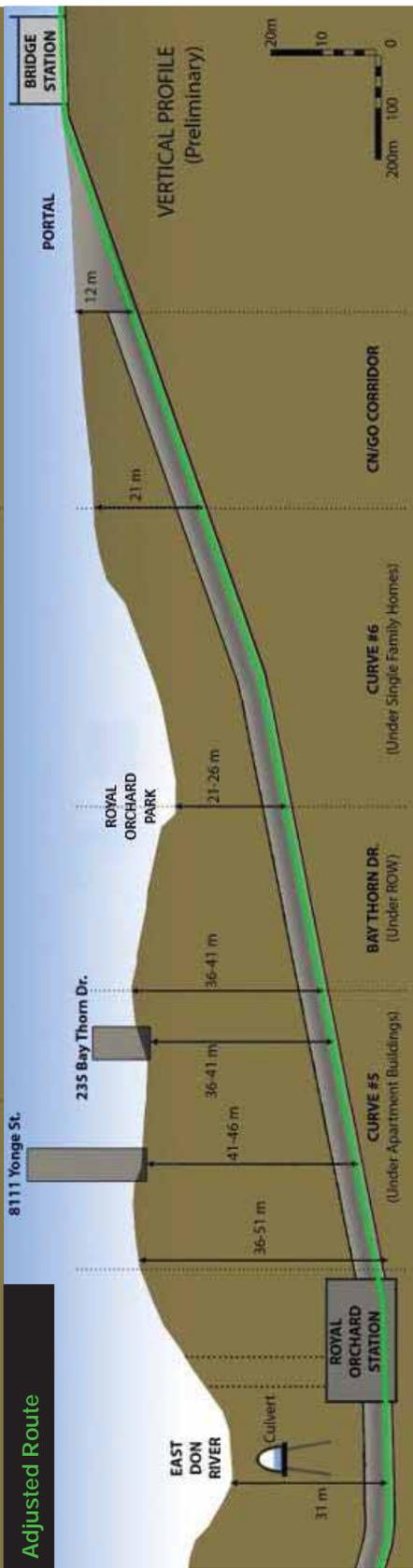
ADJUSTED ROUTE



Previous Route



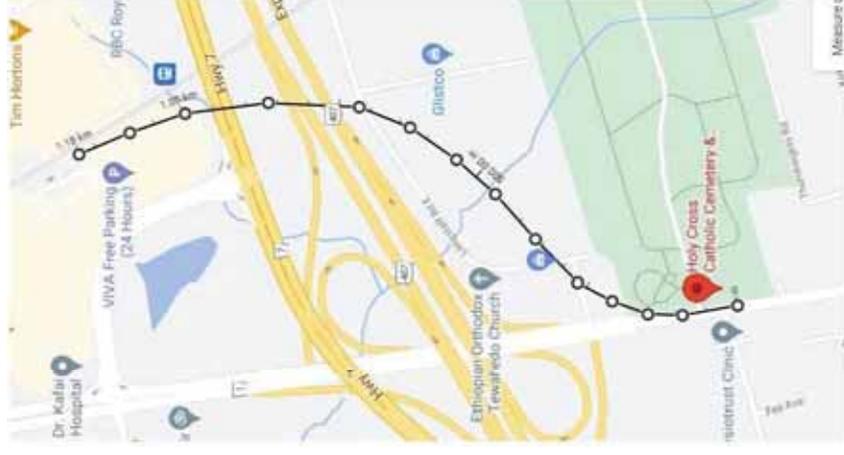
Adjusted Route



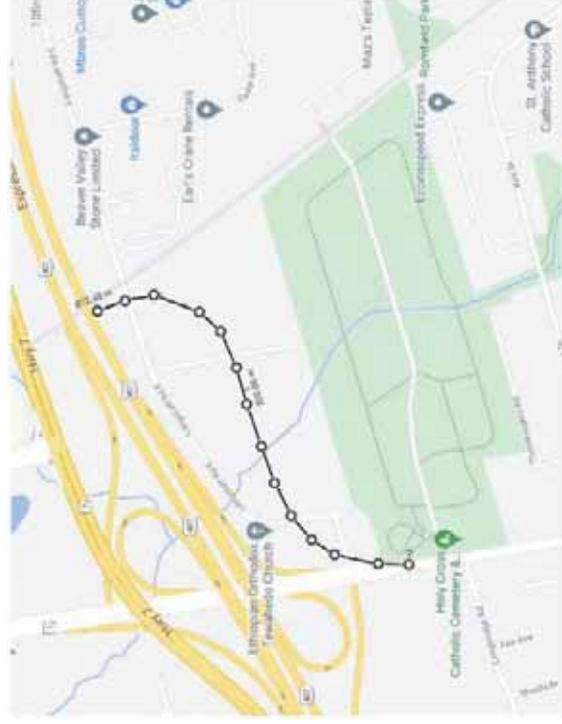
Yonge North Subway Extension

Transport Action Ontario Route Proposal

- Transport Action Ontario submitted a proposal with two route options. Metrolinx thoroughly reviewed the proposal and completed a technical analysis on the feasibility of the options proposed.



Option 2

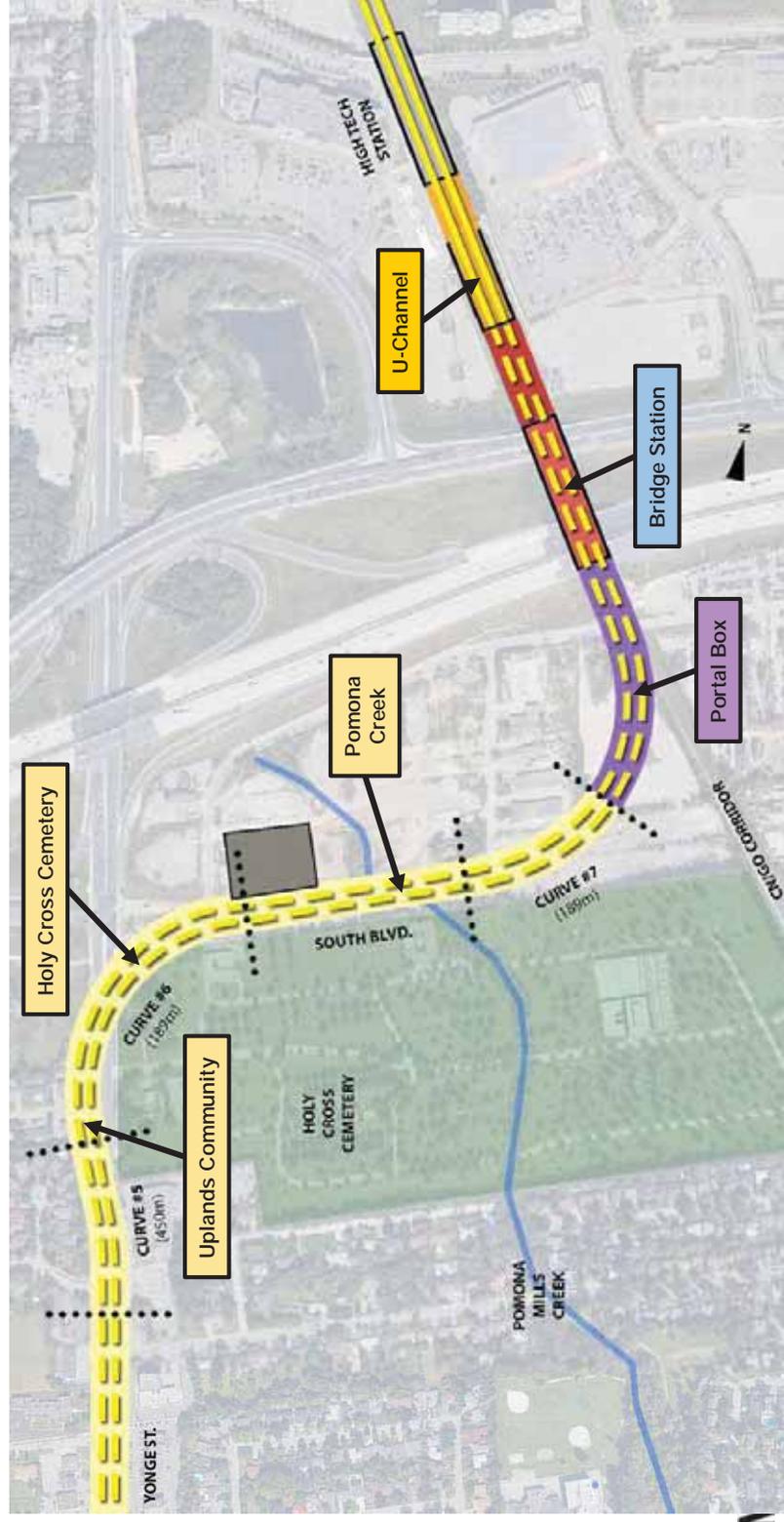


Option 1



Yonge North Subway Extension

Metrolinx Developed Option Based on Transport Action Ontario Proposal Option 1



Yonge North Subway Extension

Summary of Findings – Transport Action Ontario Option 1

Significant cost increases

- Minimum incremental total project cost of \$230 million
- Limits important benefits (e.g. fourth station and potential for additional stations)
- Reduces opportunity to create highly liveable/connected communities

Complex and costly construction increase project risk

- Specialized tunnel boring machines and precast tunnel liners
- Partially underground Bridge Station requires underpinning/foundation modifications of Highways 407 and 7 bridges
- Pomona Creek impacts
- Relocation/protection of major utilities

Tighter turns increase O&M costs and reduce customer experience

- Trains would need to slow down to meet TTC standards
- Reduced travel time savings
- Higher operating costs due to more wear and tear on trains and track through tight curves
- Increased noise and vibration from trains traveling on tight turns with steeper inclines



Yonge North Subway Extension

Summary of Findings – Transport Action Ontario Option 2

- TAO Option 2 as presented does not permit a station to be constructed on the curve below the highways.
- Following the principles of Option 2 explained in the correspondence, Initial Business Case Option 2 achieves these principles and is the technically feasible.
- IBC Option 2 has the alignment on Yonge Street to north of the cemetery, travels below the western portion of the Langstaff Gateway and places Bridge Station in the space between Hwy 4 and Hwy 407. The bus terminal would be located between Highways 407 and 7 and be the connector of all rapid transit services.
- **Bridge Station must be an underground station to maintain highway operations**
- IBC Option 2 was rigorously studied as part of the IBC and it was concluded that it did not provide a superior business case to the Reference Alignment.



Property Needs and Process

- Our approach to compensation for subsurface 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.**
- We have a **transparent and unbiased process** to determine fair market value through our negotiations.
- Metrolinx will work closely with property owners where Metrolinx has a property interest to answer questions and negotiate **mutually beneficial agreements.**

Yonge North Subway Extension

Early Works - Finch Station

Early works are construction activities that set the foundation for major construction to begin.

The early works planned at Finch Station will prepare it for upgrades that will connect existing Line 1 service to the new subway extension.

We have entered into procurement for this work, with the RFQ released on December 14.

These early works include:

- Behind-the-scenes spaces upgrades where transformers and other electrical equipment are housed.
- Modifying the 'tail tracks' just north of the Finch Station platform that provide temporary parking space for subway trains while they're not in service.
- Bringing power to the rails that will extend north from Finch Station.



Yonge North Subway Extension

Geotechnical Program in Royal Orchard Community

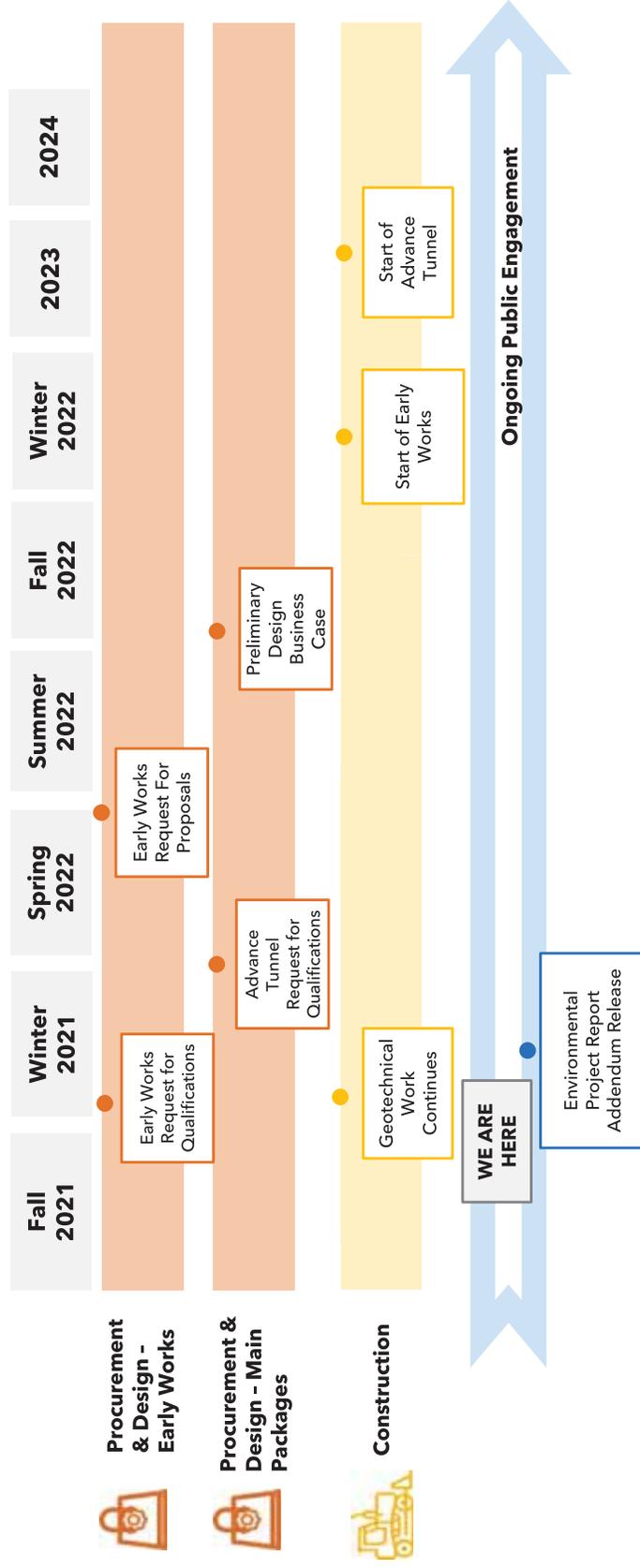
Investigations in the Royal Orchard community provide important information for the design of the future subway

- Properties of the soil and bedrock will assist in the selection of proven technology for mitigation of noise and vibration during construction and during subway operations.
- Information will be used by the tunnel, structural and civil design teams to prepare the Reference Concept Design that will form the basis of the Request for Proposal for the Advanced Tunnel Contract.
- Most of the borehole drilling in Royal Orchard is complete, we are working with property owners on the few remaining boreholes on private property.



Yonge North Subway Extension

Project Timeline



Yonge North Subway Extension

Noise and Vibration Studies - Early Results in Royal Orchard

- Early studies show that by using the proven technology available, vibration levels in the Royal Orchard community are predicted to be below what humans can feel.
- We estimate noise levels will be nearly imperceptible and about as quiet as the average whisper or rustling leaves in the distance.
- Ongoing studies will inform the selection of proven noise and vibration solutions in Royal Orchard.
- One of the solutions is called 'floating slab' track, which is used extensively along the western leg of the Line 1 subway extension to Vaughan.



*Technology Example

Yonge North Subway Extension

Public Engagement and Stakeholder Outreach

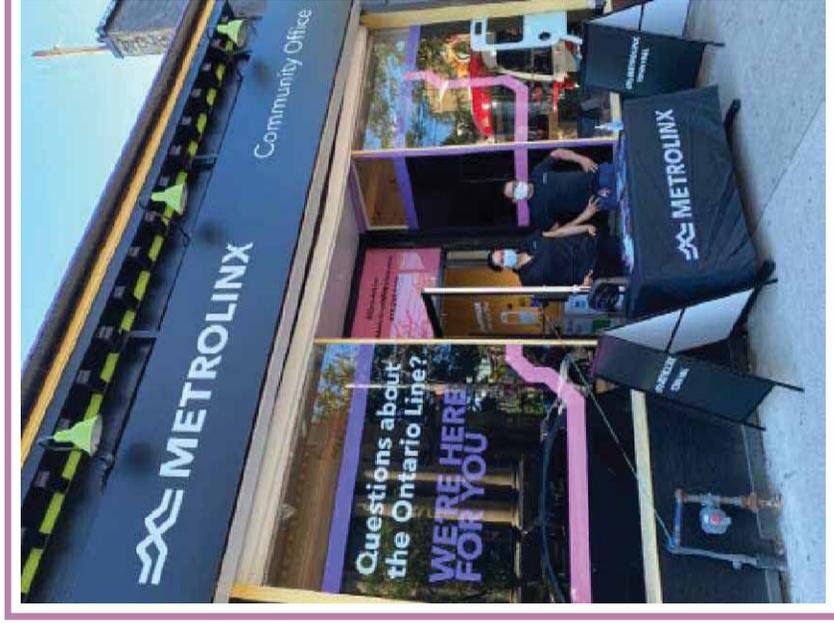
- Project postcard distributed to **30,000 homes** along alignment. Second flyer distribution underway.
- **6 virtual open house meetings: 2357 attendees, 1516 questions** answered on Mx Engage, Zoom Room, and in Teams.
- Previous virtual open house #6 was **December 16, 6:30pm**.
- **1500 notification flyers distributed, 23 stakeholder briefings, 35 elected official briefings, 15 eNews**, biweekly meetings with Communications Working Group (municipal staff), community walks, canvassing.
- Small table meetings, including **Willowdale BIA** and **Yonge Corridor Condominium Association, Royal Orchard Community Table**
- **6 Council presentations** York Region Council and municipal councils.
- Open letter from CEO Phil Verster to the Royal Orchard community, **December 15**.



Yonge North Subway Extension

Community Office

Metrolinx is exploring locations for a community office near the northern end of the extension. Once open, the Yonge North Subway Extension Community Relations team will be available from the community office, as well as the other usual channels.



Yonge North Subway Extension

Noise and Vibration Mitigation Experiential Program

Local Subway Tours and Visuals

- Infographics and posters
- Portable 'scale model' demonstration of train and track vibration isolation

Sound Demonstrations

- Installation will offer attendees an opportunity to experience current and projected levels of sound when the subway is in operation.
- Baseline for comparison will be current noise levels experienced in the Royal Orchard and Bayview Glen Communities, in various locations within a home.
- Audio and visual demonstrations using state-of-the-art technology used internationally to test planned noise and vibration mitigation



* Examples only

Yonge North Subway Extension

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**



Public Comments

From: [York Region](#)
To:
Subject: RE: YNSE Inquiry
Date: January 14, 2022 4:24:36 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for your patience and understanding.

Metrolinx will pay fair market value, determined by a third-party appraisal, for the portion of the property required for the project. Our appraisal will be shared with you, but you may also complete your own appraisal to determine or confirm the fair market value. Market value is calculated on the basis of the highest and best use of the property.

Items such as noise, disturbance and impaired property value would be payable as a claim that can be submitted to Metrolinx. Claims can be made where either 1) there is a decrease in the Market Value of the remaining land where land is taken or to the land of the owner where lands has not been taken; and/or 2) if there are personal and business damages resulting from the construction. Claims must meet certain requirements such as "substantial & unreasonable interference" and are adjudicated before the Local Planning Appeal Tribunal (formerly the Ontario Municipal Board).

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

We would never move ahead with a design that isn't safe for our neighbours, our customers and our employees. The detailed studies and all the consultations we're doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what's experienced in the Royal Orchard community today and what will be experienced when the extension is in service. We want to make sure the neighbourhoods we serve will stay peaceful and quiet, and remain sought-after places to live in.

We are preparing to release an update to the environmental assessment for the project at the end of January, which will contain more detailed analysis on this specific route.

We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: January 12, 2022 10:09 PM

To: York Region <YorkRegion@metrolinx.com>

Cc: York Region <YorkRegion@metrolinx.com>

Subject: Re: YNSE Inquiry

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Zar

Just following up on your email from 8 days ago as I've yet to receive a response. Given the limited space to table my question on your website, I've expanded it here and added Maria Doyle as she may be better able to opine:

Metrolinx noted in a recent town hall that it intends to purchase the land under homes that would be located above the proposed subway. One of your colleagues, Stephen Collins noted on December 16, 2021 that "compensation is solely to acquire the property interest and in no way is compensation related to any real or perceived impacts homeowners may believe the subway presents". Given that noise, disturbance and impairment to property value are virtually certain to commence or occur upon commissioning of the subway, can you clarify if, and how, metrolinx intends to compensate homeowners for these items?

Further to this, Metrolinx has stated it intends to acquire or expropriate properties required for the subway ahead of construction. As a homeowner, can you suggest how I could intelligently negotiate the sale of a part of my home with no sense or tangible commitment from Metrolinx as to the noise, disturbance or resulting impairment to property value caused? To this end, can you clarify:

What recourse does a homeowner have if vibration from the subway tunnel is not, as stated by your colleague on December 16th, "imperceptible" (not *nearly* imperceptible)?

What recourse does a homeowner have if noise from the subway is more than "*nearly* imperceptible", "rustling leaves in the distance" or whispers? Are you able to quantify, in decibels, what this means?

It was noted that Metrolinx is bound by noise levels outlined in the Environmental Assessment (EA).

What decibel level of disturbance does Metrolinx intend to report in the EA?

When will the EA be ready and issued to the community?

How would Metrolinx intend to address and resolve violations of disturbance levels committed to in the EA?

Looking forward to your response,

On Tue, Jan 4, 2022 at 3:29 PM York Region <YorkRegion@metrolinx.com> wrote:

Hello,

Happy New Year!

Thank you for contacting Yonge North Subway Extension team. I am writing to let you know we have received your inquiry and will get back to you soon with more information.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From: [York Region](#)
To:
Subject: FW: Re: Property Value and Compensation
Date: January 11, 2022 10:31:45 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

Apologies, forgot to bcc you on this reply to a message from Metrolinx Engage. The question is in the attached email.

Best,

From: York Region
Sent: January 10, 2022 4:14 PM
To:
Subject: Re: Property Value and Compensation

Hi

We received your question on Metrolinx Engage. Thank you for reaching out.

The subway tunnels will follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor. Your address at Glamis place is north of where the route travels. We understand how important your home is and we strive to communicate with property owners early and often, and single-family homeowners in Royal Orchard that are directly above the adjusted route have already received notification letters. We are continuing to reach out directly to property owners as we confirm our property needs for the project. If we confirm your property is needed, you will receive written notification from us and our commitment is to ensure that owners and tenants do not experience a financial loss.

With the adjusted route, the tunnels below the Royal Orchard neighbourhood will be at a minimum depth of 21 metres and as deep as 50 metres below the surface, averaging a more significant depth through much of the community compared to previous plans. The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

As part of the next phase of planning and design we will release the Environmental Project Report Addendum the week of January 24th, which will include further detail on the precise route and the full study area, and the community will have an opportunity to review and comment.

If you'd like to stay up-to-date on the latest information about the project, I encourage you to sign

up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Please let me know if you have any further questions.

Best,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [York Region](#)
Subject: Form submission from: Contact the Yonge North Subway Extension Team
Date: January 10, 2022 11:01:27 AM

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Submitted on Monday, January 10, 2022 - 10:59

Submitted by anonymous user:

Your name:

Your e-mail address:

Subject: Property Value and Compensation

Message: I live at XXX north of Baythorne. Will this tunnel run under my backyard?

Am I entitled to compensation?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en>



Facebook



Twitter



Instagram

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From: [York Region](#)
To:
Cc:

RE: FW: refined Yonge-North Subway Extension - December 16, 2021
January 14, 2022 2:16:37 PM

Subject:
Date:
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

I am writing to let you know that I have received your email and will be back in touch as soon as I have more information to share.

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: January 13, 2022 9:51 PM
To:
Cc:

Subject: Re: FW: refined Yonge-North Subway Extension - December 16, 2021

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good evening Zar,

Thank you for your email; please see below for my comments:

- According to your email, it's been alleged that the vibration will be below what humans can hear; however:
 1. Firstly, this is only an allegation; if it's true, why has Metrolinx not posted the noise and vibration report yet? Why has Metrolinx obtained exemption to proceed without approved Environmental Assessment?
 2. Secondly, our concerns are not only what humans can hear! Our concerns are also the damages that will be made to the affected properties over the time. When we talk about subway, we are not looking at a short-term project; it is a lifetime project running underneath the properties as long as they last; therefore, if community's safety and privacy is a concern for Metrolinx-as claimed in below email, it would rather reconsider the route not being underneath people's properties at all.
- In the same email, you mentioned that **the adjusted route presented in Jan 5th, 2022 is the route Metrolinx is moving forward with**: who has approved it? According to our information, the proposal is still under consideration; the Royal Orchard community is opposed to it and all cities thought the north bond (such as Richmond hill, Aurora, etc.) will be against it as it will permanently remove the subway from their future progression. Please provide us with the details of the approved party and the accurate date of the subject approval.

Finally, from the tone of the below email and meeting on Jan 5th,2022, it seems that Metrolinx is under the impression that since the refined Yonge-North Subway Extension proposal is affecting fewer properties, it is a done deal! But having fewer properties doesn't mean that it has less importance in the community. In theory twenty homes is for sure better than forty, but in practice, it should in fact be under any home. I would like to bring to your attention **that the new refined Yonge-North Subway Extension will not solve the main concerns of the community; instead, it only moves the affected area from one to another!** Any alignments that go beneath homes, creek/ravine and school makes absolutely no sense when there is a perfect and better way- straight up Yonge street.

Looking forward to hearing back from you,

kind regards,

On Thu, Jan 13, 2022 at 4:13 PM York Region <YorkRegion@metrolinx.com> wrote:

|

Hello

Thank you for your patience and understanding.

Please find attached January 5 Virtual Open House Presentation Deck.

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods.

Our early studies show that by using available, proven technology, vibration levels are predicted to be below what humans can feel. We estimate that noise levels will be nearly imperceptible, about as quiet as the average whisper or rustling leaves in the distance.

We would never move ahead with a design that isn't safe for our neighbours, our customers and our employees. The detailed studies and all the consultations we're doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what's experienced in the Royal Orchard community today and what will be experienced when the extension is in service. We want to make sure the neighbourhoods we serve will stay peaceful and quiet, and remain sought-after places to live in.

The adjusted route presented during the Jan 5 Virtual Open House is the route we are moving forward with; the details of the plans may change as we advance through the next stages of planning and design. We are preparing to release an update to the environmental assessment for the project at the end of January, which will contain more detailed analysis on this specific route.

We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Sincerely,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

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Good afternoon Metrolinx team,

This is XXX the residents of XXX. We are writing to you as we have concerns about the refined Yonge-North Subway Extension released on December 16, 2021 (the Orange Line):

We attended the most recent meeting on January 5, 2022 and witnessed your outlined subjects, but as a homeowner of the affected properties, we have a lot of concerns about the noise and vibration.

The noise and vibration are the most important effects on my property and the maps presented in the subject meeting were zoomed out in a way that we were not able to verify the details such as exact location of the tunnels, exact depth under our property, the expected vibration etc. The subject report was expected to be published in the referenced website which is still outstanding.

For clarity purposes, we would like to have a copy of the noise and vibration assessment for this project -aside from any actual or potential exceptions that might be or have already been obtained from EA (Environmental Assessment process).

_____ -
Please provide us with a copy in your earliest convenience so that we can have it reviewed and analyzed in a timely manner.

Thank you,

Kind regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: FW: refined Yonge-North Subway Extension - December 16, 2021
Date: January 13, 2022 4:13:54 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

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We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Sincerely,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

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Good afternoon Metrolinx team,

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The noise and vibration are the most important effects on my property and the maps presented in the subject meeting were zoomed out in a way that we were not able to verify the details such as exact location of the tunnels, exact depth under our property, the expected vibration etc. The subject report was expected to be published in the referenced website which is still outstanding.

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Please provide us with a copy in your earliest convenience so that we can have it reviewed and analyzed in a timely manner.

Thank you,

Kind regards,

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From: [York Region](#)
To:
Subject: RE: FW: refined Yonge-North Subway Extension - December 16, 2021
Date: January 20, 2022 6:09:40 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Thank you for your patience and understanding.

Metrolinx will implement a range of practical, modern railway technological solutions to address noise and vibration. These solutions were not available decades ago when most of the Greater Toronto Area's existing subway lines were built. These new solutions have been tested around the world, and recently, in Toronto to extend the western leg of Line 1 to Vaughan. We are pleased to be implementing this world class technology right in your neighbourhoods. We are investing in the same railway technology where trains run on tracks that are dampened and where the passing of a train in the tunnel is comparable to an average whisper. We will do everything we can do to make sure people who live along the subway extension barely notice the subway service.

Subways around the world, including in the Greater Toronto Area (GTA), travel underneath homes, opera houses, condominiums, and businesses all the time. In addition, the tunnels along the Yonge North Subway Extension will be deeper underground than in many areas of Toronto's existing subway network.

In the coming months, we will also offer an immersive, interactive noise and vibration simulation that will let you hear for yourself what it will sound like when a subway train passes below homes. These audio and video demonstrations are based on our recordings of existing sound levels inside homes in Royal Orchard and will bring to life how our proposed modern noise and vibration solutions will make future

subway operations nearly imperceptible. We're looking forward to sharing more details with you.

In regard to damages to your property over time, Metrolinx has a claims process in the event of potential damages as a result of our construction. Ahead of any construction, Metrolinx would offer a pre-condition survey to property owners within a project's area to assess and document its current pre-construction condition. This survey is an industry standard used to set baseline conditions of properties located in close vicinity to a construction site. If you submit to Metrolinx a claim for damage to your property as a result of our construction, the pre-construction survey would demonstrate your property's original state.

In regards to Royal Orchard Station, there are four confirmed stations at Steeles, Clark, Bridge and High Tech, and, as you may have heard, the province is working with municipal partners to enable the extension to reach more people and meet the needs of current communities and future generations. Specifically, the province is prepared to provide the funding that will expand the scope of the project to five stations using proceeds from the Transit-Oriented Communities program to offset the additional costs. We look forward to working with the province and York Region to explore opportunities for including additional stations along the extension, which will build stronger connections, attract more new daily riders, and support sustainable and healthy communities.

Metrolinx plans to release the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) soon. I will send you a follow up e-mail with a link to EPR Addendum once it is released. This report will provide greater detail on the project, and there will be an opportunity for the community to review and comment on its findings.

Please let me know if you have any further comments or questions.

Regards,

Zar

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: January 14, 2022 6:06 PM

To: York Region <YorkRegion@metrolinx.com>

Cc: Subject: Re: FW: refined Yonge-North Subway Extension - December 16, 2021

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Good evening Zar,

Thank you for your acknowledgement.

From your email, I gather that the information provided in the Jan 13, 2022 4:13 PM was not confirmed yet. I look forward to receiving accurate information as soon as they become available.

I was also informed that Royal Orchard is now entitled to have a station; however, this is worth noting that this new release does not solve our concerns with regards to noise and vibration, damages to the properties over the time etc. and they remained unresponded until now; again The Yonge subway belongs to Yonge.

I look forward to your response with a copy of the above- mentioned reports.

Thank you,

Kind regards,

On Fri, Jan 14, 2022 at 2:16 PM York Region <YorkRegion@metrolinx.com> wrote:

Hello

I am writing to let you know that I have received your email and will be back in touch as soon as I have more information to share.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: January 13, 2022 9:51 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Re: FW: refined Yonge-North Subway Extension - December 16, 2021

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Good evening Zar,

Thank you for your email; please see below for my comments:

- According to your email, it's been alleged that the vibration will be below what humans can hear; however:
 1. Firstly, this is only an allegation; if it's true, why has Metrolinx not posted the noise and vibration report yet? Why has Metrolinx obtained exemption to proceed without approved Environmental Assessment?
 2. Secondly, our concerns are not only what humans can hear! Our concerns are also the damages that will be made to the affected properties over the time. When we talk about subway, we are not looking at a short-term project; it is a lifetime project running underneath the properties as long as they last; therefore, if community's safety and privacy is a concern for Metrolinx-as claimed in below email, it would rather reconsider the route not being underneath people's properties at all.
- In the same email, you mentioned that **the adjusted route presented in Jan 5th, 2022 is the route Metrolinx is moving forward with**: who has approved it? According to our information, the proposal is still under consideration; the Royal Orchard community is opposed to it and all cities thought the north bond (such as Richmond hill, Aurora, etc.) will be against it as it will permanently remove the subway from their future progression. Please provide us with the details of the approved party and the accurate date of the subject approval.

Finally, from the tone of the below email and meeting on Jan 5th,2022, it seems that Metrolinx is under the impression that since the refined Yonge-North Subway Extension proposal is affecting fewer properties, it is a done deal! But having fewer properties doesn't mean that it has less importance in the community. In theory twenty homes is for sure better than forty, but in practice, it should in fact be under any home. I would like to bring to your attention **that the new refined Yonge-North Subway Extension will not solve the main concerns of the community; instead, it only moves the affected area from one to another!** Any alignments that go beneath homes, creek/ravine and school makes absolutely no sense when there is a perfect and better way- straight up Yonge street.

Looking forward to hearing back from you,

kind regards,

On Thu, Jan 13, 2022 at 4:13 PM York Region <YorkRegion@metrolinx.com> wrote:

Hello

Thank you for your patience and understanding.

Please find attached January 5 Virtual Open House Presentation Deck.

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods.

Our early studies show that by using available, proven technology, vibration levels are predicted to be below what humans can feel. We estimate that noise levels will be nearly imperceptible, about as quiet as the average whisper or rustling leaves in the distance.

We would never move ahead with a design that isn't safe for our neighbours, our customers and our employees. The detailed studies and all the consultations we're doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what's experienced in the Royal Orchard community today and what will be experienced when the extension is in service. We want to make sure the neighbourhoods we serve will stay peaceful and quiet, and remain sought-after places to live in.

The adjusted route presented during the Jan 5 Virtual Open House is the route we are moving forward with; the details of the plans may change as we advance through the next stages of planning and design. We are preparing to release an update to the environmental assessment for the project at the end of January, which will contain more detailed analysis on this specific route.

We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Sincerely,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

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Good afternoon Metrolinx team,

This is XXX and IXXX the residents of XXX. We are writing to you as we have concerns about the refined Yonge-North Subway Extension released on December 16,2021 (the Orange Line):

We attended the most recent meeting on January 5,2022 and witnessed your outlined subjects, but as a homeowner of the affected properties, we have a lot of concerns about the noise and vibration.

The noise and vibration are the most important effects on my property and the maps presented in the subject meeting were zoomed out in a way that we were not able to verify the details such as exact location of the tunnels, exact depth under our property, the expected vibration etc. The subject report was expected to be published in the referenced website which is still outstanding.

For clarity purposes, we would like to have a copy of the noise and vibration assessment for this project -aside from any actual or potential exceptions that might be or have already been obtained from EA (Environmental Assessment process).

Please provide us with a copy in your earliest convenience so that we can have it reviewed and analyzed in a timely manner.

Thank you,

Kind regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension EPR Addendum
Date: January 20, 2022 5:57:54 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Thank you for your patience and understanding.

Metrolinx plans to release the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) soon. I will e-mail you to let you know once we have a confirmed date.

You can find latest update on Yonge North Subway Extension on our page [here](#).

If you'd like to stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From: York Region
Sent: January 14, 2022 2:21 PM
To:
Subject: RE: Yonge North Subway Extension EPR Addendum

Hello

Thank you for contacting Yonge North Subway Extension team. I am writing to let you know that I have received your email and will be back in touch as soon as I have more information to share.

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: January 14, 2022 1:02 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yonge North Subway Extension EPR Addendum

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Good afternoon,
Has the Addendum to the EPR been completed and has it been released to the public? I can't seem to locate it on your website.

Thank you,



Metrolinx Engage Ask-A-Question



If Baythorn is to be used for the EW Yonge North Subway.

Anonymous

Dec 31, 2021 - 12:24

Can the subway be drilled on the west side of Yonge Street S of Baythorn under the Thornhill Club parking lot and the law buildings on the W side) to enable the subway turn to avoid the 8111 Yonge Street building and hence remain mostly under Baythorn? Part of the turn could be under the NW corner of the lot but not under the parking garage).

1 4



Answer

Mercutio

Jan 11, 2022 - 14:59

Mercutio has refined plans for the subway extension but will result in deeper tunnels and a route that travels under fewer residential properties in the Royal Oakward community than the previous route. The changes mean the subway tunnels will follow a route that travels mostly under Bay Thorn Drive whenever possible once they turn east from Yonge Street to connect with the rail corridor. The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 19 additional properties.

We are preparing to release an update to the environmental assessment for the project shortly, which will contain more detailed analysis on this specific route. This route will also be the basis for the analysis we complete for the Preliminary Design Business Case, which is also tracking for release later in 2022.

0 0

5 High Intensity & Pitch of Rubbing Steel

Anonymous
Dec 31, 2021 - 13:04

At a corner steel wheels rubbing against steel rails generates a noise pitch of about 4000 Hz and an intensity of about 100 Db; 130 db is the pain threshold. This noise will escape through the openings at a station and will transmit to nearby buildings; example Union Station. Has this been considered in the design and for the proximate Gazabell?

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Answer

MetroLinx
Jan 11, 2022 - 15:01

MetroLinx is committed to addressing any noise and vibration due to construction and operation of the extension. MetroLinx will work with communities to ensure a comprehensive array of measures are in place to address noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

We now have access to a wide range of solutions to address noise and vibration that simply were not available decades ago, when most of the GTA's existing subway lines were built. We will use modern solutions that are tested and proven across the globe and recently in Toronto to extend the western leg of Line 1 to Vaughan.

In fact, based on what we have observed inside buildings that sit above the tunnels and the conditions we've studied in Royal Orchard, we know the sounds and vibrations from subway trains traveling in the Yonge North Subway Extension's tunnels will be very difficult to hear and feel. We will do everything practicable to make sure people who live along the subway extension barely notice it.

The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

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How much has metrolinx put in their business plan for owners

Anonymous
Jan 5, 2022 - 18:52
How much has metrolinx budgeted in their business plan for option 3 to pay all the homeowners that will have their properties affected



Answer
Metrolinx
Jan 11, 2022 - 15:02

Metrolinx strives to limit the amount of property we need to support the construction and operation of important and much-needed transit infrastructure. Metrolinx will only look to acquire property that is absolutely necessary to support critical transit construction.

Where we need to acquire property to support new transit infrastructure, it is our responsibility to compensate property owners fairly, not necessarily because the subway will impact their property, but because they own the land that is needed. Whenever we need to acquire property to support a new transit project, we ensure that owners and tenants experience no financial loss.

We have a transparent and unbiased process in place to determine fair market value through appraisals and negotiations. Metrolinx will solicit the services of a third-party appraiser 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.

When we confirm our property needs for the project, we will reach out to property owners to explain in detail what is needed and whether that need is permanent or temporary.





How do I observe the meeting? Can't get on

Anonymous

Jan 5, 2022 · 19:03

👍 0 🗨️ 0



Answerer

Maryanna

Jan 11, 2022 · 15:03

The Yonge North Subway Extension - January 5, 2022 Virtual Open House can be found here: <https://www.typl.com/eng/projects/transportation/yonge-north-subway-extension>

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Virtual Open House – January 5, 2022 Outstanding Questions

Bridge and High Tech

In defence of having 2 stations at the north end Stephen Collins stated that they serve 2 separate functions: High Tech as a terminal station and Bridge as a transit hub. But today we have Kipling Station on Line 2 which is both. It still doesn't make sense to have 2 stations 300m apart.

Bridge and High Tech stations will support York Region's growth plans for the Langstaff Gateway and Richmond Hill Centre urban growth centres, which have been in place for many years in response to the demand for housing and employment opportunities in the region. Since those areas are expected to grow significantly in the years to come, these stations will help make sure any growth is sustainable by contributing a large portion of the riders that will use the subway extension.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Route

When will Metrolinx provide a DETAILED map of the project to see the homes effected, the city property effected and schools.

As part of the next phase of planning and design, we are preparing an addendum to the existing Environmental Project Report, which will include further detail on the precise route of the subway extension and station area footprints. We will keep the neighbourhood fully informed as project details are confirmed.

We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service.

Has CN Rail approved the subway under their tracks?

We are in discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN – we share rail corridor throughout our existing GO network and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

As it was mentioned in the previous meetings, the option for tunneling under the cemetery instead of residential properties will be considered. Can you update us regarding this, and progress for this consideration? Can you clearly mention why tunneling under the cemetery was not considered as one of the options in the first proposals?

Our goal when we plan and design large projects like this is to minimize impacts as much as possible, and there are unique challenges we face no matter where we build. Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

Do the right thing and put it back on Yonge Street as originally planned. And no I do not want to listen to Mr. Collins drone on with his business plan explanation. This is about developers wishes and to ---- with us commoners !

The approach we're taking will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. Running the subway along the CN rail corridor in the northern end of the extension will create better, faster connections with GO trains and bus rapid transit services in an area that is poised for growth.

The tunnels along the Yonge North Subway Extension will be built to strict design and engineering standards and will be much deeper underground than in many areas of Toronto's existing subway network. The bottoms of the tunnels – where trains pass over the tracks – will be at least 20 metres deep in the Royal Orchard community – roughly as deep as a six-storey building is tall. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

We are determined to make the project the best possible fit for the communities it will serve. We'll continue to work closely with our regional and municipal partners as we advance our plans.

Revisiting the rejection of Transport Action Ontario's option1. You've modified the relatively smooth route of option1 into a northern version of your own adjusted route with its awkward tight curves. Both of these options would lead to slower speeds and squealy-wheelies. What's really wrong with tunnelling under the Langstaff lands, or better yet, starting to curve off Yonge at the southern edge of Holy Cross?

We studied this proposal from every angle, but in the end we concluded the proposal is not an improvement over our current plans because of significant cost increases that would limit our ability to include important benefits in the project, like a fourth station and the potential for additional stations.

We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway

Does the recent revised route mean the train emerges above ground at a different spot or same?

The current alignment announced will have the subway trains emerge above ground South of Langstaff Road East, North of Holy Cross Cemetery along the existing CN rail tracks. Once the subway trains emerge above ground, it will remain above grade to the final two stations (Bridge Station and High Tech Station).

Why is Metrolinx continuing to spin Option 3? Naming the the revised route the Green Alignment implies that it's now environmentally friendly. This suggests that MX knew that the original route wasn't. Why not? The revised Green Alignment still isn't green.

The Yonge North Subway Extension uses innovative solutions to ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within the initial funding envelope of \$5.6 billion. Our planners considered a range of factors to make the Yonge North Subway Extension as easy as possible to access, for a wide number of people.

Running the adjusted route along the existing CN railway corridor in the northern end of the route allows us to build a fourth station within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed.

This approach will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres and the existing CN rail line runs through the centre of them. This location also fills the gap in the regional transit network by connecting the subway with the GO and Viva Bus Rapid Transit networks, unlocking more travel opportunities across the region.

Why did you change the name from Option 3 to Green Alignment? Please explain in detail.

In the YNSE Initial Business Case 3 Options were studied. For visual purposes each route was drawn on a map with a different colour (Blue, Magenta, light blue). The adjusted route announced in December was drawn with colour green.

Has it been considered for the extension to rise to the surface north-east of Steeles and follow the CN rail corridor east until it reaches the Richmond Hill GO corridor, following it up to High Tech station? This route would require 3.5 km less tunnelling, saving over \$1 billion, and John-Bayview is more prone for densification compared to Centre.

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. The CN rail corridor is about 3km east of Yonge and Steeles intersection. Aside from the cost and complications of tunneling to reach the CN rail corridor in this area, this alignment would not offer the same transit benefits as the reference alignment does since the further east we divert, the travel time from Richmond Hill would increase. This alignment would also mainly pass through the low residential density where there are limited development opportunities and growth anticipated. Also, Clark Station would not be possible in this alignment and the potential Royal Orchard Station would not be located in the same location.

Why not under the Cemetery. I am re-visiting the alignment beneath the cemetery. Since the Building Transit Faster Act apparently allows the province to do what it wants, why does Option 3 not simply go beneath the cemetery to get to your precious Bridge station above grade? It's the most direct route with far less of a turn to the east and then back to the north?

Our goal when we plan and design large projects like this is to minimize impacts as much as possible, and there are unique challenges we face no matter where we build. Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the Metrolinx Board. The refined route proposal presented alongside the IBC is the recommended path forward, and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

We are confident that we can effectively manage any project impacts through robust planning, design work and community consultations. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

Our early studies show that by using available, proven technology, vibration levels are predicted to be below what humans can feel. We estimate that noise levels will be nearly imperceptible, about as quiet as the average whisper or rustling leaves in the distance.

We are determined to make the project the best possible fit for the communities it will serve. We'll continue to work closely with our regional and municipal partners as we advance our plans and we're committed to sharing the latest updates of our plans with the community.

Why are you running the subway under houses rather than Yonge st? I've recently purchased a property at Bay Thorn Dr and there has been couple of options for subway line but neither was under Bay Thorn and all of a sudden you've decided to run the line under it. Please explain what makes you believe that this is a better option? Because you are dealing with less people/houses so they can't do anything about it?

We have recently introduced updates to the project that will result in deeper tunnels and a route that travels under significantly fewer residential properties in the Royal Orchard community compared to our early plans. We made those refinements in response to the feedback we've heard through engaging with municipalities and consulting with communities across York Region and Toronto over the past eight months.

We have looked at all the options to avoid tunneling under Royal Orchard and none of those give better transit benefits. Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

In addition to the various route options we looked at in our initial business case analysis, we recently completed a further detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor.

Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

Will you make the analysis of revised proposal #2 public? How can we trust the blanket statement that revised option #2 is inferior to the new Green Alignment without supporting details? How do we know that all relevant factors were taken into consideration?

Metrolinx conducted an extensive analysis of Option 2 in the IBC, available here. We have looked at all the options to avoid tunneling under Royal Orchard and none of those give better transit benefits. Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

In addition to the various route options we looked at in our initial business case analysis, we recently completed a further detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor.

We studied this proposal from every angle but in the end, we were faced with three major obstacles that led us to conclude the proposal is not an improvement over our current plans:

Significant cost increases: If we adopt the proposal from the community, significant cost increases would be required and will also reduce the local development opportunities.

Complex construction: The proposal from the community keeps Bridge Station in the same vital location but places it partially underground, which would make the station more complex and more costly. It would require reinforcing the foundation of the Highway 407 and Highway 7 bridges, and tunneling under the existing culvert that supports Pomona Creek.

Technical constraints from tighter turns, steeper inclines and slower train speeds: In order to reach the existing railway corridor, the subway tracks would need to be curved much tighter than the current TTC standards, which would mean trains will have to travel along those parts at slower speeds, with longer travel times for riders. This proposal from the community would also hinder the ability of the Langstaff Gateway urban growth centre to realize longstanding regional and municipal growth objectives because the proposal essentially splits the development into two parts and would place development restrictions on the envisioned growth.

Please explain why Option 3 is the best transit plan. Option 3 does not provide the best transportation solution for the existing residents of York Region in general. The needs of the current population are being compromised to provide the maximum benefit to the developers and future residents of a community that won't be built out for 20 to 30 years.

Our plans focus on both future development and also on the people who live in these communities today. York Region has been planning for this growth for many years in response to the demand for more housing and employment opportunities in these communities. We are supporting those plans.

The Yonge North Subway Extension will enable 26,000 more residents and 22,900 more jobs to be within a 10-minute walk of a new station within the next two decades. This ensures that any growth is sustainable, because reliable rapid transit with convenient connections to the regional transportation network is the foundation for growth. It gives new and current residents the means to move and give them more options to move around with more choices and more opportunities.

When is Metrolinx going to be honest with people? A decision has been made regarding the routing of the subway. When will Metrolinx be honest and simply tell people that we have no say in the matter and if we do not agree to Metrolinx terms the land required will be expropriated?

We recognize how important your property is to you and we are committed to providing clear, accurate information as soon as possible. If Metrolinx confirms that your property is needed, you will receive written notification directly from us. Our commitment is to ensure that owners and tenants do not experience a financial loss.

Metrolinx may need to acquire some property underground to build the tunnels and support future subway service. 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. Subsurface easements allow for the use of space under the ground, below homes.

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 even when the infrastructure we are building is deep underground and no space is occupied at surface level.



Why isn't the option of using cut and cover or building elevated not being considered? The alignment passes over a wide stretch of Yonge Street which can easily accommodate an elevated or cut and cover section. Speeding up construction, lowering costs, and allowing additional stations to be built which currently don't fit the budget.

Modern tunneling technology has been proven around the world to be an efficient way to build underground subways. The subway extension to Vaughan was recently completed using tunnel boring machines for most of the route. Tunneling allows the subway to be built deeper below the surface, which is not practical with cut-and-cover methods. Being able to build the subway deeper underground means there will be no direct impacts to the homes, buildings and roads at the surface. Subway stations are typically built using cut-and-cover methods because they are significantly larger and have entrances that need to be built at surface level.

What exactly would be required (i.e. in terms of financial resources and additional time) to restore plans for the previous routing which was identified by the original EA? And since Metrolinx has the best interests of the Royal Orchard neighbourhood in mind, why are we not hearing about your efforts in advocating for such a change in plans?

We have recently introduced updates to the project that will result in deeper tunnels and a route that travels under significantly fewer residential properties in the Royal Orchard community compared to our early plans. We made those refinements in response to the feedback we've heard through engaging with municipalities and consulting with communities across York Region and Toronto over the past eight months.

This approach will maximize the subway connectivity to other modes of transit such as buses and GO transit, while also optimizing the urban and city building developments at and around Richmond Hill.

Which level of government, provincial, federal, regional (York), local (Markham) have approved this option and who were the people who have signed off on this option for each level who have reviewed it. Can these project approval documents be reviewed for each government authority.

Final decisions on project scope, including the route of the subway extension and station locations, will be made by the Province of Ontario, in consultation with government partners. These decisions will be informed by updated environmental studies, feedback from communities, and detailed technical work done by Metrolinx.

Who has the final approval on this project? Is it the City of Markham or the Provincial Government? If the Provincial Govt. approves the project and City of Markham rejects the current plan who has the final say?

Final decisions on project scope, including the route of the subway extension and station locations, will be made by the Province of Ontario, in consultation with government partners. These decisions will be informed by updated environmental studies, feedback from communities, and detailed technical work done by Metrolinx.

What is the probability of adding one more station? We know that Cummer and Royal Orchard Stations may or may not be built depending on funding. It was stated that Metrolinx is working to find funding options. My question is, what do those discussions involve? Are there any specific details that can be provided? What is the probability that we will see one of them get built, and which one if so?

We are working with the Province and York Region to determine the feasibility of a station in the Royal Orchard community.

The scope of the Gateway development is enormous. It should be obvious to a world class designer, that a proper underground Bridge station is necessary for rider experience and weather. This would give you a real Bridge station, and us the Yonge route. With developer funds available, why are you continuing with option 3, and adding other stations.

Metrolinx refined the project plans to deliver more transit benefits for the people of York Region and Toronto, while staying within budget. This change to the project is what is outlined in the Initial Business Case (IBC) and addendum that were published in March 2021. One of the most significant refinements is the updated route, which places the northern section of the extension at surface level along the existing CN railway corridor, instead of tunneling all the way to Richmond Hill. The updated route curves away from Yonge Street and runs underground to the proposed subway tunnel portal south of Langstaff Road.

The benefit of Bridge Station as it is proposed in Option 3 is that it brings together as many as six existing and future regional transit services in a location that is easier for the buses that run along those routes to access than where the transit hub is located in Option 1 and Option 2. Having stations above ground cuts down on travel time by avoiding lengthy descents into underground tunnels and will make transferring from the subway to a GO train, GO bus, or local bus faster and easier.

Has Metrolinx indeed dismissed options one and two in favour of option three? Is there no option to change your minds?

Options 1 and 2 have already been evaluated through our [business case](#) process. The adjusted route makes it possible to build a fourth station by running the subway along the existing CN railway corridor in the northern end of the route, which reduces the need for complex and costly construction of tunnels, and offers the most benefits possible within the available funding envelope. Building the subway at surface level along the existing railway also cuts down on travel time by avoiding lengthy descents into underground tunnels and will make transferring from the subway to transit connections faster and easier. We will also be able to complete the project sooner than if the subway was tunneled the entire length of the route and protect for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

Why haven't you been able to show our MPP the numbers.

We use the data from our business case to ensure we make decisions that maximize benefits and control costs throughout the full course of a project, Yonge North Subway Extension Initial Business Case could be found [here](#).

Stations



Where will the bus terminal at Steeles and Clerk stations be located? How large will they be? Will they be at grade or underground?

The design concept and requirements for the bus terminals are being refined based on the needs identified by the TTC, York Region Transit, and other local stakeholders. We are seeking input from our partners and will share more details about the footprint and design of bus terminals when the Preliminary Design Business Case is finalized.

Leitchcroft and Times Ave neighborhood of 10,000 people is a very short bike ride to the new subway stations but there are currently no safe AAA bike paths to get there. What are the plans?

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, route, and benefits.



When can we expect to see the data and analysis and/or the updated environmental assessment that is necessary to address the concerns of the neighbourhood and commenting agencies. Without this, Option 3 or variations has no legal standing as it is not an approved route

Community input is vital to our work because it can help uncover insights we might not have anticipated. That feedback helps us refine our plans based on what we hear from communities, pending further analysis and review by our planning and design teams.

We've already started to collect your input through the virtual open house events we've been hosting. We'll also be reaching out for feedback from the community as we prepare an updated environmental assessment for the project. All of the input we collect from the public and Indigenous communities, as well as any actions we take as a result of that feedback, will be documented in a draft report that is expected to be published later this month.

The data and analysis we've finalized so far is available through the Initial Business Case and supplementary analysis for the project. We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since that EA was completed and evaluate the updated route. This will build off the work done on previous environmental studies and will involve studying things like noise and vibration, soil and groundwater quality, the natural environment, and land use. We expect to issue a draft environmental report in the months to come. We'll also keep reaching out to the community to gather input and insights that will support our work and help us deliver the best project possible.

What are the durations of the RFQ, RFP and Construction periods?

We expect to issue a Request for Qualifications (RFQ) for teams interested in building the subway tunnels in the coming months, which will be followed by a Request for Proposals (RFP). The Yonge North Subway Extension is expected to be operational by 2029/30.

When is the RFQ to be advertised?

We expect to issue a Request for Qualifications (RFQ) for teams interested in building the subway tunnels in the coming months, which will be followed by a Request for Proposals (RFP). The Yonge North Subway Extension is expected to be operational by 2029/30.

Based on our previous experiences, does anyone REALLY believe the timeline and cost estimates? We know better about what will really happen, right? Thank you

Metrolinx is committed to guiding this project efficiently and cost-effectively so that it can be completed on time and on budget. Lessons learned from past projects will be used to guide the decisions we make, and we will take steps along the way to reduce the risk of delays or cost overruns.

The planned date to begin the main construction on the project is 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.

When is construction starting? I support the underground subway. When will it start?

The planned date to begin the main construction on the project is 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.

What is the expected timeline of the project? What is the planned completion date for the last subway station (at Yonge and 7)?

The planned date to begin the main construction on the project is 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.

Funding



Please provide a break down of where the money is coming from to fund this project. Federal, Provincial, Regional etc. Most importantly, please also share how much money are the developers of the new builds at high tech and bridge contributing to the subway development.

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Metrolinx and Infrastructure Ontario are moving the project forward under the Subway Program, which includes three other rapid transit expansions that will get the region moving — the Ontario Line, the Eglinton Crosstown West Extension, and the Scarborough Subway Extension.

The provincial government has committed almost \$17 billion toward the Subways Program, as a whole.

York Region has pledged to contribute proportional funding to the capital construction costs of the project through a preliminary agreement with the provincial government. The final contribution from the region will be subject to further refinements to the project's budget and scope.

The federal government has committed \$10.4 billion to Ontario's four priority subway projects, including the Yonge North Subway Extension.

The provincial government will explore development opportunities that could support the project through the Transit-Oriented Communities program as part of the planning process. Any decisions we make on the route of the extension and station locations are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.

Property Impacts



We want to know which homes are impacted including those that are affected on their easements (city property) what is the total amount of homes in the transit land corridor. If the subway tunnels under the front of my home but on city property it still affects my home value... will I get compensation?

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

After that, Metrolinx 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 the property owner has the information and support they need.

Our approach to compensation for subsurface 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.

Our house is over 50 yrs old. We are seniors and this is our forever home. What effect will boring have on the stability of our home and what level of noise and vibration can we expect and for how long?

We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service.

We now have access to a wide range of solutions to address noise and vibration that simply were not available decades ago, when most of the GTA's existing subway lines were built. We will use modern solutions that are tested and proven across the globe and recently in Toronto to extend the western leg of Line 1 to Vaughan.

In fact, based on what we have observed inside buildings that sit above the tunnels and the conditions we've studied in Royal Orchard, we know the sounds and vibrations from subway trains traveling in the Yonge North Subway Extension's tunnels will be very difficult to hear and feel. We will do everything practicable to make sure people who live along the subway extension barely notice it.

The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. We're confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Now you have informed us of the project travelling under our homes, you can advise us on what we need to do to protect our homes/properties from potential noise/vibrations/damage. You said you have experts so you should be able to give us advise on what should/can we do to protect our buildings above the planned project part for preventative care.

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To build the tunnels for the subway extension, Metrolinx will use state-of-the-art tunnel boring machines that carefully chew through and remove soil and rock. The Yonge North Subway Extension will use innovative technology that will help the machines adapt to different soil conditions when tunnelling. These specialized tunnel boring machines will minimize any surface settlement and protect properties along the tunnel alignment.

Metrolinx is committed to minimizing and managing construction impacts to you and your property. Before construction starts, we provide pre-construction surveys. A pre-condition survey is a non-invasive assessment of the exterior of your property completed prior to the start of our construction. This survey is an industry standard used to set baseline conditions of properties located in close vicinity to a construction site. Participation is completely voluntary and the service is paid for by Metrolinx.

Now that Metrolinx has informed residents of the project travelling under homes and properties, you can surely advise us on what we need to do to protect our properties from potential noise/vibrations/damage (during construction and during the operations of the trains).

We will make sure that future subway service will be unobtrusive and difficult to notice, ensuring communities will be peaceful and quiet when the subway is in service. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service.

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Tunneling through bedrock now? Aren't there many, many possible unforeseen challenges of boring through bedrock under a condo building? Time, complexity, the unknown costs more. How have you budgeted for that?

One of the key decision driver to deepen the alignment into the bedrock in RO area is to minimize the impact to the community and maximize tunnel construction and operation safety of the subway without compromising ridership safety and comfort. While mining through bedrock does have its own set of challenges, our team has conducted thorough analysis and investigation coupled with reviews of past subway projects in the Toronto area and around the world to ensure equipment used and methodologies will meet the safety standards and constructability.

Modern tunneling technology has been proven around the world to be an efficient way to build underground subways. The subway extension to Vaughan was recently completed using tunnel boring machines for most of the route. Tunneling allows the subway to be built deeper below the surface, which is not practical with cut-and-cover methods. Being able to build the subway deeper underground means there will be no direct impacts to the homes, buildings and roads at the surface. Subway stations are typically built using cut-and-cover methods because they are significantly larger and have entrances that need to be built at surface level.

To build the tunnels for the subway extension, Metrolinx will use state-of-the-art tunnel boring machines that carefully chew through and remove soil and rock. The Yonge North Subway Extension will use innovative technology that will help the machines adapt to different soil conditions when tunnelling. These specialized tunnel boring machines will minimize any surface settlement and protect properties along the tunnel alignment.

The letter of Dec 8 states that the depth ranges anywhere between 21 meters and 50 meters. Inform the affected homes what is the expected depth under each home as per your current plan. Not only the depth of the track from the floor of our basement (foundation) but also the depth of the top of the tunnel under the floor of the basement (foundation)

We have recently introduced updates to the project that will result in deeper tunnels and a route that travels under significantly fewer residential properties in the Royal Orchard community compared to our early plans. We made those refinements in response to the feedback we've heard through engaging with municipalities and consulting with communities across York Region and Toronto over the past eight months.

We will implement a range of practical, modern railway technological solutions to address noise and vibration. These solutions were not available decades ago when most of the Greater Toronto Area's existing subway lines were built. These new solutions have been tested around the world, and recently, in Toronto to extend the western leg of Line 1 to Vaughan.

Metrolinx will enter into direct, one-on-one discussions with each homeowner that will have the subway run under their property. Through those discussions, Metrolinx will work with owners to procure an independent valuation, at our cost, of the property interest and make an offer accordingly.

The Metrolinx letter of Dec8 sates that the depth ranges anywhere between 21 to 50 meters. Residents want to know what is the expected depth under each home as per your current plans? And not only the depth of the track from the floor of our basement (foundation) but also what is the depth of the top of the tunnel under the floor of the basement.

In the shallowest section of tunnels that will run below single-family homes and a local school, our current designs have the bottoms of the tunnels at a minimum depth of 21metres (19.5 metres to where the train wheels interact with the tracks).

What is the expected value of the DBF Tunnels project?

A public-private partnership (sometimes referred to as a P3) is an approach for financing and building large public infrastructure projects.

A group of companies – including contractors, equipment suppliers and investors come together under this model to deliver a project more efficiently than traditional procurement.

Partnering with the private sector keeps costs in check by transferring risk to the partner with the experience and expertise to best handle that risk.

Noise and Vibration



Even low levels of noise and vibration can cause physical, emotional and especially, in children, neurological consequences. Your routing goes right under an elementary school at shallow levels. Have you factored in future treatment costs if your assumptions of mitigation were wrong. Winters Residence at York U tenants hear & feel every train.

We would never move ahead with a design that isn't safe for our neighbours, our customers and our employees. The detailed studies and all the consultations we're doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what's experienced in the Royal Orchard community today and what will be experienced when the extension is in service. We want to make sure the neighbourhoods we serve will stay peaceful and quiet, and remain sought-after places to live in.

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension.

Metrolinx uses provincial guidelines to monitor and assess the noise and vibration associated with the operation of new transit lines, as well as facilities that support them like bus terminals, station entrance buildings, and train storage facilities.

Metrolinx has also adopted the vibration standards from the Federal Transit Administration in the United States. These standards are used extensively throughout the US and Canada for transit projects. If noise and vibration levels are predicted to exceed these guidelines while the extension is in service, a wide array of solutions are available for Metrolinx to include in the design of the project to limit those impacts.

Construction Impacts



You have stated that the tunneling will start at the north end. Why wouldn't you start at Finch and work north? Logically that makes more sense, so that it's easier to accommodate changes in assumptions based on how things actually develop. For example, there may be some major event such that it would make sense to stop at Steeles.

Metrolinx is working with our regional and municipal partners to understand the unique local considerations that could impact how the Yonge North Subway Extension is delivered. For example, any infrastructure that will be operated or maintained by our partners will be designed to comply with their regulations and standards. The strategic objectives within municipal and regional growth plans are also included in our business case analysis and will inform our decisions as the design and planning process makes its way to the next stage.

How will traffic be controlled on Hendon? We live at Kensington Ave., three streets west of Finch and Hendon. Traffic is fairly bad and loud on Hendon and there are many families who avail of the facilities at Hendon Park. What measures will you take to address traffic and pedestrian safety on Hendon? Will there be cross walks, widening of Hendon street?

The westbound lane of Hendon Avenue will need to be closed from the intersection of Yonge Street and Hendon for about six to eight months, starting in early 2023. We're working closely with the City of Toronto to develop a plan to keep traffic moving safely and efficiently – whether you get around by car, on transit, on a bicycle or on foot. We'll also put up temporary traffic signals, signage and wayfinding information to help people easily navigate any closures due to construction. Our plan will consider factors like; how people will access local businesses quickly and easily; and how to minimize impacts on TTC, York Region Transit and GO services.

Will there be a cross walk added at Hendon & Beecroft? Hendon street is already very crowded and the extension will likely result in increased traffic. The current 4 way stop sign at Beecroft and Hendon needs to be replaced by a traffic light or crosswalk for pedestrian safety.

We will be working with our municipal and regional partners to develop a plan that will keep pedestrian and vehicle traffic moving and make sure people can get where they need to go easily while construction is happening. Our plan considers factors like; how people will access local businesses quickly and easily; and how to minimize impacts on TTC, York Region Transit and GO services. Potential traffic impacts are being studied through an updated environmental assessment. We expect to release a draft report on the findings early next year.



The City council held an emergency virtual meeting in Dec. Why are you bypassing and throwing away all of the city plans for Markham? Why is a developer or infrastructure company the name and face of the Bridge and High Tech developments? Who elected them? How do they benefit from the designation of of TOC or an MZO?

Infrastructure Ontario is leading the Transit-Oriented Communities program, with the aim of creating vibrant, sustainable, mixed-use sites that will bring more housing, jobs, and community amenities within walking distance of reliable, fast and efficient transit. Infrastructure Ontario is best positioned to answer questions about that program, and they can be reached at TOC@infrastructureontario.ca. We have reached out to them to ensure they are aware of these questions and prepared to respond.

Are MZO's coming? Since no one at the province answers the taxpayer (Premier or Minister of Transportation) maybe you can tell us - are your planned TOC going to be turned into MZO's?

Infrastructure Ontario is leading the Transit-Oriented Communities program, with the aim of creating vibrant, sustainable, mixed-use sites that will bring more housing, jobs, and community amenities within walking distance of reliable, fast and efficient transit. Infrastructure Ontario is best positioned to answer questions about that program, and they can be reached at TOC@infrastructureontario.ca. We have reached out to them to ensure they are aware of these questions and prepared to respond.

How many tracks will there be north of high tech? for how long? and store how many trains?

We are in the early stages of planning and design for the surface-level train storage facility and working with our partners at the TTC to better understand what is needed to support operation of the subway extension. The train storage facility would include new tracks within the railway corridor that would store a total of 15 subway train cars.

Please provide us with the template letter that you will use when you inform the residents of perpetual or temporary sub surface acquisition with TERMS and CONDITIONS not the compensation. You have this already. Please send this immediately to affected people.

Our approach to compensation for subsurface 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, at our cost, and compensating residents accordingly. Metrolinx will enter into direct, one-on-one discussions with each homeowner that will have the subway run under their property.

Please provide us with a complete list of questions and answers to date as a PDF. A web version is not enough as that is not AODA compliant under the Accessibility for Ontarians with Disabilities Act, 2005.

Metrolinx is committed to ensuring that its services and operations are accessible to all customers and to working with partners in the GTHA to plan, build and operate an integrated accessible transportation system. The organization will work diligently to remove existing, and avoid creating, barriers to universal access and will demonstrate leadership, consulting widely and incorporating best practices to enhance accessibility in its services.

Please reach out to our dedicated team for any specific requests. Our community relations team is available 24/7 through phone at 416-202-7000 or email at YongeSubwayExt@Metrolinx.com.

Why continue calling it a “subway”? From the northern edge of Holy Cross Cemetery to High Tech, and future northern extensions, this is now planned as a surface commuter train. Please stop calling it a subway (which is what should be built).

Running subway lines above ground is a proven approach in Toronto and around the world. The TTC has taken this approach with Line 1, Line 2 and Line 3, and many other transit systems have adopted it to deliver superior rapid transit within impressive timeframes. For example, the majority of stations and tracks for world-class transit services like Vancouver’s SkyTrain network and London, England’s Docklands Light Railway system are above ground. Since those systems began in the 80s, the SkyTrain has become the longest rapid transit system in Canada and the Docklands Light Railway system has grown to nearly 40 kilometres’ worth of track.

No Questions. You never give a straight answer to a question anyway. And asking a question somehow seems to lend credibility to your ridiculous Option 3 - no matter what you call your revision(s). Keep it on Yonge Street where it belongs or put it under the cemetery if you have to divert to the equally ridiculous Bridge Station.

Community input is vital to our work because it can help uncover insights we might not have anticipated. That feedback helps us refine our plans based on what we hear from communities, pending further analysis and review by our planning and design teams.

Metrolinx is committed to working with impacted communities, businesses, organizations and residents to ensure that they can provide input during the project lifecycle.

What is Community Engagement? Please clarify and identify what the role of the Community Engagement personel is? What do they do?

Community input is vital to our work because it can help uncover insights we might not have anticipated. That feedback helps us refine our plans based on what we hear from communities, pending further analysis and review by our planning and design teams.

Metrolinx is committed to working with impacted communities, businesses, organizations and residents to ensure that they can provide input during the project lifecycle.

February 17th, 2022 - Virtual Open House

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Yonge North Subway Extension

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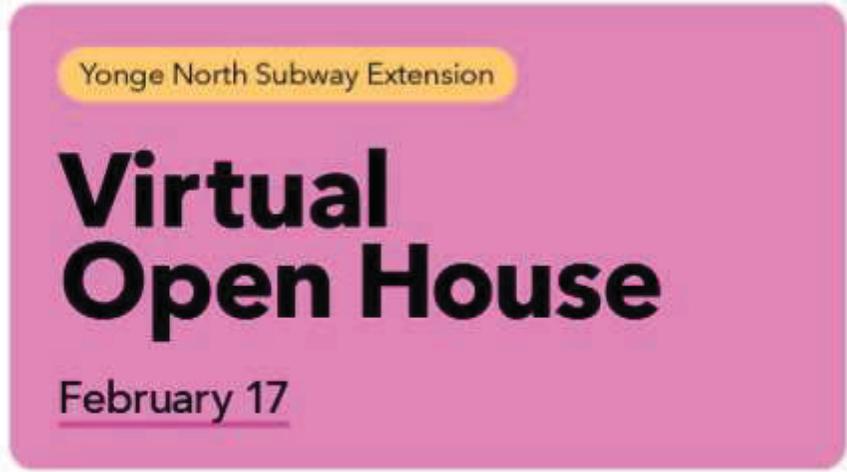
Yonge North Subway Extension @YongeSubwayEXT · Feb 17



🕒 Reminder - join us live tonight at 6:30pm! 🇺🇸

Our project experts will share findings of updated environmental studies and answer your questions about the Yonge North Subway Extension.

📍 Get all the details and sign up now:
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We want to hear from you! 💬

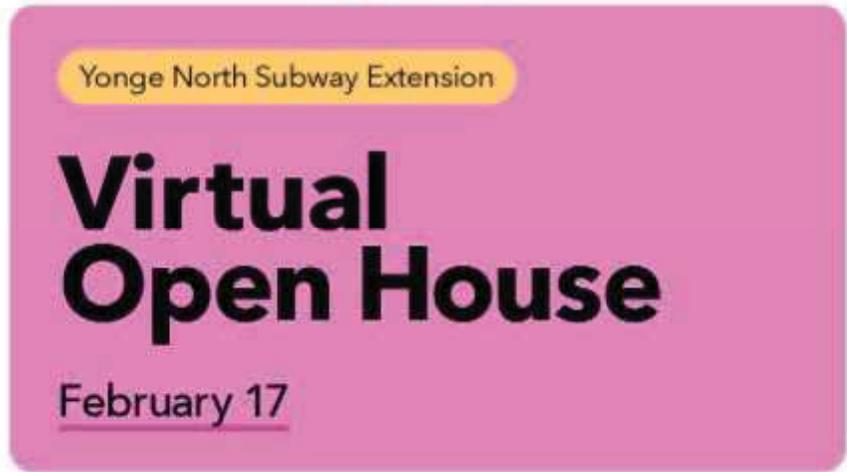
🗣️ Learn about findings of environmental studies

🗣️ Ask our project leaders anything

🗣️ Provide input that will help move the project forward

Join us for a live virtual open house on February 17th at 6:30pm

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Yonge North Subway Extension

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North Subway Extension with the release of updated environmental studies and new station area maps.

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2

3



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17 Join us live! 17

On February 17th, we're hosting a virtual open house to share the findings of updated environmental studies for the Yonge North Subway Extension.



Sign up and submit your questions for our experts now!

6:30p.m. - 8:00p.m.

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Yonge North Subway Extension

Virtual Open House

February 17



Yonge North Subway Extension

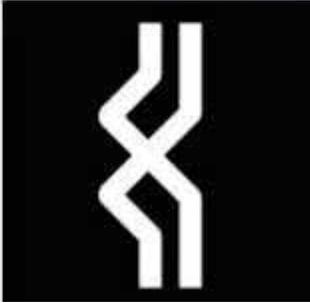
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[h... See more](#)



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Yonge North Subway Extension LIVE - February 17, 2022

Register now for the upcoming live event and Q&A session for YNSE held on February 17th, 2022 from 6:30 to 8:30PM.



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Yonge North Subway Extension

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We want to hear from you! 🗣️

- 👤 Learn about findings of environmental studies
 - 👤 Ask our project leaders anything
 - 👤 Provide input that will help move the project forward
- Join us for a live virtual open house on February 17th at 6:30pm

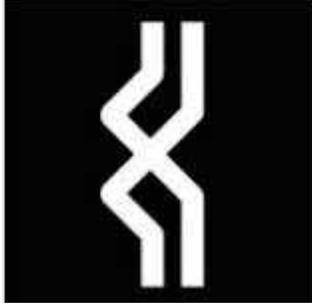
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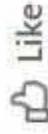
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Yonge North Subway Extension

February 11 · 🌐

...

ICYMI: We're taking a big step closer to breaking ground on the Yonge North Subway Extension with the release of updated environmental studies and new station area maps. 📄 🗺️

New images +

Report findings +

How to share your feedback 📌

htt... **See more**



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See new Yonge North Subway Extension updated environmental studies and...

See new Yonge North Subway Extension updated environmental studies and station area maps



2

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Yonge North Subway Extension

February 10 · 🌐



📺 Join us live! 📺

On February 17th, we're hosting a virtual open house to share the findings of updated environmental studies for the Yonge North Subway Extension. 🌐

Sign up and submit your questions for our experts now!

🕒... See more

Yonge North Subway Extension

Virtual Open House

February 17



Yonge North Subway Extension

February 10 · 🌐

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The vision for the Yonge North Subway Extension is coming into greater focus with the release of updated environmental studies for the project and new station area maps. 🗺️

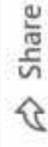
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7

3 Shares



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Yonge North Subway Extension



February 8 · 🌐

Q: Why use tunnel boring machines instead of other methods? 🤔

A: Tunnelling allows the subway to be built deeper underground, which means fewer disruptions at the surface during construction. 🙋

Find answers to questions about popular project topics 📌

<https://www.metrolinx.com/.../yonge-subway-extension-faq...>

**Your
Questions
Answered**

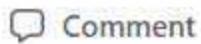


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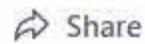
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Yonge North Subway Extension

February 4 · 🌐



Q: Why build Bridge Station at surface level and not underground? 🤔

A: It's better for supporting growth and curbing traffic congestion. It'll also make transferring from the subway to other transit faster and easier.

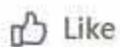


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**Your
Questions
Answered**



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Yonge North Subway Extension

February 3 · 🌐



Have a question or comment about the Yonge North Subway Extension? 🗣️

Get in touch with our dedicated community relations team:

📞 416-202-7000

✉️ YongeSubwayExt@metrolinx.com

📱 ... See more

**We're Here
For You**



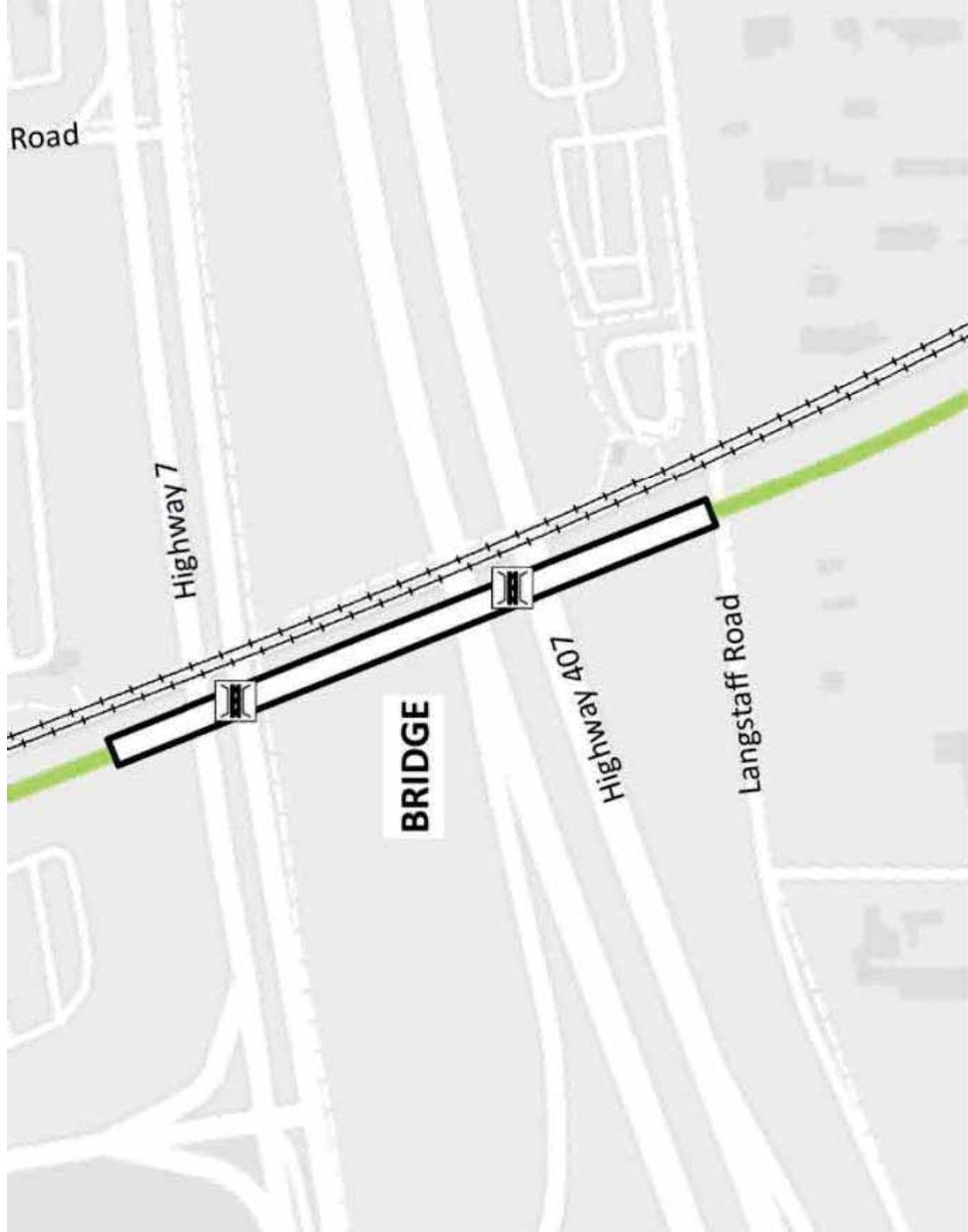
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yongesubwayext A new subway is coming — can you picture it?



We've got new images and details that should spark your imagination! 📷



in bio for all the details 📄

5w



mardifrise I wish I could get to it along my blocked path @joedipaolath @myrichmondhill @godwinchanrh

5w Reply



26 likes

FEBRUARY 11



Add a comment...

Post

Virtual Open House

February 17



yongesubwayext • Follow



yongesubwayext Have you registered yet? 📌

We'll share the findings of updated environmental studies at tomorrow's virtual open house. The event starts at 6:30pm and will focus on topics relevant to the tunnelled section of the route.

Find the link in our bio! 📌

5w



3 likes

FEBRUARY 16



Add a comment...

Post

Notices and Flyers

From:
To:

Subject:

Date:
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Royal Orchard CLC,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:30 PM**. Residents can register for the event, submit and vote on questions through our [dedicated page](#).

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Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater

March 2 – [At-grade route segment](#)

Focus topics include: Noise and vibration, natural environment, and air quality

March 10 – [Engagement overview](#)

I encourage you to share this invite with your networks. If you have any questions, please don't hesitate to reach out.

Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

 **METROLINX**

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon Royal Orchard CLC,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at [MetrolinxEngage.com/YongeSubwayExt](https://www.metrolinx.com/eng/transportation/subway/yonge-north-subway-extension). The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

Those who wish to provide comments on the EPR must do so by March 14, 2022. Please find attached the Notice of EPR Addendum which provides further project information, including a summary of design changes being assessed.

Metrolinx will also be hosting a virtual open house for residents in all municipalities who would like to ask questions and learn more about the Environmental Project Report Addendum for the Yonge North Subway Extension.

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As always, If you have any questions, please feel free to reach out anytime.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: [York Region](#)
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:45:56 PM
Attachments: [image001.png](#)

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Good afternoon YNSE Communications Working Group,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:35 PM

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon YNSE Communications Working Group,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at [MetrolinxEngage.com/YongeSubwayExt](https://www.metrolinx.com/eng/transportation/yonge-north-subway-extension). The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

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Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: [York Region](#)
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:44:09 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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March 10 – [Engagement overview](#)

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:33 PM

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at [MetrolinxEngage.com/YongeSubwayExt](https://www.metrolinx.com/eng/transportation/yonge-north-subway-extension). The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

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Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:43:02 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Willowdale Central Ratepayers Association,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:30 PM**. Residents can register for the event, submit and vote on questions through our [dedicated page](#).

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Focus topics include: Noise and vibration, natural environment, and air quality

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:32 PM

To: '

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Willowdale Central Ratepayers Association

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at MetrolinxEngage.com/YongeSubwayExt. The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

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As always, If you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:41:56 PM
Attachments: [image001.png](#)

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Good afternoon Aileen-Willowbrook Ratepayers Association,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:30 PM**. Residents can register for the event, submit and vote on questions through our [dedicated page](#).

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March 10 – [Engagement overview](#)

I encourage you to share this invite with your networks. If you have any questions, please don't hesitate to reach out.

Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: February 10, 2022 4:31 PM
To:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon Aileen-Willowbrook Ratepayers Association,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at [MetrolinxEngage.com/YongeSubwayExt](https://metrolinxengage.com/YongeSubwayExt). The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

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As always, If you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:41:07 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon West Willowdale Neighbourhood Association,

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I encourage you to share this invite with your networks. If you have any questions, please don't hesitate to reach out.

Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:30 PM

To: '

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon West Willowdale Neighbourhood Association,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at MetrolinxEngage.com/YongeSubwayExt. The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

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Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:40:29 PM
Attachments: [image001.png](#)

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:29 PM

To:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:38:37 PM
Attachments: [image001.png](#)

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:26 PM

To:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon

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Allie

ALLIE MCHUGH

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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:38:11 PM
Attachments: [image001.png](#)

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



Upcoming Virtual Open House

Good afternoon

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Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:37:34 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Flamingo Rate Payers Association,

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Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater

March 2 – [At-grade route segment](#)

Focus topics include: Noise and vibration, natural environment, and air quality

March 10 – [Engagement overview](#)

I encourage you to share this invite with your networks. If you have any questions, please don't hesitate to reach out.

Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon Flamingo Rate Payers Association,

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ALLIE MCHUGH

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T: 416-953-1073



From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:36:51 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Yonge Steeles Working Group,

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: February 10, 2022 4:24 PM
To: '

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

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T: 416-953-1073



From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:36:14 PM
Attachments: [image001.png](#)

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T: 416-953-1073



Upcoming Virtual Open House

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T: 416-953-1073



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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:35:32 PM
Attachments: [image001.png](#)

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Good afternoon Grandview Ratepayers Association,

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Sincerely,

Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:22 PM

To:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

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Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:34:15 PM
Attachments: [image001.png](#)

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Good afternoon Thornhill Green Ratepayers Association,

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:21 PM

To:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:33:44 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Ward One South Thornhill Residents,

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Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: February 10, 2022 4:20 PM
To:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:32:52 PM
Attachments: [image001.png](#)

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Good afternoon Vaughan Chamber of Commerce,

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Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:19 PM

To:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

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From: [York Region](#)
To:
Cc: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Subject: Open House
Wednesday, February 16, 2022 4:32:07 PM
Date: [image001.png](#)
Attachments:

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Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: February 10, 2022 4:18 PM
To: '

Cc:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:29:03 PM
Attachments: [image001.png](#)

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Sent: February 10, 2022 4:18 PM

To: '

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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From: [York Region](#)
To:
Cc: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Subject: Open House
Wednesday, February 16, 2022 4:27:38 PM
Date: [image001.png](#)
Attachments:

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Good afternoon Chair Tam, Trustees, Director Sirisko, and staff.

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T: 416-953-1073



Cc:

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon Chair Tam, Trustees, Director Sirisko, and staff.

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at [MetrolinxEngage.com/YongeSubwayExt](https://metrolinxengage.com/YongeSubwayExt). The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

Those who wish to provide comments on the EPR must do so by March 14, 2022. Please find attached the Notice of EPR Addendum which provides further project information, including a summary of design changes being assessed.

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As always, If you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:25:17 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon

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Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater

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Focus topics include: Noise and vibration, natural environment, and air quality

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:16 PM

To: 'peter.miasek@rogers.com' <peter.miasek@rogers.com>; 'winegust@gmail.com' <winegust@gmail.com>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon

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T: 416-953-1073



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From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:24:46 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon City Manager Murray,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:16 PM

To: '

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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T: 416-953-1073



From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:24:06 PM
Attachments: [image001.png](#)

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Good afternoon Deputy City Manager Spensieri,

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Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:15 PM

To: 'Nick.Spensieri@vaughan.ca' <Nick.Spensieri@vaughan.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Deputy City Manager Spensieri,

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From: [York Region](#)
To: Jim.Harnum@vaughan.ca
Cc: Paula.Pesci@vaughan.ca; Sandra.Volante@vaughan.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:23:19 PM
Attachments: [image001.png](#)

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Good afternoon City Manager Harnum,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: February 10, 2022 4:14 PM
To: 'Jim.Harnum@vaughan.ca' <Jim.Harnum@vaughan.ca>

Cc: 'Paula.Pesci@vaughan.ca' <Paula.Pesci@vaughan.ca>; 'Sandra.Volante@vaughan.ca' <Sandra.Volante@vaughan.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: [York Region](#)
To: maryanne.dempster@richmondhill.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:22:32 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon City Manager Dempster,

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:13 PM

To: 'maryanne.dempster@richmondhill.ca' <maryanne.dempster@richmondhill.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

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T: 416-953-1073



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From: [York Region](#)
To: ataylor@markham.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:21:15 PM
Attachments: [image001.png](#)

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Good afternoon CAO Taylor,

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T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:12 PM

To: 'ataylor@markham.ca' <ataylor@markham.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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From: [York Region](#)
To: bruce.macgregor@york.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:20:14 PM
Attachments: [image001.png](#)

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T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:11 PM

To: 'bruce.macgregor@york.ca' <bruce.macgregor@york.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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From: [York Region](#)
To: Wayne.Emmerson@york.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:19:29 PM
Attachments: [image001.png](#)

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Good afternoon Chairman Emmerson,

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:10 PM

To: Wayne.Emmerson@york.ca

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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T: 416-953-1073



From: [York Region](#)
To: rgrossi@georgina.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:18:56 PM
Attachments: [image001.png](#)

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Good afternoon Councillor Grossi,

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T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:10 PM

To: 'rgrossi@georgina.ca' <rgrossi@georgina.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Councillor Grossi,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at MetrolinxEngage.com/YongeSubwayExt. The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

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As always, If you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



This e-mail is intended only for the person or entity to which it is addressed. If you received

From: [York Region](#)
To: mayor@aurora.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:18:10 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Mayor Mrakas,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:30 PM**. Residents can register for the event, submit and vote on questions through our [dedicated page](#).

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Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater

March 2 – [At-grade route segment](#)

Focus topics include: Noise and vibration, natural environment, and air quality

March 10 – [Engagement overview](#)

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:09 PM

To: 'mayor@aurora.ca' <mayor@aurora.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Mayor Mrakas,

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Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: [York Region](#)
To: vhackson@eastwillimbury.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:17:30 PM
Attachments: [image001.png](#)

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Good afternoon Mayor Hackson,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:08 PM

To: 'vhackson@eastwillimbury.ca' <vhackson@eastwillimbury.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Mayor Hackson,

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T: 416-953-1073



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From: [York Region](#)
To: mquirk@georgina.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:17:00 PM
Attachments: [image001.png](#)

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Good afternoon Mayor Quirk,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:08 PM

To: 'mquirk@georgina.ca' <mquirk@georgina.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

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From: [York Region](#)
To: "Steve Pellegrini"
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:16:29 PM
Attachments: [image001.png](#)

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Good afternoon Mayor Pellegrini,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 4:07 PM

To: 'Steve Pellegrini' <spellegrini@king.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Mayor Pellegrini,

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From: [York Region](#)
To: iain.lovatt@townofws.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:08:23 PM
Attachments: [image001.png](#)

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Good afternoon Mayor Lovatt,

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Sincerely,

Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:58 PM

To: 'iain.lovatt@townofws.ca' <iain.lovatt@townofws.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
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T: 416-953-1073



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From: [York Region](#)
To: tvegh@newmarket.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:07:21 PM
Attachments: [image001.png](#)

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Good afternoon Deputy Mayor Vegh,

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:57 PM

To: tvegh@newmarket.ca

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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T: 416-953-1073



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From: [York Region](#)
To: mario.ferri@vaughan.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:05:36 PM
Attachments: [image001.png](#)

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Good afternoon Councillor Ferri,

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Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:54 PM

To: 'mario.ferri@vaughan.ca' <mario.ferri@vaughan.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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T: 416-953-1073



From: [York Region](#)
To: christine.elliott@pc.ola.org
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:03:54 PM
Attachments: [image001.png](#)

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Good afternoon Deputy Premier Elliott,

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Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:52 PM

To: 'christine.elliott@pc.ola.org' <christine.elliott@pc.ola.org>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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From: [York Region](#)
To: dhamilton@markham.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:03:00 PM
Attachments: [image001.png](#)

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Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
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From: York Region

Sent: February 10, 2022 3:52 PM

To: 'dhamilton@markham.ca' <dhamilton@markham.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Deputy Mayor Hamilton,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at MetrolinxEngage.com/YongeSubwayExt. The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

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Our virtual open house will be live on February 17 from 6:30-8:00 PM.

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As always, If you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: [York Region](#)
To: "mayor_tory@toronto.ca"
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:02:25 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Mayor Tory,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:30 PM**. Residents can register for the event, submit and vote on questions through our [dedicated page](#).

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Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater

March 2 – [At-grade route segment](#)

Focus topics include: Noise and vibration, natural environment, and air quality

March 10 – [Engagement overview](#)

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:46 PM

To: 'mayor_tory@toronto.ca' <mayor_tory@toronto.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Mayor Tory,

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Allie

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T: 416-953-1073



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From: [York Region](#)
To: maurizio.bevilacqua@vaughan.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 4:01:51 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Mayor Bevilacqua,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:45 PM

To: 'maurizio.bevilacqua@vaughan.ca' <maurizio.bevilacqua@vaughan.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Mayor Bevilacqua,

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T: 416-953-1073



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From: [York Region](#)
To: officemayor@richmondhill.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 3:59:35 PM
Attachments: [image001.png](#)

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Good afternoon Mayor West,

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Focus topics include: Noise and vibration, natural environment, and air quality

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:43 PM

To: 'officemayor@richmondhill.ca' <officemayor@richmondhill.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Mayor West,

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Best,
Allie

ALLIE MCHUGH

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T: 416-953-1073



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From: [York Region](#)
To: paul.calandra@pc.ola.org
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 3:58:52 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Minister Calandra,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:30 PM**. Residents can register for the event, submit and vote on questions through our [dedicated page](#).

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:42 PM

To: 'paul.calandra@pc.ola.org' <paul.calandra@pc.ola.org>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Minister Calandra,

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T: 416-953-1073



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From: [York Region](#)
To: [Lecceco, Stephen](#)
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 3:57:41 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Minister Lecce,

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Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:40 PM

To: Lecceco, Stephen <stephen.lecceco@pc.ola.org>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon Minister Lecce,

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From: [York Region](#)
To: ali.ehsassi.c1@parl.gc.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 3:52:37 PM
Attachments: [image001.png](#)

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Good afternoon MP Ehsassi,

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T: 416-953-1073



From: York Region
Sent: February 10, 2022 3:32 PM
To: 'ali.ehsassi.c1@parl.gc.ca' <ali.ehsassi.c1@parl.gc.ca>
Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

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From:
To: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Subject: Wednesday, February 16, 2022 3:50:46 PM
Date: [image001.png](#)
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon MPP Cho,

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Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:33 PM

To: 'Vanessa Clarke' <stan.cho@pc.ola.org>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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To: ali.ehsassi.c1@parl.gc.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 3:48:21 PM
Attachments: [image001.png](#)

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Good afternoon MPP Wai,

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Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:32 PM

To: 'ali.ehsassi.c1@parl.gc.ca' <ali.ehsassi.c1@parl.gc.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

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From: [York Region](#)
To: daisy.waico@pc.ola.org
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 3:47:22 PM
Attachments: [image001.png](#)

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Focus topics include: Noise and vibration, natural environment, and air quality

March 10 – [Engagement overview](#)

I encourage you to share this invite with your networks. If you have any questions, please don't hesitate to reach out.

Sincerely,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:31 PM

To: 'daisy.waico@pc.ola.org' <daisy.waico@pc.ola.org>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and

Upcoming Virtual Open House

Good afternoon MPP Wai,

I'm reaching out to let you know that the Environmental Project Report Addendum for the Yonge North Subway Extension is available for review on the YNSE project webpage at MetrolinxEngage.com/YongeSubwayExt. The EPR Addendum was undertaken to assess any changes to the project since previous environmental studies were done in 2009 and 2014.

Those who wish to provide comments on the EPR must do so by March 14, 2022. Please find attached the Notice of EPR Addendum which provides further project information, including a summary of design changes being assessed.

Metrolinx will be hosting a virtual open house for residents in all municipalities who would like to ask questions and learn more about the Environmental Project Report Addendum for the Yonge North Subway Extension.

Our virtual open house will be live on February 17 from 6:30-8:00 PM.

Residents can register for the February 17 virtual open house, and submit and vote on questions now through our [dedicated page](#).

I encourage you to share this invite with your networks, along with our [Twitter post](#) and story on [Metrolinx News](#).

We will be also be holding virtual open houses on February 23, March 2 and March 10 to discuss the EPR Addendum in more detail. Invitations and registration for these events will be coming soon.

The Yonge North Subway Extension will lead to faster, easier travel between York Region and Toronto – no matter how you get around.

As always, If you have any questions, please feel free to reach out.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



This e-mail is intended only for the person or entity to which it is addressed. If you received

From: [York Region](#)
To: Majid.Jowhari@parl.gc.ca
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Attachments: [image001.png](#)

Good afternoon MP Jowhari,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:00 PM**. Residents can [register for the event](#), submit and vote on questions through our dedicated page.

You can also now register and submit questions for the rest of our virtual open house series on the EPR Addendum at the links below:

February 17 – [EPR addendum overview](#)

February 23 – [Tunnelled route segment](#)

Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater

March 2 – [At-grade route segment](#)

Focus topics include: Noise and vibration, natural environment, and air quality

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Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region

Sent: February 10, 2022 3:29 PM

To: 'Majid.Jowhari@parl.gc.ca' <Majid.Jowhari@parl.gc.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon MP Jowhari,

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Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: [York Region](#)
To: [Lantsman, Melissa - M.P.](#)
Subject: RE: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House
Date: Wednesday, February 16, 2022 3:39:21 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon MP Lantsman,

Further to my invitation below, a quick reminder that this virtual open house on the Environmental Project Report Addendum will be taking place on **February 17 from 6:30 – 8:00 PM**. Residents can [register for the event](#), submit and vote on questions now through our dedicated page.

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Allie

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Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: February 10, 2022 3:27 PM
To: Lantsman, Melissa - M.P. <melissa.lantsman@parl.gc.ca>

Subject: Yonge North Subway Extension – Notice of Environmental Project Report Addendum and Upcoming Virtual Open House

Good afternoon MP Lantsman,

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Information Panels

Yonge North Subway Extension

Virtual Open House: Environmental Project Report Addendum



February 17, 2022



Yonge North Subway Extension

Open House Series

MEETING	TOPICS	DATE
EPR Virtual Open House #1	Overview of the Environmental Project Report Addendum, summary of findings	February 17
EPR Virtual Open House #2	Tunnelled segment Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater	February 23
EPR Virtual Open House #3	Surface segment Focus topics include: Noise and vibration, natural environment, and air quality	March 2
EPR Virtual Open House #4	Engagement overview	March 10

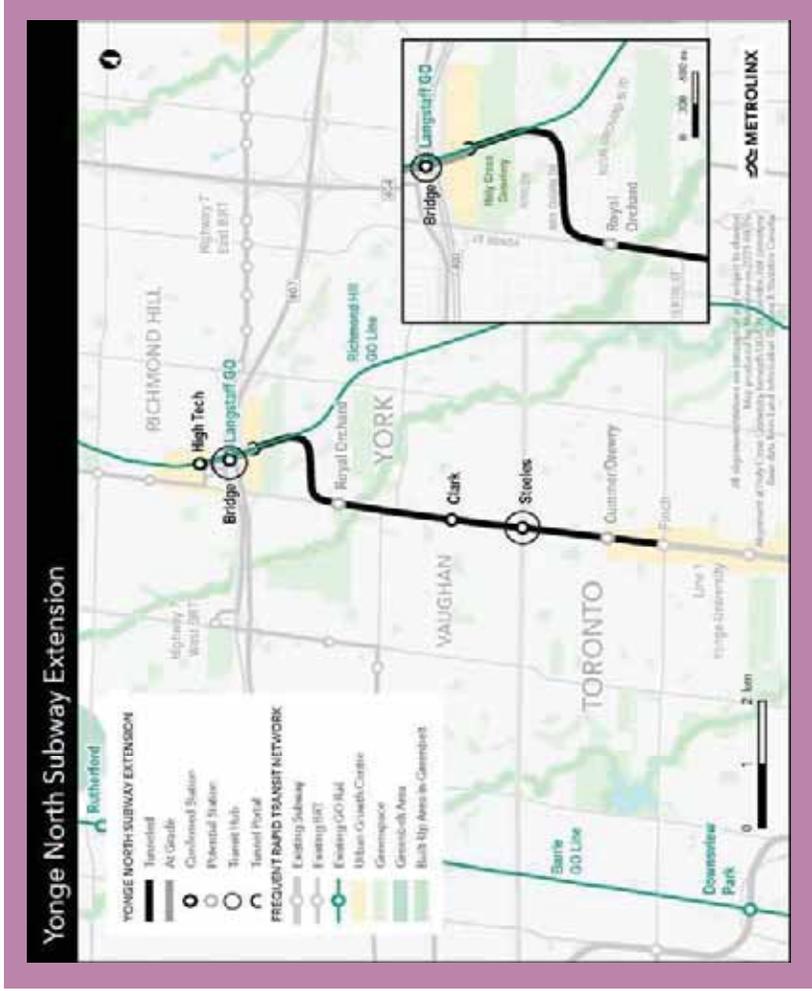


Yonge North Subway Extension

By the Numbers

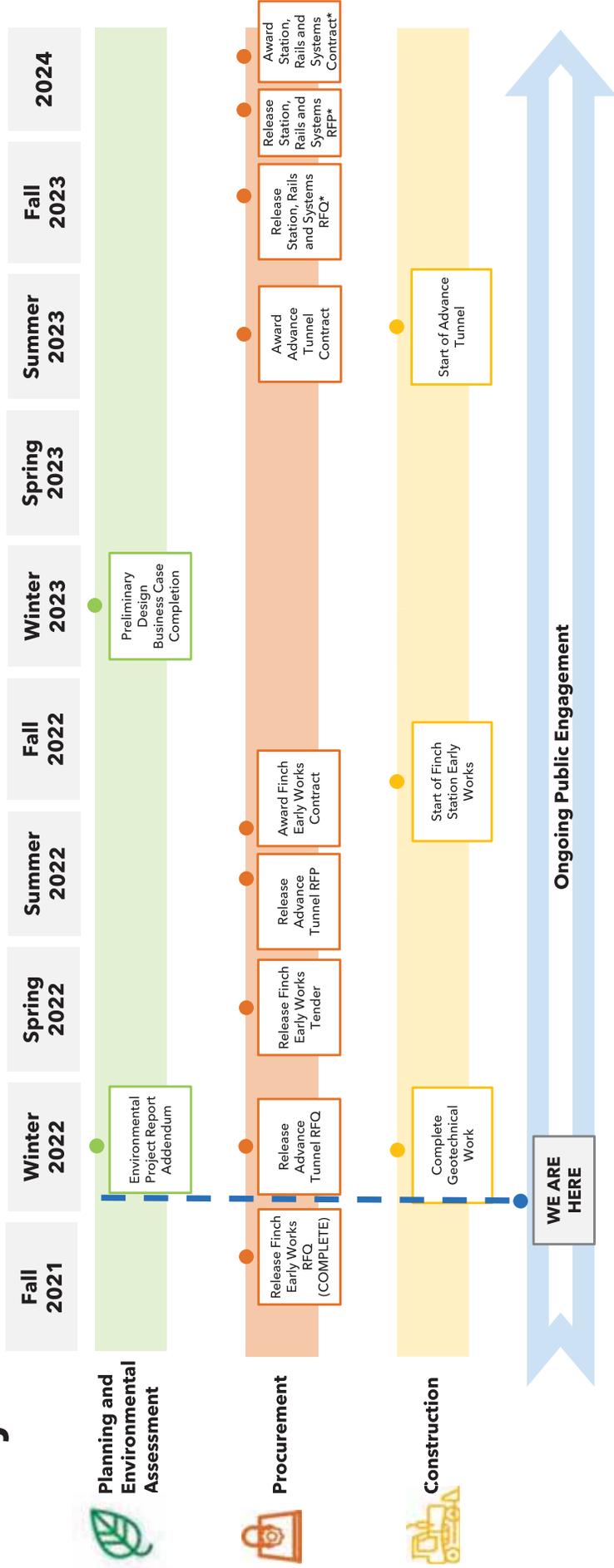
-  ~8 km route
-  4* new stations
-  94,100 daily riders
-  Up to 22 minutes saved on a trip from York Region to downtown Toronto
-  4,800 tonnes in yearly greenhouse gas emission reductions
-  26,000 more people with in 10-minute walk to transit
-  7,700 fewer km traveled by cars during morning rush hour

* We're exploring opportunities with our project partners that could support additional stations as the analysis is refined.



Yonge North Subway Extension

Project Timeline



* Preliminary dates and subject to necessary approvals

What is an Environmental Assessment?

- Environmental Assessment (EA) is a process to identify the potential environmental effects of a proposed project. This process happens before construction begins and ensures that the potential environmental effects are considered and addressed during construction and operation.
- Key EA components include:
 - Characterization of existing environmental conditions and identification of potential environmental effects and how to manage them
 - Consultation with government/review agencies, Indigenous Nations, the public and other interested parties
- In Ontario, transit project EA process and findings are documented in an Environmental Project Report (EPR) and subsequent EPR Addenda
 - EPR/EPR Addendum assesses the potential environmental effects of a project alignment/design as selected through the Metrolinx Business Case process
 - EA commitments captured in an EPR/EPR Addendum – mitigation measures, monitoring activities and future studies to manage and refine environmental effects – are binding and included in the project contractual documents

Yonge North Subway Extension

Environmental Assessment Timeline

2009 : York Region, York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission completed an Environmental Project Report (EPR) to identify potential effects and mitigation measures for a 6.8-kilometre subway extension from the existing Finch Station to Richmond Hill Centre.

2014: An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes that included a train storage facility (TSF) required for subway operations.

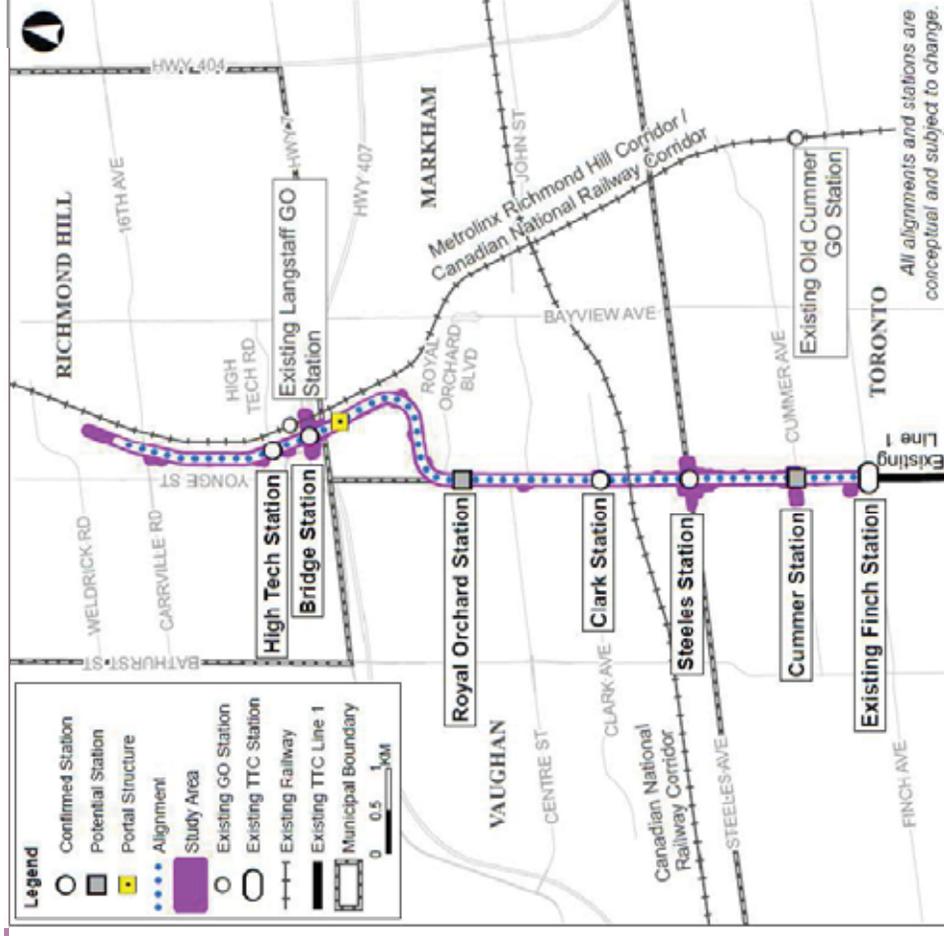
2022: Metrolinx EPR Addendum Report assessing changes since the completion of the 2009 and 2014 studies, including changes to horizontal and vertical alignment as well as changes to existing environmental conditions.



Yonge North Subway Extension

EPR Addendum Approach and Study Area

1. Characterize existing conditions:
 - Review available information
 - Complete field studies
2. Identify potential environmental impacts, mitigation measures and monitoring activities based on:
 - Existing conditions
 - Project components
 - Construction activities
 - Current regulatory requirements and industry best practices
3. Update EPR Addendum based on the feedback received during the public review period



Proposed Changes¹ Assessed in Updated EPR Addendum

- Construction of an at-grade segment of the subway alignment from south of Langstaff Road East to the northern limit of the Train Storage Facility at Moonlight Lane
- Station locations and corresponding bus facilities
- Traction power substations and emergency exit buildings
- Required modifications at Finch Station
- Changes in the locations of the launch and extraction shafts, as well as the addition of the tunnel portal structure
- Location and design changes of the at-grade train storage facility



1. Previous environmental studies were completed in 2009 and 2014. Changes to the project were included in the Metrolinx Initial Business Case for the Yonge North Subway Extension and accompanying supplementary analysis, published on March 18, 2021.

Yonge North Subway Extension

Environmental Topics Assessed



Archaeological Resources



Built Heritage Resources &
Cultural Heritage Landscapes



Noise & Vibration



Natural Environment



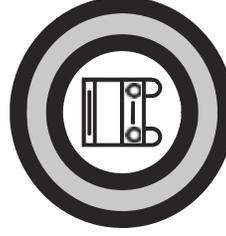
Soil &
Groundwater



Socio-Economic &
Land Use
Characteristics



Air Quality



Traffic & Transportation



Yonge North Subway Extension



Natural Environment

Methods

- Review of existing information and field surveys

Findings – Operations

- No long-term impacts.
- During maintenance activities, conduct nest searches/wildlife surveys ahead of the work, refuel away from the watercourses.

Findings – Construction

- Use best management practices and meet all regulatory requirements (e.g., Federal *Fisheries Act* and Provincial *Endangered Species Act*) to avoid or minimize impacts.
 - Keep tree removals to minimum required, follow Metrolinx Vegetation Guideline (2020).
 - Install erosion and sediment controls before work starts.
 - Inspect mitigation measures regularly.



Vegetation Near Proposed High Tech Station Location



Yonge North Subway Extension



Air Quality

Methods

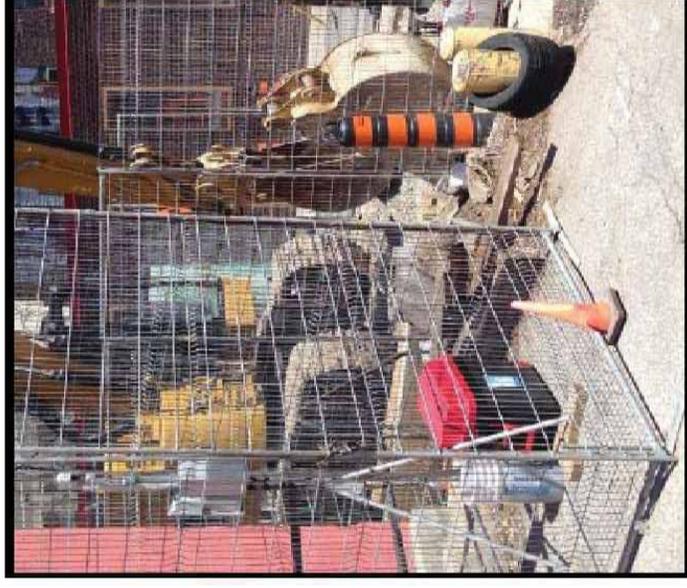
- Air quality data review and predictive models

Findings – Operations

- The Project is expected to improve air quality in the study area

Findings – Construction:

- Implement best management practices and other measures:
 - Water/apply dust suppressants in work zones
 - Cover material stockpiles
 - Implement anti-idling policy
 - Continuously monitor air quality



Example construction dust monitor in a fenced enclosure (left side of photo)



Yonge North Subway Extension



Noise and Vibration

Methods

- Field surveys and predictive models (e.g., CadnaA).

Findings – Operations

- Proven and readily available mitigation solutions (e.g., floating slab track) will ensure noise and vibration levels will be at or below the regulatory limits.

Findings – Construction:

- Noise and vibration levels will be continuously monitored and carefully managed through proven mitigation measures
 - Use upgraded construction hoarding that can absorb noise
 - Ensure equipment meets noise emission standards and is in good working order
 - Use broadband back-up alarms
 - Use equipment with lower vibration levels



Floating Slab Track Technology Example



Yonge North Subway Extension



Transportation

Methods

- Review of existing traffic counts, lane configurations, road speed and transit routes; and intersection analysis using traffic analysis software.

Findings – Operations

- The project is anticipated to take vehicles (e.g. cars and buses) off the road and increase demand for transit and active transportation.

Findings – Construction:

- Implement traffic management plans to keep people moving along the work areas
 - Provide detours, signage and lighting
 - Consult with local transit agencies
 - Provide advance notifications
 - Monitor effectiveness of mitigation measures



Traffic control signage example



Yonge North Subway Extension



Socio-Economic and Land Use Characteristics

Methods

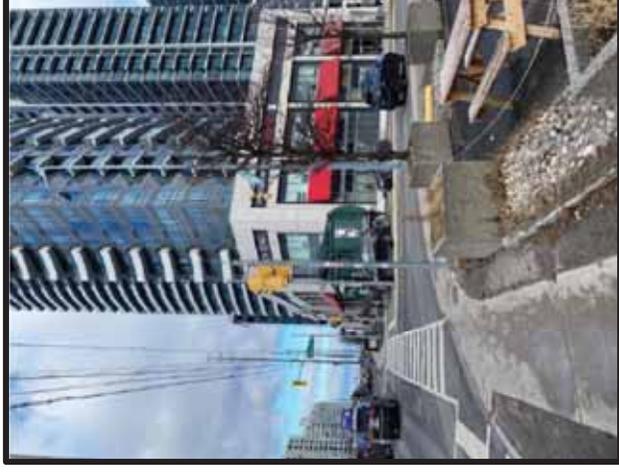
- Review of applicable provincial, regional and municipal policies and plans, and field visits to document current public realm characteristics.

Findings – Operations

- The project is consistent with existing policies and plans.
- At-grade infrastructure design, building materials and landscaping will be carefully selected to ensure a seamless fit.

Findings – Construction

- Use best management practices and other measures:
 - Implement plans to manage air quality, traffic, and noise & vibration
 - Maintain existing access to businesses, parks, trails and other community facilities
 - Provide barriers/screens along work zone boundaries
 - Monitor effectiveness of mitigation measures



View Facing North on Yonge Street
North of Steeles Avenue



Yonge North Subway Extension



Soil and Groundwater

Methods

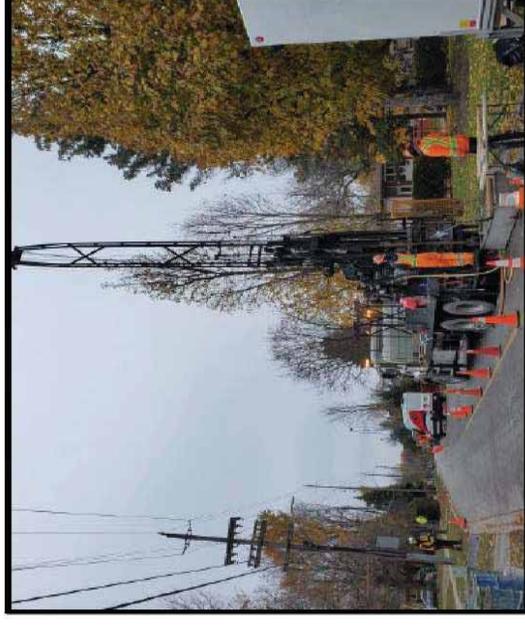
- Review background information, including site-specific geotechnical investigation results.

Findings – Operations

- No long-term impacts such as on-going dewatering or impacts to existing groundwater migration pathways.

Findings – Construction

- Soil and groundwater management plans and mitigation measures will address potential effects:
 - Conduct further site-specific investigations (e.g., hydrogeological assessments) prior to work start
 - Test and treat groundwater prior to disposal, as required
 - Meet applicable regulatory requirements (e.g., for soil management) and obtain necessary permits and approvals (e.g., Permit to Take Water)
 - Track soil movement and monitor groundwater disposal



YNSE Geotechnical Investigations



Yonge North Subway Extension



Cultural Heritage

Methods

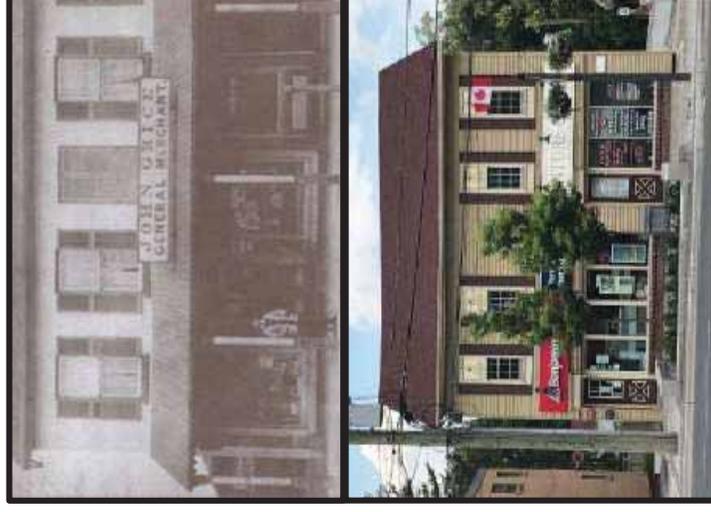
- Background research and field investigations to understand the historical and current context of the study area. A total of 86 heritage properties, including built heritage resources and cultural heritage landscapes were identified within the Study Area.

Findings – Operations

- No impacts anticipated. Any surface infrastructure will be designed with the historical context in mind.

Findings – Construction:

- Conduct pre- and post-construction surveys
- Monitor construction vibration
- Conduct additional technical studies to develop and apply property specific solutions prior to construction, in consultation with the local municipality, Ministry of Heritage, Sport, Tourism and Culture Industries and other stakeholders



Historic and current photograph of 7707 Yonge St, Thornhill, Markham (east side of Yonge St between John St and Centre St)

Yonge North Subway Extension



Archaeology

Methods

- Review area history and previous archaeological studies

Findings – Operations

- No impacts anticipated

Findings – Construction

- Of the ~91 ha archaeological study area, only ~ 2% will require further assessment should these areas be subject to construction activities.
- Further archaeological assessments will be completed where required in advance of any ground disturbance.

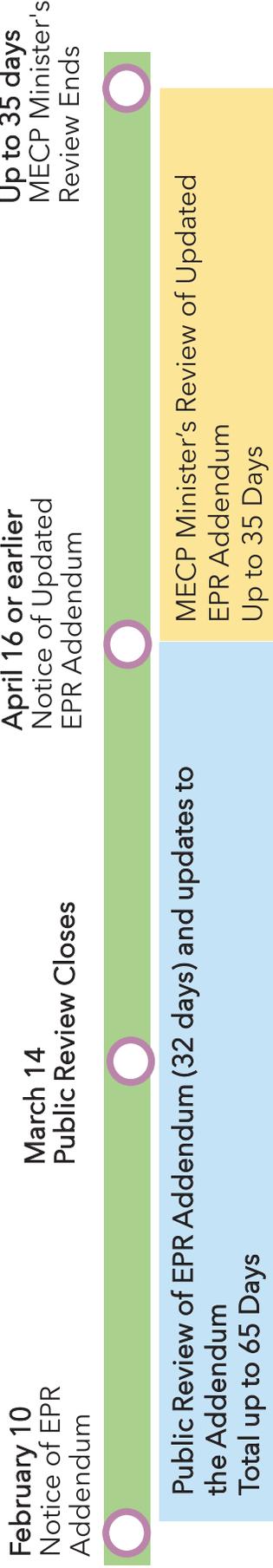


1968 Historic Aerial – Yonge St at Hendon Ave to Talbot Rd at Charlton Blvd. Yellow star indicates approximate location of additional archaeological assessment study in advance of Finch Early Works.



Yonge North Subway Extension

EPR Addendum Review



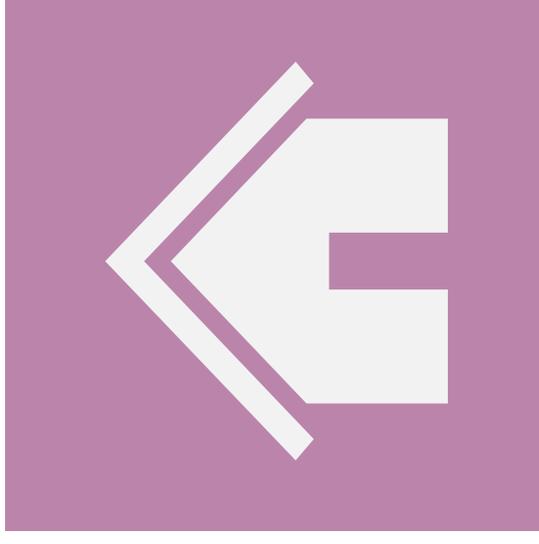
- Effective February 10, 2022 an Addendum to the 2009 EPR is available for review on the Project webpage (www.metrolinxengage.com/en/yonge-north-subway-extension).
- Opportunity to comment on the EPR Addendum until March 14, 2022 via email YongeSubwayExt@metrolinx.com or the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.



Yonge North Subway Extension

EPR Addendum Study Area and Property

- Property identified in the EPR Addendum study area received notifications. As designs are refined, some businesses and properties will be impacted to support the construction and delivery of the subway extension.
- Further assessments are being completed and final property requirements will be identified as project details are confirmed. Once completed, individual property owners will be contacted directly by a Metrolinx representative to discuss next steps.
- We are committed to providing clear, accurate information throughout this process, as early as possible.
- We will work closely with property owners to reach mutually beneficial agreements for any properties that are required to deliver this project.



Yonge North Subway Extension

Share your feedback!

Thank you for taking the time to learn more about the project.

There are multiple opportunities to make your voice heard on the EPR Addendum. Please join us for our next virtual open houses on **February 23, March 2 and March 10**. Register at Metrolinxengage.com/ynse-live

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



Metrolinx Engage Ask-A-Question

Proposed noise and vibration levels are not uniformly presented

Anonymous
Feb 12, 2022 - 17:23

The addendum shows proposed ground-borne noise levels "at the closest occupied floor" (i.e. basements for single family homes) but shows proposed vibration levels "outdoors at the ground level". As 1/3 of people's homes exist below grade, do you intend to release information of the proposed vibration levels at the closest occupied floor (i.e. basement level)? If not, why not as this is critical information which significantly impacts the use of any basement? As basements would be substantially closer to the trains, it stands to reason that the proposed vibration levels in a basement would far exceed the 0.1 RMS limit indicated in the report and far exceed previous claims of "imperceptible" vibration.

Environmental Reports

Noise and Vibration

41 8

Answer

MetroInx
Mar 9, 2022 - 15:14

Thanks for your question!

The report has been written for many audiences, and for the Updated EPR Addendum, we will be looking at ways to present the assessment process and results in a way that makes it easier to read and understand.

The differences in points of assessment are due to how criteria for ground-borne vibration and ground-borne noise are set up. Ground-borne vibration assessed against the MECP criteria requires assessment at an outdoor point at ground level. Ground-borne noise was assessed as per the FTA (Federal Transit Administration) criteria. FTA criteria apply to rooms, and the closest room to the underground alignment is assumed to be in the basement. We assessed both ground-borne noise and vibration along the alignment.

The difference between levels of outdoor vibration and indoor vibration on the basement floors or walls is very minor. Notably, in order to achieve ground-borne noise levels of 35 dBA or lower within an occupied space in a basement, the ground-borne vibration levels as measured on the basement floor or walls would need to be well below 0.10 mm/s and so would be imperceptible. In other words, meeting the 35 dBA ground-borne noise limit ensures ground-borne vibration levels are below the 0.10 mm/s limit.

0 0

Why are perceived noise levels 10-15x higher than prev promised

Anonymous
Feb 13, 2022 - 14:46

In Metrolinx' previous town halls, Mr. Collins was quoted as saying the expected noise levels would equate to "whispers" or "background noise in a tv studio". On page 105 of the noise & vibration addendum, Metrolinx' own table suggests these examples exhibit noise levels of *20-25* decibels. However, this same table notes that Metrolinx has now defined the new limit as *35* decibels. As a 10-15 db increase in sound represents a 10-15x increase in the intensity of sound, the new noise levels is massively increased and grossly inconsistent with previous commitments. Why are noise levels now 10-15x higher than what was committed to by Metrolinx only 1 month ago?

Noise and Vibration Property Impacts

39 6

Answer

Metrolinx
Mar 9, 2022 - 15:16

Thanks for your question, and apologies for the delay in responding.

The report has been written for many audiences, and currently presents predicted future ground-borne noise and vibration levels *without mitigation* and the reductions that need to be provided by the mitigation measures to achieve the applicable limits first. Mitigation measures – solutions such as floating slab track – that will be effective in achieving the required reductions are presented in a separate table. For the Updated EPR Addendum, we will be looking at ways to present the assessment process and results in a way that makes it easier to read and understand.

The limit for ground-borne noise of 35 dBA is based on the Federal Transit Administration criteria and is used around the world for transit projects. Our predictions regarding the ground-borne noise and vibration levels through Royal Orchard communicated in the past open houses still stand. Metrolinx is continually committed to minimizing noise and vibration levels along the project and the use of solutions such as floating slab track would reduce the ground-borne noise levels to less than 30 dBA at the closest residences.

0 0

Emergency Exit Building

Anonymous
Feb 13, 2022 - 22:49

Can you please explain an Emergency Exit Building. Size, appearance and impact on the community. Specifically the EEB planned on the residential area of Bay Thorn Drive.

14 0

Answer

Metrolinx
Feb 16, 2022 - 14:56

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.

0 0

Station At 16th Avenue

Anonymous

Feb 10, 2022 - 18:14

In the Environmental Project Report Addendum the concept design shows tracks being built all the way to 16th avenue for a train storage facility. If the tracks are being extended all the way why not add a station at 16th avenue as part of the project? The cost of the station (which would be at grade) would be very low compared to other stations in the project and the cost of the project in general.

Decision-Making

Stations

 17  4

Answer

Metrolinx

Mar 9, 2022 - 15:31

Great question!

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

 0  0

Clark Station and bus terminal

Anonymous
Feb 15, 2022 - 20:00

Please provide details of the Clark Station & bus terminal: which corners of the intersection will the 2 subway entrances and bus terminal be located; at-grade or below grade; will existing structures be impacted (demolished/altered); anticipated timeline for construction (earliest start date and number of years to complete once construction commenced); impact of construction on disruption of traffic flow; environmental impact of construction (noise/vibrations/air quality) on residential properties (i.e., existing condominiums on northwest and southwest corners); post-construction environmental impact on those residential condominium properties; impact of construction and post-construction on property values of those residential condominium properties. Thank-you.

👍 9 🗨️ 0



Answer

Metrolinx
Mar 9, 2022 - 15:36

Thanks for those questions.

The footprint of Clark Station in the EPR Addendum represents the area we're considering for the station box location – it is larger than the area we will ultimately need. The final location of Clark Station will be confirmed as we refine our plans through further analysis. 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.

When it comes to managing traffic during construction, 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.

We'll make sure communities get plenty of notice ahead of time using all available communications channels, and we'll use clear and highly visible signage to make driving, cycling or walking around construction areas as easy as possible. These plans will be brought forward to future community liaison committees for discussion.

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, route, and benefits. The design for Clark Station will be evaluated in more depth through the PDBC and we'll have more information to share once it's finalized.

👍 0 🗨️ 0

Why is Royal Orchard Station still a "POTENTIAL" station?

Anonymous
Feb 17, 2022 - 14:36

I thought that the Provincial Government funded and confirmed the plans for the Royal Orchard station? My interpretation of this press release was that RO station was a for sure... yet on your addendum, it still says RO station (potential)!! Is the Royal Orchard station confirmed, or still to be determined? if so, why the conflicting messages?

👍 7 🗨️ 0

Where the Bus Terminal at Clark would be located in Thornhill?

Anonymous

Feb 17, 2022 - 13:47

I know it has been announced that the bus terminal would be an addition to part of transit connections at Clark and I am concerned with respect to safety of children who go to Thornhill Secondary School during peak hours of traffics, especially, those who need to cross the busiest intersection of Yonge & Clark. Plus, I will definitely make some issues in terms of traffic congestions near Yonge Street, safety of citizens and noisy in the community if it is located near Yonge & Clark (ex. Finch Station). What are impacts on transportation and safety measures of students for this area after completion of the bus terminal?

6 0



Answer

Metrolinx

Mar 10, 2022 - 18:29

The footprint of Clark Station in the EPR Addendum represents the area we're considering for the station box location – it is larger than the area we will ultimately need. The final location of Clark Station will be confirmed as we refine our plans through further analysis. 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.

When it comes to managing traffic during construction, 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.

We'll make sure communities get plenty of notice ahead of time using all available communications channels, and we'll use clear and highly visible signage to make driving, cycling or walking around construction areas as easy as possible. These plans will be brought forward to future community liaison committees for discussion.

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, route, and benefits. The design for Clark Station will be evaluated in more depth through the PDBC and we'll have more information to share once it's finalized.

0 0

16th street TSF land use

Anonymous
Feb 10, 2022 - 19:48

Are all the current properties south of the 16th street bridge being taken over by this project? Does that include the currently planned city park on Norther Heights?

This area is residential and growing with the plan for many more condos in this immediate area which will continue to modernize this corner of RH. And it seems now it will be turned into an industrial train yard. There is already a lack of public parking and greenspace in this area due to the condo building. Please address the plans for land use in this area and vision for the build.

Construction Impacts Environmental Reports Property Impacts Public Consultation

10 5

Answer

Metrolinx
Mar 9, 2022 - 15:58

Thanks, all great questions!

Metrolinx and the City of Richmond Hill have discussed potential impacts related to the proposed train storage facility (TSF) and the City's planned Great Lands Interim Local Park, which is to be located immediately east of Northern Heights Drive. These lands do not overlap with the TSF and a multi-use trail will separate the two.

The facility needed for the Yonge North Subway Extension will be used to store, inspect and clean subway trains while they are not in service. Placing a train storage facility at surface level is a standard practice, and it's critical to keep it above ground to stay within the \$5.6 billion funding envelope for the project. Cities like Vancouver, Chicago, and New York all have ground level train storage facilities that successfully integrate into residential areas while meeting the needs of their transit networks. This change brings the proposal in line with the TTC's five subway train storage facilities, which are all above ground.

We will continue to work closely with municipal and regional partners to make sure we get the most benefits out of the design while minimizing local impacts.

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, route, and benefits. We expect to release the PDBC in early 2023.

0 0

What are the naming conventions behind "Bridge Station?"

Anonymous
Feb 11, 2022 - 16:11

This may sound trivial to the larger grand scheme of things, but what is the reason for "Bridge" as a name? It seems quite out of place, in relation to the TTC's existing naming conventions using local street names, neighborhoods or clearly defined landmarks. If this was Castle Frank stn next to the Bloor Viaduct okay Bridge makes sense. Unless the plan here is to make some new lavish and flashy new Hwy bridges as part of the project so they stand out as landmarks its confusing and counter intuitive to the TTC's simplicity of naming. Especially when adjacent to a GO station why aren't these names being considered; Langstaff, Langstaff Gateway/Terminal, Richmond Hill Centre/Terminal? The name of this station should align to existing TTC names like: Kipling, Kennedy, Downsview Park and the new Mt.Dennis station.

Decision-Making Stations

5 1

Answer

Metrolinx
Feb 16, 2022 - 14:51

Thanks for your question, and it's not trivial at all! Bridge Station has not been confirmed as the official name of the station.

We'll be having discussions in the future about the names of the stations along the extension and looking for opportunities later in the planning and design process to get public feedback on station design elements.

2 0

5 Evaluation of the Environment Report Addendum

Anonymous
Feb 14, 2022 - 19:29

Has your Environmental Report Addendum been independently evaluated by a third party who is competent?

Environmental Reports

3 0

Answer

Metrolinx
Feb 16, 2022 - 15:03

Thanks for your question. The EPR addendum that was published on February 10th has been reviewed by a wide range of government agencies, including the Ministry of the Environment, Conservation and Parks, the Toronto and Region Conservation Authority, Ministry of Heritage, Sport, Tourism and Cultural Industries, Indigenous Nations, and all municipalities along the route of the extension.

Now it's time for the public to review the material and provide comments and questions by March 14, 2022. Your input is critical to this process, so thanks for taking the time to reach out.

0 0

5 Appendix A

Anonymous
Feb 14, 2022 - 19:32

Appendix A shows the track route and study area. Can you please state the TOTAL distance of 2 tracks plus the gap between the 2 tracks what will this be - it is unclear.

Environmental Reports

3 0

Answer

Metrolinx
Mar 9, 2022 - 16:03

Thanks for the question, we're happy to clarify: the Yonge North Subway Extension is approximately 8 kilometers long and the two tunnels will be approximately 6 meters apart.

0 0

Psychological safety

Anonymous
Feb 17, 2022 - 17:50

Why is there no study on the psychological impact of this development on existing residents as part of the overall Environmental study? Psychological safety of impacted people needs to be included in your study which is totally absent right now.

Environmental Reports

3 0

Answer

MetroLinx
Mar 15, 2022 - 11:54

Thanks for this question.

The applicable environmental assessment (EA) framework for the YNSE is *Ontario Regulation 231/08: Transit Projects and MetroLinx Undertakings*, developed under the Ontario EA Act. A health impact assessment is not a requirement under this regulation, and potential impacts related to human health are effectively mitigated through robust and comprehensive air and noise and vibration studies undertaken under the Ontario EA Act.

MetroLinx's assessment and management process for noise and vibration for the YNSE follows Ministry of the Environment, Conservation and Parks protocols for transit projects. This process entails:

- predictive modelling of future project noise and vibration levels, and commitments to mitigation to avoid any significant impacts, as part of the EA;
- specifying contractual construction and operations noise and vibration limits to limit both short-term and longer-term exposure while allowing for efficient project delivery;
- completion of site-specific construction noise and vibration management plans once the contractor has selected means and methods;
- installation of construction noise and vibration mitigation (e.g., temporary noise barriers) as required to work within specified limits;
- real-time monitoring of construction noise and vibration levels to allow for adaptive management as required; and
- installation of operational noise and vibration mitigation to meet EA commitments (e.g., resilient fasteners, floating slab track, noise walls).

A similar approach is employed to manage construction air quality impacts.

MetroLinx is committed to comprehensive mitigation for air, noise and vibration, as required, to avoid any significant impacts to local residents and businesses.

0 0

What is the concept for the Intermodal Langstaff Gateway?

Anonymous

Feb 10, 2022 - 16:12

Can you show us how all (six?) modes will be interconnected? What will it look like?

Transit Oriented Communities

5 3



Answer

Metrolinx

Feb 16, 2022 - 14:49

Great question! And you're right: located between Highway 7 and Highway 407, Bridge Station will bring together as many as six existing and future regional transit services. The Bridge Station transit hub will offer fast and simple connections to Viva bus rapid transit and regional GO buses that travel on those major roadways, as buses won't have to divert far off their routes in order to connect to the subway. The station will also provide an easy transfer to the Richmond Hill GO train because it will be connected to the existing Langstaff GO station. Transferring between buses or trains will be simple and quick for riders because the station is planned to be built at-grade along the existing railway corridor, meaning there will be no need for lengthy descents to underground platforms. This will make it easier for people to transfer to other modes of transportation to get where they need to go. We are exploring how we can strengthen the connections between transit lines to give riders more travel options and improve the customer experience. We will have more details to share about the design of the station when the Preliminary Design Business Case is finalized.

1 0

What will be done to manage noise along the above ground section

Anonymous

Feb 17, 2022 - 16:35

The subway travels from Richmond Hill station to the maintenance facility at around 16th Ave. There are numerous residential buildings in the area that would experience an increase in noise from subway end of line activity.

2 0



Answer

Metrolinx

Mar 9, 2022 - 15:18

Great question, thanks.

To keep noise levels in the area around the train storage facility near today's levels, we're looking at solutions that could include installing a noise barrier along the western edge of the facility and using moveable tracks that reduce the gap between rails that cross one another, reducing noises 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.

0 0

5 TSP Lands Plan

Anonymous
Feb 17, 2022 - 18:38

The City of Richmond Hill recently sent out a notice there is a proposal for a new group of condos on the exact land indicated to be used for the TSP (on the current Honda dealership lands). How does this impact your plans for that land?

[Construction Impacts](#) [Future Extension](#) [Property Impacts](#) [Public Consultation](#)

👍 2 🗨️ 0

Answer

Metrolinx
Mar 18, 2022 - 09:01

Thanks for your question. We're still confirming property requirements as we consult on and refine our designs. We'll be working with the Town of Richmond Hill and the property owner to coordinate plans as we move forward with design work.

👍 0 🗨️ 0

5 Why did Metrolinx request socioeconomic permit under ESA?

Anonymous
Feb 17, 2022 - 20:05

Can you explain Metrolinx request for a socioeconomic benefits permit to bypass protections under the Endangered Species Act with the policy principles and integrity of the Environmental Assessment.

👍 2 🗨️ 0

Answer

Metrolinx
Mar 24, 2022 - 15:15

If we expect that construction or operation of the subway extension will disturb the habitat of any species at risk, the first step is to identify whether they are along the route or close to where construction will take place. If we discover the presence of a species at risk, the next step is for Metrolinx to figure out how to make sure we protect them. That could mean creating buffer zones around nesting species or even changing construction schedules to keep areas clear at critical times. We will meet all applicable requirements of the Ontario Endangered Species Act to make sure our work doesn't disrupt important wildlife habitats.

👍 0 🗨️ 0

5 Who is going to lead this project, Municipality of York or COT ?

Anonymous
Feb 16, 2022 - 03:06

COT means City Of Toronto.

👍 1 🗨️ 0

Answer

Metrolinx
Feb 16, 2022 - 15:05

Metrolinx and Infrastructure Ontario are moving the project forward under the Subway Program, which includes three other rapid transit expansions that will get the region moving: the Ontario Line, the Eglinton Crosstown West Extension, and the Scarborough Subway Extension.

👍 2 🗨️ 0

Construction worker parking overwhelming residential streets.

Anonymous
Feb 17, 2022 - 14:50

Residents want assurance that construction worker parking will not be allowed along Morgan Ave during the construction work on the Clark subway station.

1 0

Answer

Metrolinx
Mar 18, 2022 - 09:07

Thanks for your comment. Once a contractor is brought on board, we'll be back in front of the community to get your input on construction plans.

0 0

Which bus routes will go into which stations?

Anonymous
Feb 17, 2022 - 16:37

Which local bus routes will go into which stations? Which stations will have inside terminus bays & which load on street?
Where will express VIVA routes terminate? Will Orange, Purple or Pink go beyond Yonge?
Where will Markham Express bus routes terminate? Will YRT 23 run express from Promenade to Clark?
Will any TTC routes terminate on the street? Which quadrant will have Steeles subway station?
How will the Vaughan high rises be connected to Steeles station? How many people & cars will there be in each of the 4 quadrants?

1 0

Answer

Metrolinx
Mar 18, 2022 - 09:05

Thanks, great questions:

As planning and design work on the project continues, we will work with our municipal partners to ensure subway stations are safe, convenient and accessible. At Steeles Station, this includes new traffic signals at Steeles and Yonge to provide better pedestrian crossings opportunities, underground connections to the station with future developments, and integrating with future bus transit facilities.

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.

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, route, and benefits. The design for Clark Station will be evaluated in more depth through the PDBC and we'll have more information to share once it's finalized.

0 0

noise and vibration during underground construction period

Anonymous
Feb 17, 2022 - 18:40

tunneling machine, heavy materials transportation, etc. can cause large noise and vibration during underground construction period. How to reduce the impact to the residents, especially who live in the houses just up the tunnel.

Noise and Vibration

1 0

Answer

MetroInx
Mar 9, 2022 - 15:20

Thanks for the question, happy to answer.

MetroInx is committed to addressing any noise and vibration due to construction and operation of the extension.

We'll work with communities to ensure a comprehensive array of measures are in place to address noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

MetroInx will help residents and businesses through construction by offering noise and traffic mitigation and local business supports like promotional signage, wayfinding, and construction hoarding.

0 0

vibration limit of perceptibility

Anonymous
Feb 17, 2022 - 19:25

Your study shows that the limit of perception for vibration is 0.05 mm/s RMS yet you've set the limit for vibration in the residential homes at 0.1 mm/s RMS. Since the limit is double the level of perception, how can you claim that the vibrations would be "imperceptible"?

1 0

Answer

MetroInx
Mar 9, 2022 - 15:23

Great question, thanks for that!

The report has been written for many audiences and for the Updated EPR Addendum, we will be looking at ways to present the assessment process and results in a way that makes it easier to read and understand.

The differences in points of assessment are due to how criteria for ground-borne vibration and ground-borne noise are set up. Ground-borne vibration assessed against the MECP criteria requires assessment at an outdoor point at ground level. Ground-borne noise was assessed as per the FTA (Federal Transit Administration) criteria. FTA criteria apply to rooms, and the closest room to the underground alignment is assumed to be in the basement. We assessed both ground-borne noise and vibration along the alignment.

The difference between levels of outdoor vibration and indoor vibration on the basement floors or walls is very minor. Notably, in order to achieve ground-borne noise levels of 35 dBA or lower within an occupied space in a basement, the ground-borne vibration levels as measured on the basement floor or walls would need to be well below 0.10 mm/s and so would be imperceptible. In other words, meeting the 35 dBA ground-borne noise limit ensures ground-borne vibration levels are below the 0.10 mm/s limit.

0 0

RO station entrance

Anonymous
Feb 17, 2022 - 20:10

The RO station in the EA is south of RO down a hill.. how will this be accessible?

👍 1 🗨️ 0

Answer

Metrolinx
Mar 9, 2022 - 15:49

Nice, great question!

The Yonge North Subway Extension will meet or exceed all necessary accessibility standards. 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, route, and benefits. We will have more details to share about the design of the station when the PDBC is finalized.

👍 0 🗨️ 0

Tree removal

Anonymous
Feb 17, 2022 - 20:13

Will there be trees removed along the tunnel route in the RO neighbourhood. Is it necessary to remove any old large trees that are over the tunnels?

👍 1 🗨️ 0

Answer

Metrolinx
Mar 9, 2022 - 16:16

Thanks, great question. 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 will work with the municipalities to provide compensation in accordance with Metrolinx's Vegetation Guideline, which provides a landscape science-based approach that exceeds the requirements of applicable bylaws and regulations.

👍 0 🗨️ 0

when will the PQ for tunnelling works be released ? Thank you

Anonymous
Feb 17, 2022 - 18:45

👍 0 🗨️ 0

Answer

Metrolinx
Mar 15, 2022 - 09:10

Thanks for this great question. We anticipate release of the RFQ for the tunnelling works contract to be in approximately Spring 2022.

👍 0 🗨️ 0

What time of day will trains go to overnight storage.

Anonymous
Feb 17, 2022 - 19:29

Early in the morning and late at night, how many and how noisy will the trains be.

0 0

Answer

MetroInx
Mar 9, 2022 - 15:48

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.

0 0

My home

Anonymous
Feb 16, 2022 - 19:16

Why is my home not considered a "heritage" building - it is as old as St. Anthony's school which is opposite my home. My home belongs to the same era and should be accorded the same preservation standards.

[Heritage Considerations](#)

2 3

Answer

MetroInx
Mar 10, 2022 - 10:28

Thanks for that question! Municipal, provincial or federal governments designate a site as heritage for their importance to Canadian history.

0 0

February 23rd, 2022 - Virtual Open House

Social Media Posts



Yonge North Subway Extension

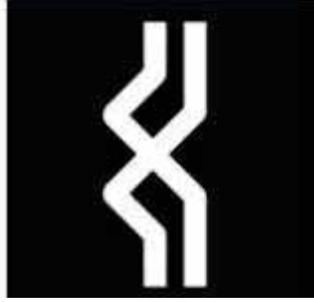
February 24 · 🌐

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If you weren't able to join our previous virtual open house events, we've got you covered! 📺

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<https://www.metrolinxengage.com/.../yonge-north-subway...> ... **See more**



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Yonge North Subway Extension - Live Meetings

Metrolinx is committed to creating connections between the people we serve and the innovative work being done to bring this project to life...



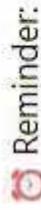
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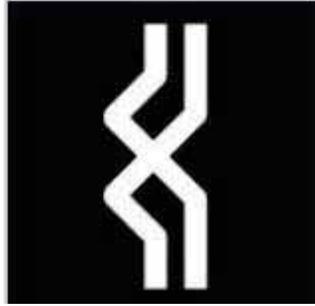
Yonge North Subway Extension

February 23 · 🌐



Reminder:

Join us for a live virtual open house from 6:30pm to 8:30pm tonight! We'll share the findings of updated environmental studies and answer questions from our online audience. 🗣️ ... [See more](#)



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Yonge North Subway Extension LIVE - February...

Agenda 6:30: Meeting Begins/
Opening Remarks 6:35:
Environmental Project Report...

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Yonge North Subway Extension

February 22 · 🌐

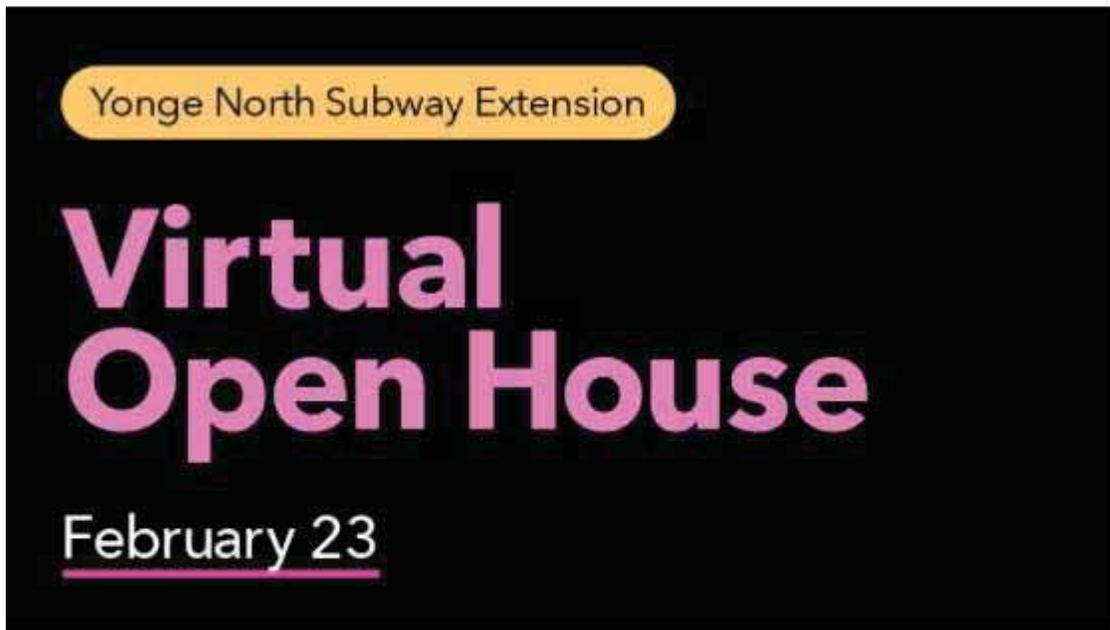


Learn about findings of updated environmental studies for the Yonge North Subway Extension by joining us for a live virtual open house! 🖥️

📅 February 23rd

🕒 6:30pm to 8:30pm

👉 ... See more



👍 3

1 Share



Yonge North Subway Extension @YongeSubwayEXT · Feb 24

If you weren't able to join our previous virtual open house events, we've got you covered!

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metrolinxengage.com/en/content/yon...

You can also find details and register for our next open house happening on March 2nd.



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Yonge North Subway Extension - Live Meetings





Yonge North Subway Extension

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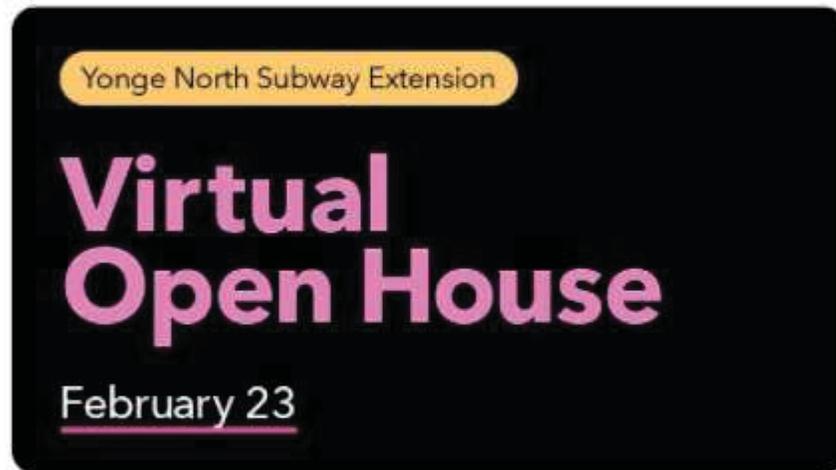
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Join us for a live virtual open house from 6:30pm to 8:30pm tonight!

We'll share the findings of updated environmental studies and answer questions from our online audience. 🗨️

Stream the event and submit your questions here:

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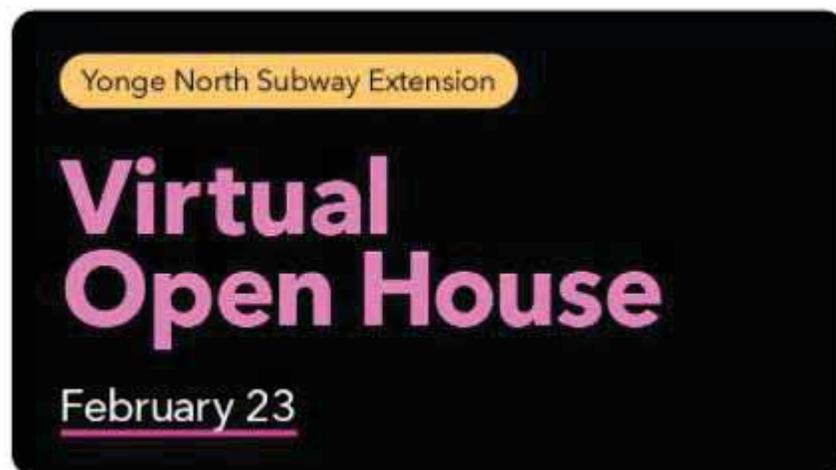
Learn about findings of updated environmental studies for the Yonge North Subway Extension by joining us for a live virtual open house! 🗨️

📅 February 23rd

🕒 6:30pm to 8:30pm

👉 Register now and submit your questions for our project experts:

metrolinxengage.com/en/ynse-live-f...



Virtual Open House

February 23

yongesubwayext • Follow

yongesubwayext Our project experts will be sharing the findings of updated environmental studies for the Yonge North Subway Extension.

You'll also learn about how to provide your feedback on the report.

📅 = February 23
🕒 = 6:30pm
🔗 Link in bio

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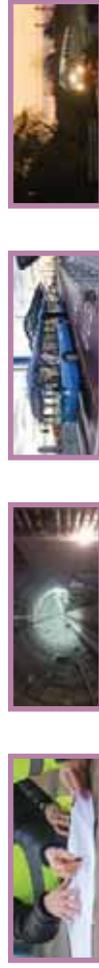
Information Panels

Yonge North Subway Extension

Virtual Open House: Environmental Project Report Addendum



February 23, 2022



Yonge North Subway Extension

Open House Series

MEETING	TOPICS	DATE
EPR Virtual Open House #1	Overview of the Environmental Project Report Addendum, summary of findings	February 17
 EPR Virtual Open House #2	Tunnelled segment Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater	February 23
EPR Virtual Open House #3	Surface segment Focus topics include: Noise and vibration, natural environment, and air quality	March 2
EPR Virtual Open House #4	Engagement overview	March 10

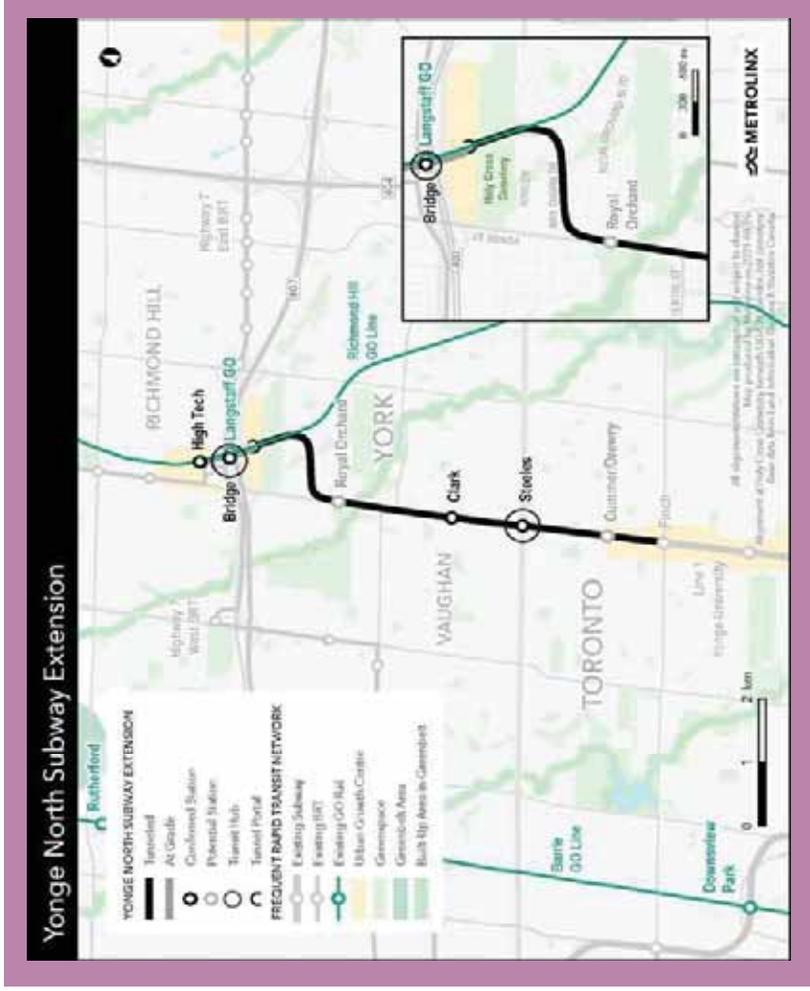


Yonge North Subway Extension

By the Numbers

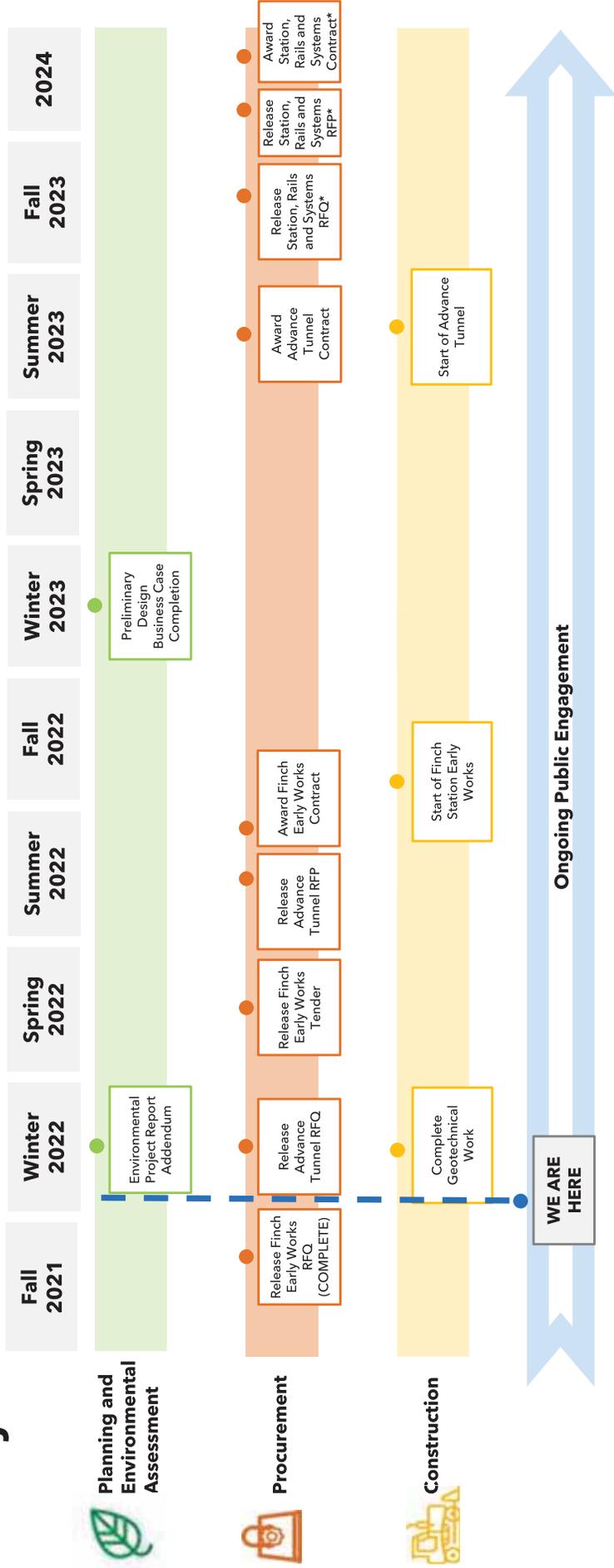
-  ~8 km route
-  4* new stations
-  94,100 daily riders
-  Up to 22 minutes saved on a trip from York Region to downtown Toronto
-  4,800 tonnes in yearly greenhouse gas emission reductions
-  26,000 more people with in 10-minute walk to transit
-  7,700 fewer km traveled by cars during morning rush hour

* We're exploring opportunities with our project partners that could support additional stations as the analysis is refined.



Yonge North Subway Extension

Project Timeline



* Preliminary dates and subject to necessary approvals

What is an Environmental Assessment?

- Environmental Assessment (EA) is a process to identify the potential environmental effects of a proposed project. This process happens before construction begins and ensures that the potential environmental effects are considered and addressed during construction and operation.
- Key EA components include:
 - Characterization of existing environmental conditions and identification of potential environmental effects and how to manage them
 - Consultation with government/review agencies, Indigenous Nations, the public and other interested parties
- In Ontario, transit project EA process and findings are documented in an Environmental Project Report (EPR) and subsequent EPR Addenda
 - EPR/EPR Addendum assesses the potential environmental effects of a project alignment/design as selected through the Metrolinx Business Case process
 - EA commitments captured in an EPR/EPR Addendum – mitigation measures, monitoring activities and future studies to manage and refine environmental effects – are binding and included in the project contractual documents

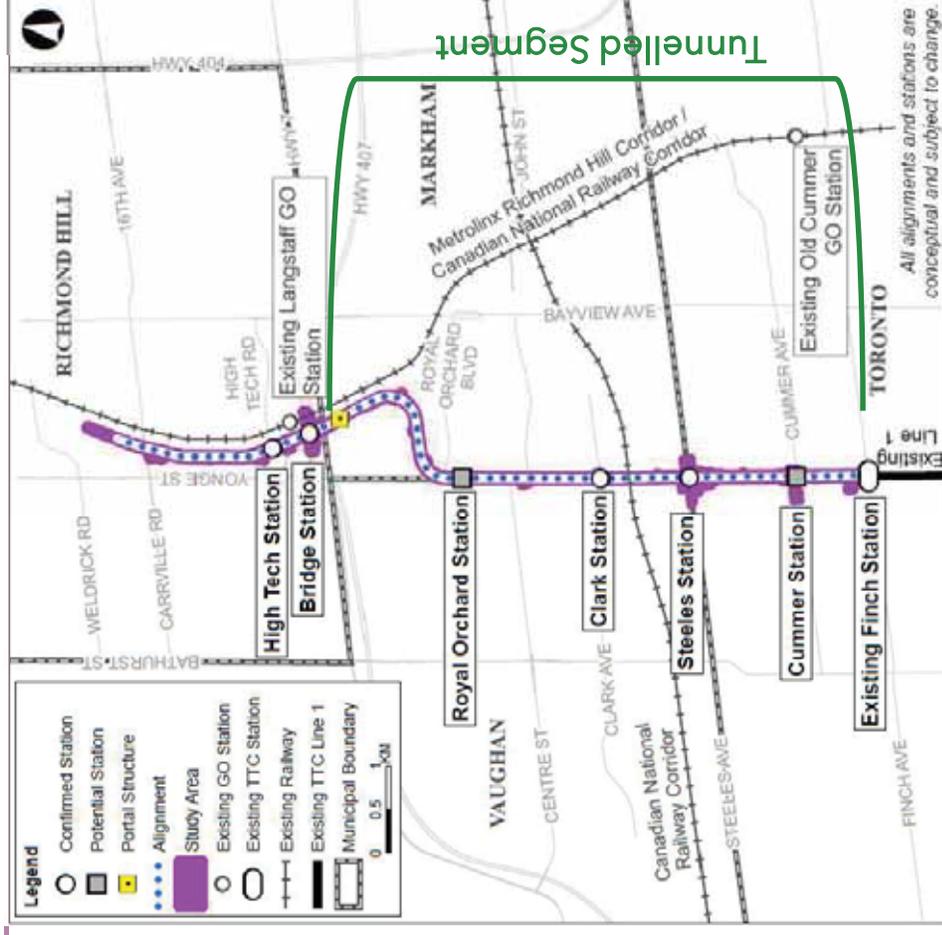
Yonge North Subway Extension

2022 EPR Addendum - Tunnelled Segment

The tunnelled segment is approximately 6 km of twin tunnels that will extend from the existing Finch Station to the tunnel portal just south of Langstaff Road East.

The EPR addendum studied:

- Tunnelled segment from Finch Station to the portal structure
- Upgrades needed at Finch Station
- Cummer Station, Steeles Station, Clark Station, Royal Orchard Station and corresponding bus facilities
- Five traction power substations and seven emergency exit buildings
- Launch and extraction sites for the tunnel boring machines
- The tunnel portal structure



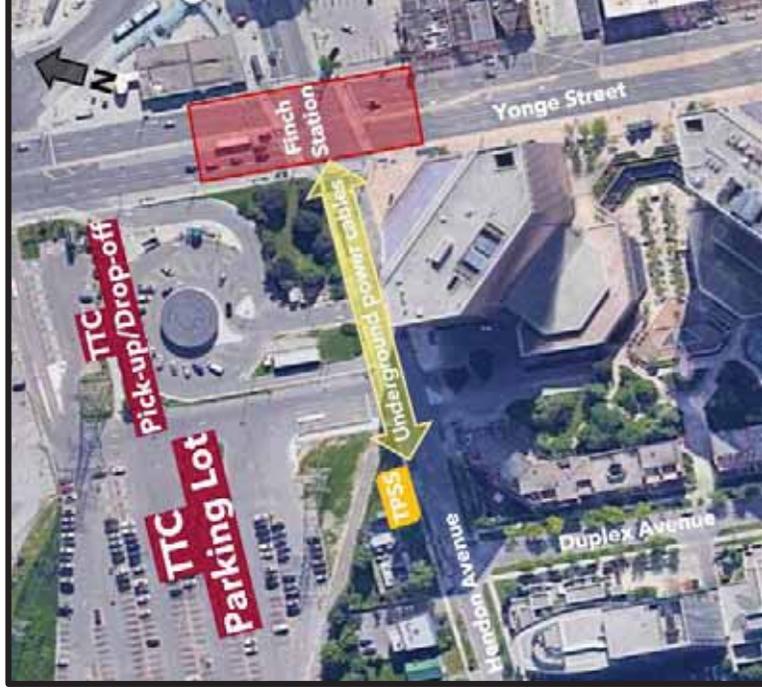
Yonge North Subway Extension

Finch Station Early Works

Modifications to Finch Station prepare it for upgrades that will connect existing Line 1 service to the new subway extension.

This includes:

- Behind-the-scenes spaces upgrades where transformers and other electrical equipment are housed.
- Modifying the 'tail tracks' just north of the Finch Station platform that provide temporary parking space for subway trains while they're not in service.
- Bringing power to the rails that will extend north from Finch Station.



Map of Finch Station modifications, showing where underground power cables will run from the TPSS to the station

Yonge North Subway Extension

Tunnel Portal and Tunnel Boring Machines Launch and Extraction Sites

Tunnelling is proposed to begin at the future tunnel portal location, using vacant industrial properties near the CN Rail right-of-way for the staging area.

The proposed extraction location is north of Finch Station, south of Drewry Avenue.



Example of a tunnel launch site, under construction.

Environmental Focus Topics: Tunnelled Segment



Archaeological Resources



Built Heritage Resources &
Cultural Heritage Landscapes



Noise & Vibration



Natural Environment



Soil &
Groundwater



Socio-Economic &
Land Use
Characteristics



Air Quality



Traffic & Transportation

Yonge North Subway Extension



Cultural Heritage Approach

Metrolinx recognizes the importance of heritage properties, and will take the following steps in siting and designing Project infrastructure:

- Environmental assessment (EA) identifies mitigation measures and monitoring requirements (EA commitments)
 - During detailed design, conduct additional studies and work with municipalities, Ministry of Heritage, Sport, Tourism and Culture Industries, and other stakeholders
 - Design Project components to align with surrounding context
- Contracts reflect EA commitments and outcomes of detailed design studies
- Contractor develops cultural heritage management plans
- During construction, monitor to ensure effectiveness of mitigation measures and inform adaptive management



Front façade of 15 Patricia Avenue. This property is on the City of Toronto Heritage Register.





Cultural Heritage Findings

- Of the 86 heritage properties identified within the project study area, 85 are located along the tunnelled segment.
- During operation, no impacts are anticipated to any heritage resources.
- The construction impact assessment used a conservative approach to account for locations of surface elements like station entrances and emergency exit buildings, to be determined during detailed design
 - For each property that is near such an element, a range of impacts and corresponding mitigation measures was defined, with avoidance as preferred approach
 - Commitments to completing required technical studies to guide property-specific solutions during detailed design



Cultural Heritage Findings

- 43 heritage properties may be subject to construction vibration effects.
- These properties will be avoided wherever possible, as construction plans are developed. If avoidance is not feasible:
 - Confirm if a structure is vulnerable to construction vibration.
 - Establish structure-specific vibration limits.
 - Implement vibration mitigation measures on the construction site and/or at the structure.
 - Monitor vibration during construction.

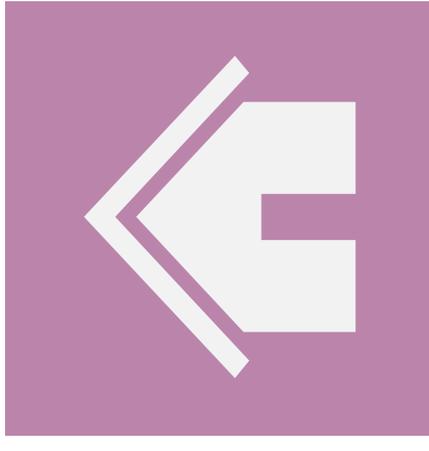


Example of construction vibration monitoring station set up outdoors for short-term measurements. Long-term monitoring station would be similar and enclosed in a weather-proof box with solar power connection.



Cultural Heritage Findings

- 14 properties may be impacted as a result of construction at the surface.
- These properties will be avoided wherever possible, as construction plans are developed. If avoidance is not feasible:
 - Metrolinx will complete technical studies to inform detailed impact assessment, conservation guidance, and property-specific solutions.
 - Metrolinx will consult with the Ministry of Heritage, Sport, Tourism and Culture Industries, Ontario Heritage Trust, municipalities and other stakeholders as part of property-specific solutions development and prior to construction start.
- Final property requirements are still being defined and will be identified as project details are confirmed.





Noise and Vibration Approach

Noise and vibration is one of the key areas of environmental management for Metrolinx projects, addressed in a step-by-step approach:

- Environmental assessment (EA) studies identify recommended mitigation and monitoring requirements
- Noise and vibration limits are included in contracts that reflect project-specific sensitivities and EA commitments and current regulatory requirements
- Contractors develop noise and vibration management plans
- Monitoring to confirm effectiveness of mitigation measures and inform adaptive management, as required

Yonge North Subway Extension



Noise and Vibration Criteria

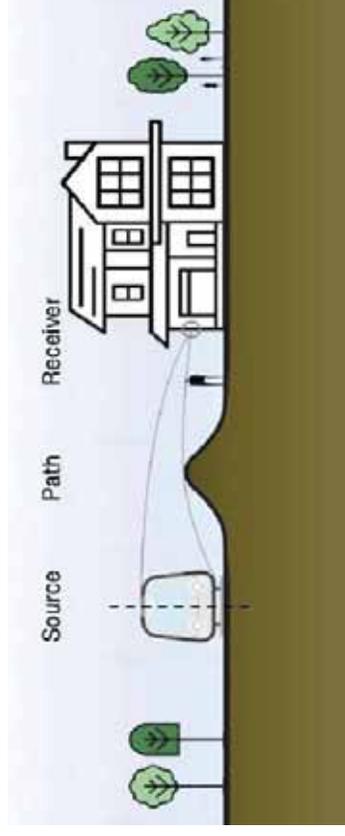
Main source of noise and vibration associated with subway trains is interaction between rail infrastructure (tracks) and trains (wheels).

- Air-borne noise: sound that travels through the air
- Vibration: movement that can be felt
- Ground-borne noise: sound that results from train-induced vibration that travels through the ground and causes building structures to vibrate

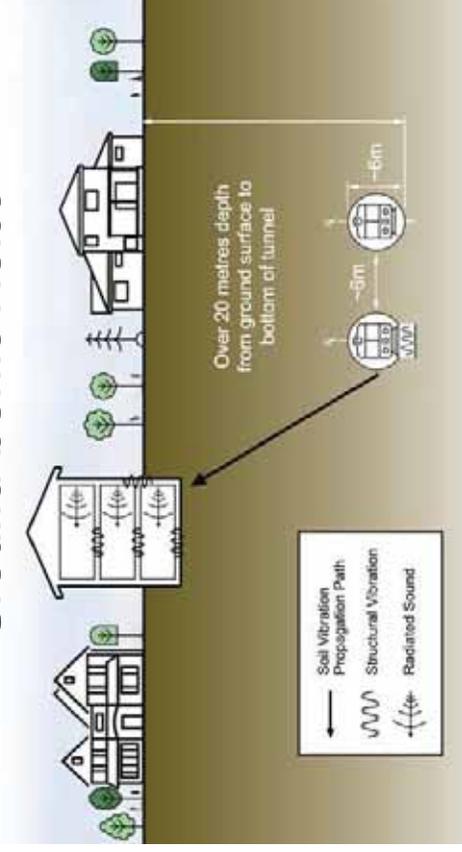
Other sources of noise (air-borne) along the tunnelled segment include stationary facilities like traction power substations.



Air-borne Noise



Ground-borne Noise





Noise and Vibration Criteria

Trains

- The noise and vibration criteria for the trains are provided by provincial protocols.
- As there are no provincial requirements or standards for ground-borne noise, the criteria from the US Federal Transit Administration are used.

Stationary Facilities

- Stations, traction power substations and bus terminals assessed in accordance with the provincial guidelines.

Mitigation measures will be determined and implemented if a project is predicted to exceed any of the applicable criteria



Noise barrier example -- images are examples only, noise wall materials to be determined

Yonge North Subway Extension



Noise and Vibration Findings

Trains

- Using proven and readily available mitigation measures, ground-borne vibration and ground-borne noise from subway operations are predicted to meet or be lower than the applicable criteria along the tunnelled segment.

Stationary Facilities

- With proven mitigation measures such as noise barriers, the sound levels from all stationary sources (including stations, ventilation equipment, traction power substations, and bus terminals) are predicted to meet or be lower than the applicable criteria along the tunnelled segment.





Noise and Vibration Findings

Key elements of our approach to managing noise and vibration during construction are:

- Before construction starts:
 - Establish a comprehensive communications program to inform local communities about the project's scope, schedule, noise and vibration management strategies, and communication and complaint resolution protocols.
 - Implement all necessary noise and vibration mitigation measures.
- During construction:
 - Monitor noise and vibration to inform implementation of additional mitigation measures, as necessary.
 - Address public issues in a timely manner.



Example of a long-term construction sound level monitoring station

Yonge North Subway Extension



Noise and Vibration Mitigation

Noise mitigation measure examples:

- Keep equipment in good working order.
- Provide smooth surfaces for vehicles.
- Use broadband backup alarms.
- Maximize the separating distance from stationary equipment such as generators.
- Use temporary noise barriers, noise-absorbing hoarding and/or acoustic enclosures.

Vibration mitigation measures examples:

- Use resilient fasteners for the temporary tracks used by the temporary service locomotives during tunneling or use rubber-tired service vehicles.
- Minimize the gaps between adjoining rail segments in the temporary tracks.
- Complete pre-construction and post-construction condition surveys.
- Select methods and equipment with the least vibration impacts.



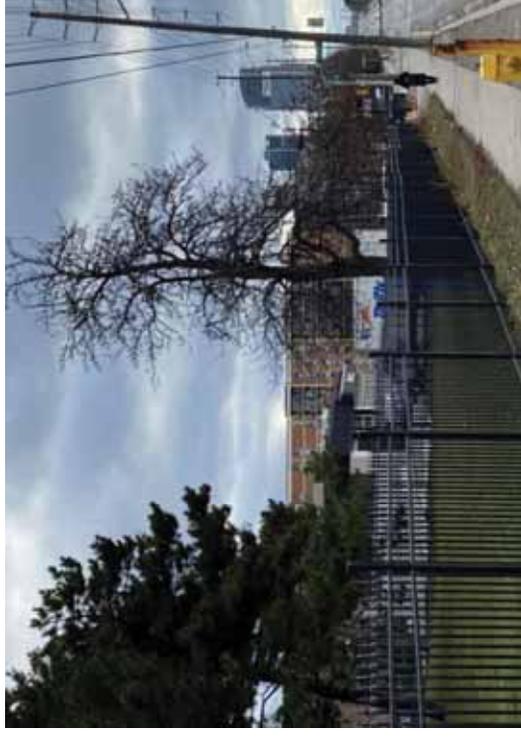
Example of moveable construction noise-absorbing barrier.



Natural Environment Approach

Metrolinx's approach to completing our projects with the least natural environment effects is as follows:

- Environmental assessment (EA) identifies mitigation measures and monitoring requirements (EA commitments)
- Contracts reflect EA commitments and latest regulatory requirements
- Contractors develop natural environment management plans
- Monitor to confirm effectiveness of mitigation measures and inform adaptive management



Urban vegetation north of Cummer Station



Natural Environment Findings

- **Natural Heritage Features:** minimal impacts in vicinity of Royal Orchard Station possible during construction (East Don River is an Urban River Valley under the Greenbelt Plan, and is located in a TRCA-regulated area)
- **Surface water and fish and fish habitat:** no impacts at surface as subway alignment crosses under East Don River and Pomona Mills Creek
- **Vegetation:** potential impacts to urban vegetation (e.g., street trees) near surface construction areas and vegetation communities near surface construction areas
- **Wildlife and Wildlife Habitat:** no substantial impacts anticipated as most of construction will be below surface and/or in highly urbanized areas
- **Species at Risk (SAR):** potential Barn Swallow and bat SAR habitat identified; habitat presence will be confirmed prior to construction and all requirements of the *Endangered Species Act* will be met.



Pomona Creek north of Royal Orchard Blvd



Natural Environment Findings

Natural environment mitigation measure examples:

- Vegetation removal will be reduced to the greatest extent possible and limited to the construction footprint. Tree and vegetation removal compensation will be provided in accordance with the Metrolinx Vegetation Guideline (2020). Temporarily disturbed vegetated areas will be restored/re-vegetated.
- Restricting construction activities during sensitive timing windows for wildlife (e.g., removal of vegetation outside of the breeding bird period).
- Prior to construction activities, species-specific surveys will be completed to confirm Species At Risk habitat and presence, meeting all Species at Risk regulatory requirements.



Tree protection fence example.

Yonge North Subway Extension



Soil and Groundwater Approach

To facilitate effective soil and groundwater management, one of the key factors to a successful tunnelling project, Metrolinx will take the following steps:

- Environmental assessment (EA) identifies mitigation measures and monitoring requirements (EA commitments)
- During detailed design, conduct additional investigations as required
- Contractual documents reflect EA commitments and outcomes of additional investigations
- Contractor soil and groundwater management plans
- During construction, monitor to ensure effectiveness of mitigation measures and inform adaptive management



One of the Eglinton Crosstown West Extension TBMs during factory testing in Germany (West End Connectors photo)





Soil and Groundwater Findings

- On-going dewatering is not currently anticipated during operation
 - Tunnels, stations, and emergency exit buildings will be designed and constructed to be watertight
 - Project structures are not anticipated to interrupt long-term existing groundwater migration pathways
- No impacts to soil are anticipated during operation



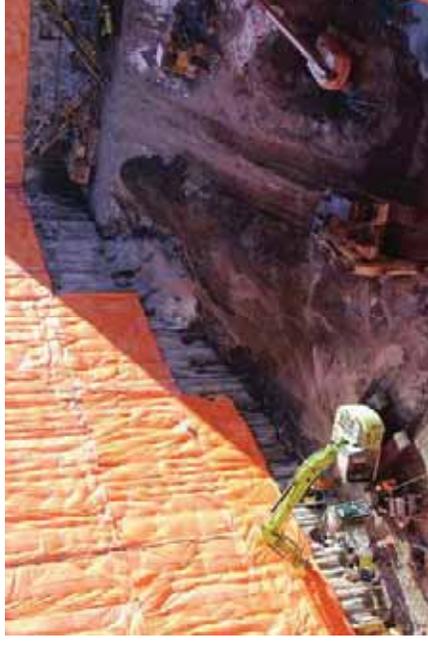
The view of the LRT tunnels for the Eglinton Crosstown project



Soil and Groundwater Findings

Manage soil quantity and quality:

- Before construction, complete a detailed settlement analysis.
- Before construction, develop management plans for handling, management and disposal of excavated material, including contaminated soil (Excavated Materials Management Plan(s))
- Employ excavation support systems and/or implement appropriate ground treatment such as jet grouting to reduce the risk of ground loss during construction.
- Meet all applicable regulatory requirements (e.g., *O. Reg 406/19: On-Site and Excess Soil Management*)
- During construction, conduct ongoing monitoring and compliance inspections



Excavation support example.



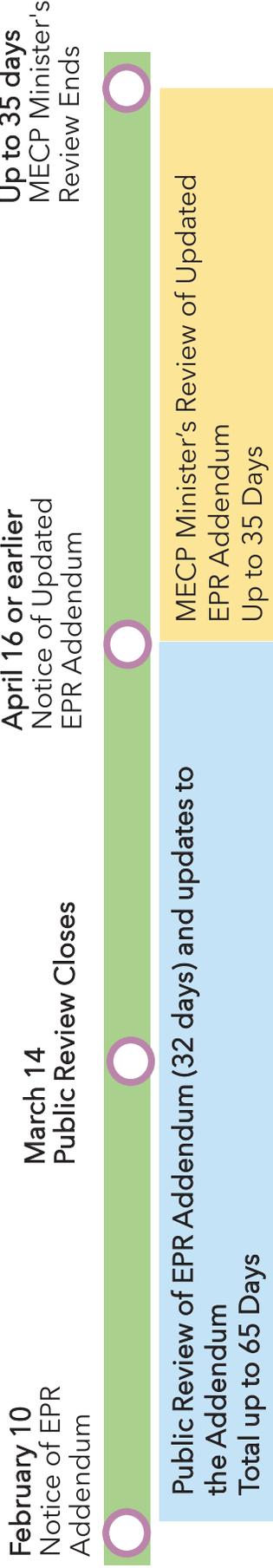
Soil and Groundwater Findings

Manage groundwater quantity and quality:

- Prior to construction, conduct hydrogeologic assessments at dewatering locations to determine groundwater flow rates, predict impacts (e.g., lowering groundwater table and features potentially impacted), and evaluate treatment and discharge options.
- Develop a Groundwater Management and Dewatering Plan to guide the handling, management, and disposal of groundwater.
- Obtain required permits
- Meet all applicable regulations and requirements, such as *O. Reg. 387/04: Water Taking and Transfer* and municipal bylaws.

Yonge North Subway Extension

EPR Addendum Review



- Effective February 10, 2022 an Addendum to the 2009 EPR is available for review on the Project webpage (www.metrolinxengage.com/en/yonge-north-subway-extension).
- Opportunity to comment on the EPR Addendum until March 14, 2022 via email YongeSubwayExt@metrolinx.com or the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.



Yonge North Subway Extension

Share your feedback!

Thank you for taking the time to learn more about the project.

There are multiple opportunities to make your voice heard on the EPR Addendum. Please join us for our next virtual open houses on **March 2 and March 10**. Register at Metrolinxengage.com/ynse-live

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



Metrolinx Engage Ask-A-Question

Does this project cross the York-Durham Sewage System?

Anonymous
Feb 23, 2022 - 14:28

With the criticized Upper York Sewage Solution on the chopping block, does this project cross the York-Durham Sewage System? If so, would the subway negatively impact the ability to expand the York-Durham Sewage System to provide more servicing capacity in York Region?

11 2



Answer

Metrolinx
Mar 10, 2022 - 20:28

No, YNSE route it does not cross the York-Durham Sewage System.

0 0

Why are new Georgina homes being cahrged a dc?

Anonymous
Feb 23, 2022 - 18:44

There will be no business case for Georgina residents to take the subway. Why are all new Georgina homes, even those in Pefferlaw going to be responsible for paying a DC?

9 2



Answer

Metrolinx
Mar 21, 2022 - 10:33

Growth plans within York Region need to be supported by a strong foundation of fast, reliable rapid transit with convenient connections to the regional transportation network that will keep people moving and give them more options to move around – whether those people are new to the community or have lived there for many years.

For example, you'll save as much as 15 minutes on a trip from northern York Region to midtown Toronto by getting on the GO train at Bloomington GO Station and transferring to the subway at Bridge Station, which will be connected to the existing Langstaff GO Station.

Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways.

For more information about development charges in Georgina, please contact the Regional Municipality of York at transportation@york.ca.

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Why not crossing under the Holy Cross Cemetery?

Anonymous
Feb 22, 2022 - 14:22

If merging with the exiting railway corridor is so important what about avoiding the Royal Orchards neighborhood and change the alignment underneath the Holy Cross Cemetery?

👍 9 🗨️ 4

Answer

MetroInx
Mar 10, 2022 - 19:10

Thanks, good question! Through our analysis, we found that running the subway tunnels below Holy Cross Cemetery would have made it necessary to relocate hundreds of burial sites since the tunnels would not be deep enough in this area. This could have affected thousands of people and added significantly to project timelines because we would need to identify, locate and get in touch with any next of kin to notify them of our plans before any burials are moved. With those issues in mind, planning and design teams advanced the analysis of the northern section of the route immediately after the Initial Business Case (IBC) was drafted and submitted for endorsement by the MetroInx Board.

MetroInx has refined plans for the subway extension from Option 3 that will result in deeper tunnels and a route that travels under far fewer single-family homes in the Royal Orchard community than the previous route. The changes mean the subway tunnels will follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor.

It's important to note that we're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods along the route stay sought-after places to live in.

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What is the tunnel route?

Anonymous
Feb 22, 2022 - 19:51

Need to know where the tunnel line goes

👍 9 🗨️ 4

Answer

MetroInx
Mar 10, 2022 - 19:11

Thanks! The adjusted route for the subway extension will result in deeper tunnels that follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the CN rail corridor.

👍 0 🗨️ 0

Is it confirmed whether Royale Orchard station is being built?

Anonymous
Feb 22, 2022 - 23:08

I just want to get a confirmation whether this has been officially confirmed to be built or not?

If it is true that Royale Orchard station is being built then what is the status of Cummer station?

If Royale Orchard was chosen over Cummer, what was the rationale for it? Considering by Metrolinx's own documentation the neighbourhood station priority should have been Clark > Cummer > Royale Orchard, Royale Orchard's case now makes less sense with Clark being chosen as the first neighbourhood station to be built. In addition Royale Orchard now will be an even deeper and more expensive station than what that document had cost it to be (which by the way was more expensive than Cummer). Please explain, thank you.

👍 8 🗨️ 4

Answer

Metrolinx
Mar 10, 2022 - 19:38

Good question, thanks for asking! The provincial government is currently in discussions with York Region, the City of Richmond Hill and the City of Markham concerning including Royal Orchard Station in the project.

We are advancing the planning work for Royal Orchard Station and have labelled it as potential until that work concludes and funding commitments are confirmed.

We look forward to working with the province and York Region to continue this work, which will build stronger connections, attract more new daily riders, and support sustainable and healthy communities.

👍 0 🗨️ 0

How can you mitigate the effects of vibration and noise?

Anonymous
Feb 23, 2022 - 10:58

With Metrolinx having no experience with the proposed technology, how can you mitigate based merely on your modelling, which is only a simulation and not real world experience reflective of soil, water and other conditions beneath our homes? Why should we take at face value what you tell us given the lack of transparency exhibited since the announcement about option 3?

👍 6 🗨️ 3

Answer

Metrolinx
Mar 10, 2022 - 19:42

Thanks for that. The findings of the updated environmental studies show that by using the proven solutions available, noise and vibration levels from subway operations will be so faint in the Royal Orchard community that they'll be very difficult to notice. By using modern subway technology available to us, levels of ground-borne vibration are predicted to be below 0.010 mm/s (millimetres per second), which is practically imperceptible to human senses. Ground-borne noise levels are predicted to be below 30dBA (weighted decibels are a unit of measurement that best reflects how sound is perceived by the human ear), which is comparable to an average whisper.

👍 0 🗨️ 0

Ttc Buses

Anonymous
Feb 23, 2022 - 14:25

When the extension is open and running, will route 53 Steeles east and 60 Steeles West continue to Finch station or will it terminate at Steeles Subway Station

👍 3 🗨️ 1

Answer

Metrolinx
Mar 10, 2022 - 20:08

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.

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, route, and benefits.

👍 0 🗨️ 0

Lack of Detailed Information in EA Addendum on Soils Groundwater

Anonymous
Feb 23, 2022 - 15:37

Given the importance of subsurface conditions to the construction feasibility and impact assessment of vibration and noise as well as impacts to the natural environment from potential changes to ground water conditions, why was no site specific information presented in the EA Addendum on soil and groundwater conditions with depth. We know that site specific boreholes were completed but details on where and how completed were not provided. The information provided has no reference nor specificity. No information on groundwater conditions was provided despite clear local evidence of groundwater discharge in Pomona Creek Valley. The natural environment assessment missed that fact completely and no impact assessment on potential loss of ground water was completed. No cross section of soil conditions with tunnel depth was provided as would have been expected in a document this large and issue this significant to the undertaking.

How can we have confidence in any of the impact calculations presented in this report.

👍 6 🗨️ 4

Answer

Metrolinx
Mar 10, 2022 - 20:43

The release of the Environmental Project Report (EPR) addendum represents a major milestone for the Yonge North Subway Extension. The report brings the existing environmental studies for the project up to date with the latest plans for the extension, including the updated route, stations and train storage facility. The report covers off any changes to existing conditions since the previous environmental assessment was completed, studying topics like noise and vibration, air quality, the natural environment, and land use, to name a few.

The report looks at the entire footprint of the Yonge North Subway Extension, from the existing Finch Station to the Richmond Hill Centre area and considers how the project may affect its surroundings, and how to protect and preserve the quality of life in neighbouring communities during and after construction.

Soil and groundwater investigations are most useful for informing detailed design and construction planning; it's not typical of a TPAP to have detailed info about soil and groundwater. That will follow later during detailed design.

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Noise levels

Anonymous
Feb 23, 2022 - 16:46

During the Feb 3 meeting with York Region, Mr Verster indicated that the noise and vibration for houses where the subway runs beneath homes would be imperceptible and no more than a whisper. The vibration level for a whisper is 0.05mm/s. This is the standard the community want. Will Metrolinx commit in writing to this standard and will Metrolinx commit to installing the appropriate monitoring equipment in every house that the tunnel runs beneath before construction begins and maintain the monitoring equipment in place as long as the subway continues to run beneath these homes? And it will of course be an understanding that in the event that this standard of 0.05mm/s is exceeded, compensation will be provided to all homeowners in amounts to be established before construction of the tunnels are completed.

3 1

Answer

Metrolinx
Mar 10, 2022 - 20:27

The report has been written for many audiences, and for the Updated EPR Addendum, we will be looking at ways to present the assessment process and results in a way that makes it easier to read and understand.

The differences in points of assessment are due to how criteria for ground-borne vibration and ground-borne noise are set up. Ground-borne vibration assessed against the MECP criteria requires assessment at an outdoor point at ground level. Ground-borne noise was assessed as per the FTA (Federal Transit Administration) criteria. FTA criteria apply to rooms, and the closest room to the underground alignment is assumed to be in the basement. We assessed both ground-borne noise and vibration along the alignment.

The difference between levels of outdoor vibration and indoor vibration on the basement floors or walls is very minor. Notably, in order to achieve ground-borne noise levels of 30 dBA or lower within an occupied space in a basement, the ground-borne vibration levels as measured on the basement floor or walls would need to be well below 0.10 mm/s and so would be imperceptible. In other words, meeting the 30 dBA ground-borne noise limit ensures ground-borne vibration levels are below the 0.10 mm/s limit. Please see an open letter to the community from Metrolinx CEO Phil Verster, here.

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Believability

Anonymous
Feb 23, 2022 - 19:25

Every residents in Royal Orchard neighbourhood has this question: why should we believe in any assurance you are providing: you have provided no comperables where a subway under an established residential community has been operating for say 20 years; you all will not be there when damage to our health or properties becomes evident; and you would leave us at the mercy of profit motivated contractors or sub contractors with dubious contracts, accountabilities and remedies, which we have no knowledge of.

3 1

Answer

Metrolinx
Mar 14, 2022 - 11:30

The Line 4 Sheppard Subway and Line 2 Bloor-Danforth Subway lines both travel under residential homes in places. The depth of the Sheppard tunnel is approximately 15m-18m from surface to the top of the tunnel. The TTC has told us that after it opened in 2002, the Sheppard subway generated a total of 8 complaints from local residents in its first 10 years (2002-2012), and only 1 complaint since then. The Sheppard Subway was built using the best noise and vibration mitigation technologies available at the time, and we'll be using the best technology available now for the YNSE.

0 0

Re: Noise and Vibration

Anonymous
Feb 22, 2022 - 13:37

Why have you not responded to Dr. Gerry Goldberg's information - presented at the York Regional Feb 3/22 Council meeting - about the damage that can be done physically, emotionally and cognitively by even very low levels of noise and vibration. I have also addressed the very significant concerns raised in many studies as well as Dr. Goldberg's in numerous emails. I have not heard you address this VERY IMPORTANT CONCERN, especially as it applies to children. Please comment.

Also, where is all the dirt from tunneling going to be put?

6 5

Answer

MetroInx
Mar 18, 2022 - 09:22

The applicable environmental assessment (EA) framework for the YNSE is Ontario Regulation 231/08: Transit Projects and MetroInx Undertakings, developed under the Ontario EA Act. A health impact assessment is not a requirement under this regulation, and potential impacts related to human health are effectively mitigated through robust and comprehensive air and noise and vibration studies undertaken under the Ontario EA Act.

MetroInx's assessment and management process for noise and vibration for the YNSE follows Ministry of the Environment, Conservation and Parks protocols for transit projects. This process entails:

- predictive modelling of future project noise and vibration levels, and commitments to mitigation to avoid any significant impacts, as part of the EA;
- specifying contractual construction and operations noise and vibration limits to limit both short-term and longer-term exposure while allowing for efficient project delivery;
- completion of site-specific construction noise and vibration management plans once the contractor has selected means and methods;
- installation of construction noise and vibration mitigation (e.g., temporary noise barriers) as required to work within specified limits;
- real-time monitoring of construction noise and vibration levels to allow for adaptive management as required; and
- installation of operational noise and vibration mitigation to meet EA commitments (e.g., resilient fasteners, floating slab track, noise walls).

A similar approach is employed to manage construction air quality impacts.

MetroInx is committed to comprehensive mitigation for air, noise and vibration, as required, to avoid any significant impacts.

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97 Yonge bus to Steeles or Richmond hill

Anonymous
Feb 23, 2022 - 14:26

Will the 97 Yonge Street bus terminate at finch or will it terminate at Richmond hill Station.

2 1

Answer

MetroInx
Mar 18, 2022 - 09:18

The design concept and requirements for the bus terminal 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.

0 0

Steeles Station

Anonymous

Feb 23, 2022 - 17:26

Which YRT busses will loop where and how? (on street, underground) (through and terminate at Yonge)

Which TTC busses will loop where and how ? Will there be a crossover or waiting track there?

Where will street (subway to surface) exits be? How will through & dead end bus service be handled?

What are the dimensions of the above ground street shelters?

Will their be a retail vendor connection to complex and to condos?

Where will new surface traffic lights be on Yonge & on Steeles?

What effect will potential Steeles East Rapid Transit line have on intersection & transit?

What buildings on NE corner of Steeles & Yonge be used and replaced with new buildings?

How will existing surface retail in the area be replaced?

How will you get captioning spelling corrected to Proper names ?

Where will underground subway box be located?

PLEASE SEND WRITTEN REPLY to Above Questions this week. (past ones remain without an reply after zoom meeting) Thank you.

👍 3 🗨️ 2

Answer

MetroLinx

Mar 16, 2022 - 09:17

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.

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, route, and benefits.

👍 0 🗨️ 0

Answer

MetroLinx

Mar 16, 2022 - 09:15

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.

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, route, and benefits.

👍 0 🗨️ 0

5 Cemetery N problems & transit service to 2 Richmond Hill stns

Anonymous
Feb 23, 2022 - 18:50

What is Proximity to CN main line? What is Frequency of freight movement?
Possible Conflict on surface twixt these two lines?

👍 2 🗨️ 1

Answer

Metrolinx
Mar 10, 2022 - 20:29

Thanks for your questions! 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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5 Environment

Anonymous
Feb 23, 2022 - 19:08

How deep would the base of the subway tunnel be below the base of the Pomona Creek? Is there precedent to a subway going this deep below a creek with no ill effect to the flora and fauna?

👍 2 🗨️ 1

Answer

Metrolinx
Mar 15, 2022 - 09:39

Thanks for your question. Our modelling shows that, from the bottom of the tunnel to the ground surface, the tunnel would be at least 16 metres below Pomona Mills Creek. Due to the depth at which we are tunneling below Pomona Mills Creek, there are no anticipated impacts to the watercourse, vegetation or wildlife in the area.

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Will I be compensated for vibration damage?

Anonymous

Feb 21, 2022 - 22:38

The builders of our homes could not have anticipated that there would be prolonged exposure to the vibrational effects of underground trains. Thus, whatever steps taken to mitigate damage due to vibrations would have been minimal at best. I fear that structural damage to our homes will ensue from a subway under our neighbourhood. What steps will Metrolinx be taking to monitor the structural integrity of homes during and after subway construction? If Metrolinx is planning to do nothing, then how should we monitor structural integrity ourselves and to whom should problems be reported. How will we be compensated for vibrational damage, and how quickly?

Noise and Vibration

10 10



Answer

Metrolinx

Mar 10, 2022 - 20:32

Thanks for sharing this. We know living near transit is a big draw and benefit for homebuyers and that creating new transit connections positively affects neighbouring property values. We also understand that homeowners may wonder if their property values will be negatively affected if the subway runs underneath their property. We strongly believe it will not, given our substantial noise and vibration mitigations.

The findings of the updated environmental studies show that by using the proven solutions available, noise and vibration levels from subway operations will be so faint in the Royal Orchard community that they'll be very difficult to notice. By using modern subway technology available to us, levels of ground-borne vibration are predicted to be below 0.010 mm/s (millimetres per second), which is practically imperceptible to human senses. Ground-borne noise levels are predicted to be below 30dBA (weighted decibels are a unit of measurement that best reflects how sound is perceived by the human ear), which is comparable to an average whisper.

Prior to construction, contractors will complete pre-condition surveys to document the conditions of existing structures. Vibration during construction will be tightly controlled and monitored so as not to exceed the standards for damage to structures.

0 0

Will the tunnelling go under the Gazebo condo building

Anonymous
Feb 23, 2022 - 14:41

or only across the N.W. corner of the property. Will, there be an emergency exit there on that corner? Have there been any studies on the effect that hundreds of trains daily being so close to the foundation of a 50-year-old building? What compensation will there be if our foundation, in the future, starts to collapse due to vibration?

2 2

Answer

MetroInx
Mar 10, 2022 - 20:33

The adjusted route will travel below 8111 Yonge and the depths of the tunnels beneath the building will be very deep, approximately 50 metres below surface level. The tunnel boring machine used in construction is able to adjust to different types of soil and rock, including bedrock, to safely and effectively tunnel below properties with little or no settlement at the surface. The tunnels will be surrounded by thick reinforced concrete and will be built to strict design and engineering standards. These high-quality, modern tunnels built to the latest industry standards will ensure future subway services won't be a disruption for the community.

Our approach to compensation for subsurface 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, at our cost, and compensating residents accordingly. Our preferred approach is through amicable negotiations and settlement and we would only start an expropriation process, if it is necessary, to protect project timelines.

Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods. Our early studies show that by using available, proven technology, vibration levels will be so faint that it will be barely noticeable to human senses. We estimate sound levels will be about as quiet as the average whisper.

0 0

Property in the study area at Steeles Station demolished?

Anonymous
Feb 23, 2022 - 18:51

Will the property in the study area at Steeles Station be demolished?

2 2

Answer

MetroInx
Mar 10, 2022 - 20:35

Great questions! MetroInx will need to acquire property 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.

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 MetroInx 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.

When we confirm our property needs for the project, we will reach out to affected property owners through a letter that clearly indicates what is needed and whether the impact is permanent or temporary. This notification letter will include a dedicated program staff member and contact details to ensure any questions are addressed and lines of communication remain open.

0 0

Where are you locating the community office?

Anonymous
Feb 23, 2022 - 20:10

Will a home in the community be expropriated for this?

👍 1 🗨️ 1

Answer

Metrolinx
Mar 10, 2022 - 20:36

No, a home will not be expropriated for the purpose of community office. Once a location is confirmed, then the address will be released to the community.

👍 0 🗨️ 0

This question relates to EEBs and street ventilation grids

Anonymous
Feb 23, 2022 - 20:39

Where will the emergency exit buildings (EEB-6 and EEB-7) and ventilation grids be located in the residential Royal Orchard residential neighbourhood? What spacing is required between ventilation grids (spacing on EEBs is provided in the EA). There is very little open space for the exit buildings and expropriation of any homes for these EEBs should never be considered. There are implications for air quality with the grids but the air quality report does not provide any information on this. Will it be added into the EA?

👍 1 🗨️ 1

Answer

Metrolinx
Mar 10, 2022 - 20:38

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.

Based on our current analysis, there are no vents or grates required in the project area east of Yonge, through Royal Orchard, to the tunnel portal just south of Langstaff. Further investigations will confirm the ventilation infrastructure required for the full route and we will continue to keep the community updated as we move through the next phases of design.

👍 0 🗨️ 0

 What is the total width of underground tunnelled structure?

Anonymous
Feb 23, 2022 - 20:45

This includes the space between each of the outer concrete walls of the underground tunnelled structure (i.e. the ENTIRE width underground that will be excavated). Please provide the specific details of all of the measurements that are incorporated into this measurement (e.g. total width of each tunnel, space between the 2 outer walls of the tunnels, and the space on either side of each of the outer tunnel walls to the outer walls of the entire underground structure).

 1  1

 Answer

Metrolinx
Mar 15, 2022 - 11:23

Thanks for your question. The width of the tunnel will vary along the alignment. In the Royal Orchard community, the alignment is being designed to the minimum allowable width in accordance to industry and best practice standards. We'll have more to share with the community once the Preliminary Design Business Case is finalized.

 0  0

March 2nd, 2022 - Virtual Open House

Social Media Posts



Yonge North Subway Extension @YongeSubwayEXT · Mar 4



Convenient connections 🚇🚊

Less congestion 🚗🚘🚙

Fewer emissions 🌱

Faster, easier travel for York Region and Toronto is closer than ever! 🚇

Learn about the benefits of the Yonge North Subway Extension 🌟

metrolinx.com/YongeSubwayExt



1

3



Promoted Tweet



Yonge North Subway Extension @YongeSubwayEXT · Mar 3



We saved the video stream of last night's virtual open house so you can catch up when its convenient for you! 📄

Watch the presentation to learn more about updated environmental studies for the project 📌



metrolinxengage.com

Yonge North Subway Extension LIVE - March 2, 2022



↻ 2

❤ 1



Yonge North Subway Extension @YongeSubwayEXT · Mar 2



Cutting emissions by 4,800 tonnes per year -- that's a breath of fresh air! 🌬

Learn about all the benefits the Yonge North Subway Extension will bring 📌

metrolinx.com/yongesubwayext



↻ 1

❤ 1





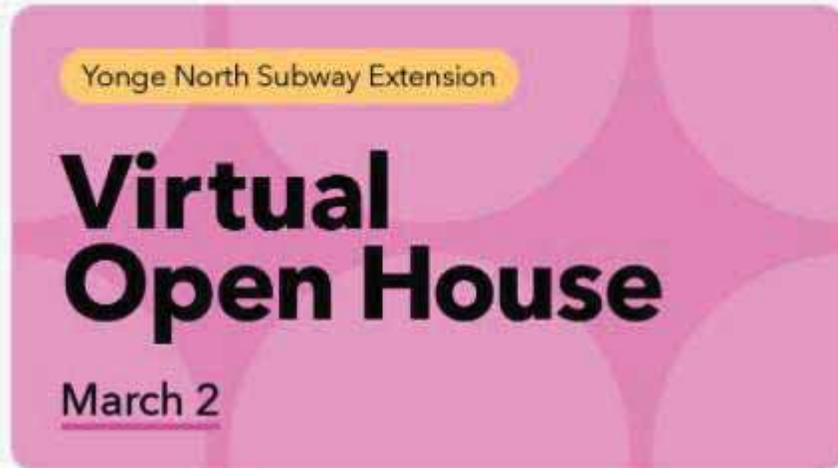
Yonge North Subway Extension @YongeSubwayEXT · Mar 2



📢 Don't forget to sign up for tonight's virtual open house!

Join us to learn more about findings of updated environmental studies and submit your questions to be answered by our project experts. 🗣️

We'll be live from 6:30p.m. to 8:30p.m. at metrolinxengage.com/en/ynse-live-m...



↻ 3

❤️ 2



Yonge North Subway Extension @YongeSubwayEXT · Mar 1

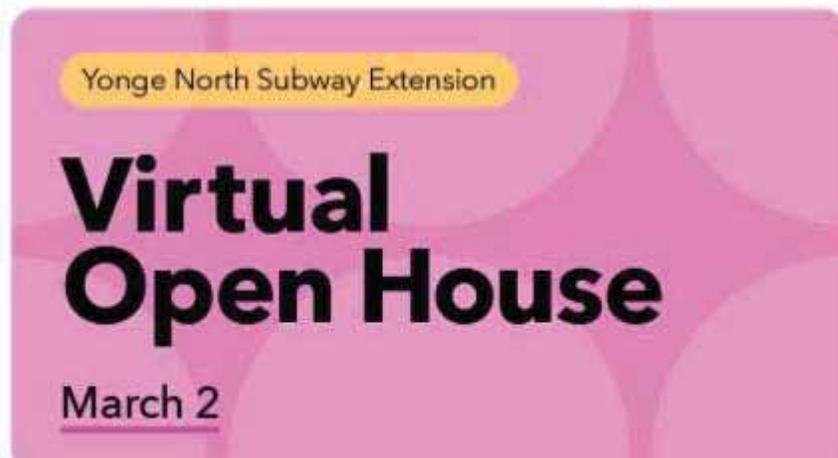


Have you signed up? 📌

Join us tomorrow (March 2nd) for a live virtual open house starting at 6:30pm. 📺

We'll share findings from updated environmental studies and you can submit your questions for our expert panel!

Get details and register here 📌 metrolinxengage.com/en/ynse-live-m...





Yonge North Subway Extension @YongeSubwayEXT · Feb 25



We want to hear from you! 🗣️

Learn about the findings of updated environmental studies for the Yonge North Subway Extension at our next virtual open house!

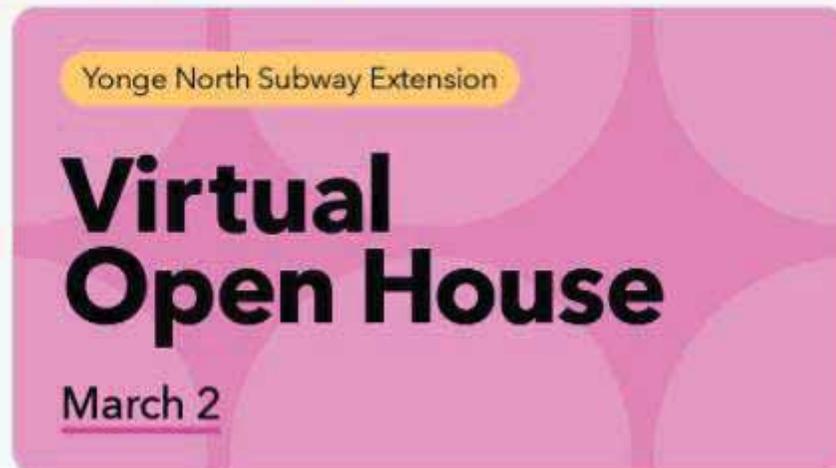
 March 2

 6:30pm

Get the latest project details and ask us anything!

 Register here:

metrolinxengage.com/en/ynse-live-m...



 6

 2





Yonge North Subway Extension

March 3 at 1:29 PM · 🌐

...

We saved the video stream of last night's virtual open house so you can catch up when its convenient for you! 📺

Watch the presentation to learn more about updated environmental studies for the project 🙌

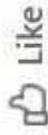
<http://metrolinxengage.com/en/ynse-live-march2>



METROLINXENGAGE.COM

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)...



Like



Comment



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Yonge North Subway Extension

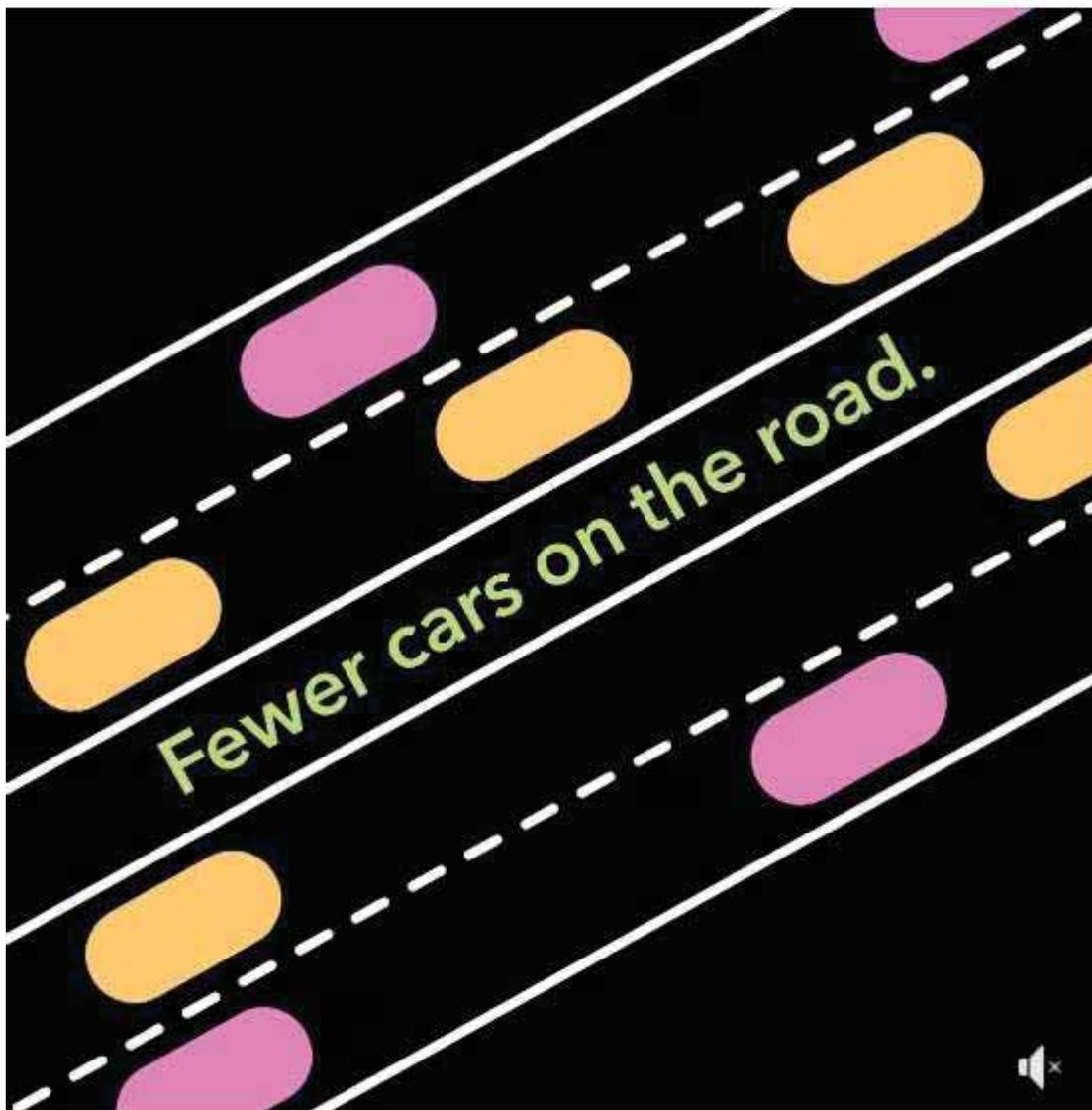
March 2 at 2:00 PM · 🌐



Cutting emissions by 4,800 tonnes per year -- that's a breath of fresh air! 🌍

Learn about all the benefits the Yonge North Subway Extension will bring 🗣️

<https://www.metrolinx.com/yongesubwayext>





Yonge North Subway Extension

March 2 at 9:31 AM · 🌐



📢 Don't forget to sign up for tonight's virtual open house!

Join us to learn more about findings of updated environmental studies and submit your questions to be answered by our project experts. 🗣️

We'll be live from 6:30p.m. to 8:30p.m. at 📍
[ht...](#) [See more](#)



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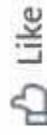
Yonge North Subway Extension LIVE - March 2, 2022

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



👍 2

1 Share



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Yonge North Subway Extension

March 1 at 10:59 AM · 🌐

...

Have you signed up? 🙌

Join us tomorrow (March 2nd) for a live virtual open house starting at 6:30pm. 📺

We'll share findings from updated environmental studies and you can submit your questions for our expert panel! ... [See more](#)



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Yonge North Subway Extension LIVE - March 2, 2022

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



1 Share



Yonge North Subway Extension

February 25 · 🌐



We want to hear from you! 🗣️

Learn about the findings of updated environmental studies for the Yonge North Subway Extension at our next virtual open house!

📅 March 2

👤... See more



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Yonge North Subway Extension LIVE - March 2, 2022

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

👍 1



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yongesubwayext We want to hear from you! 🗣️

Learn about the findings of updated environmental studies for the Yonge North Subway Extension at our next virtual open house!

📅 March 2
🕒 6:30pm

Get the latest project details and ask us anything!

Link in bio 🔗

4w



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FEBRUARY 25



Add a comment...

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Information Panels

Yonge North Subway Extension

Virtual Open House: Environmental Project Report Addendum



March 2, 2022



Yonge North Subway Extension

Open House Series

MEETING	TOPICS	DATE
EPR Virtual Open House #1	Overview of the Environmental Project Report Addendum, summary of findings	February 17
EPR Virtual Open House #2	Tunnelled segment Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater	February 23
 EPR Virtual Open House #3	Surface segment Focus topics include: Noise and vibration, natural environment, and air quality	March 2
EPR Virtual Open House #4	Engagement overview	March 10

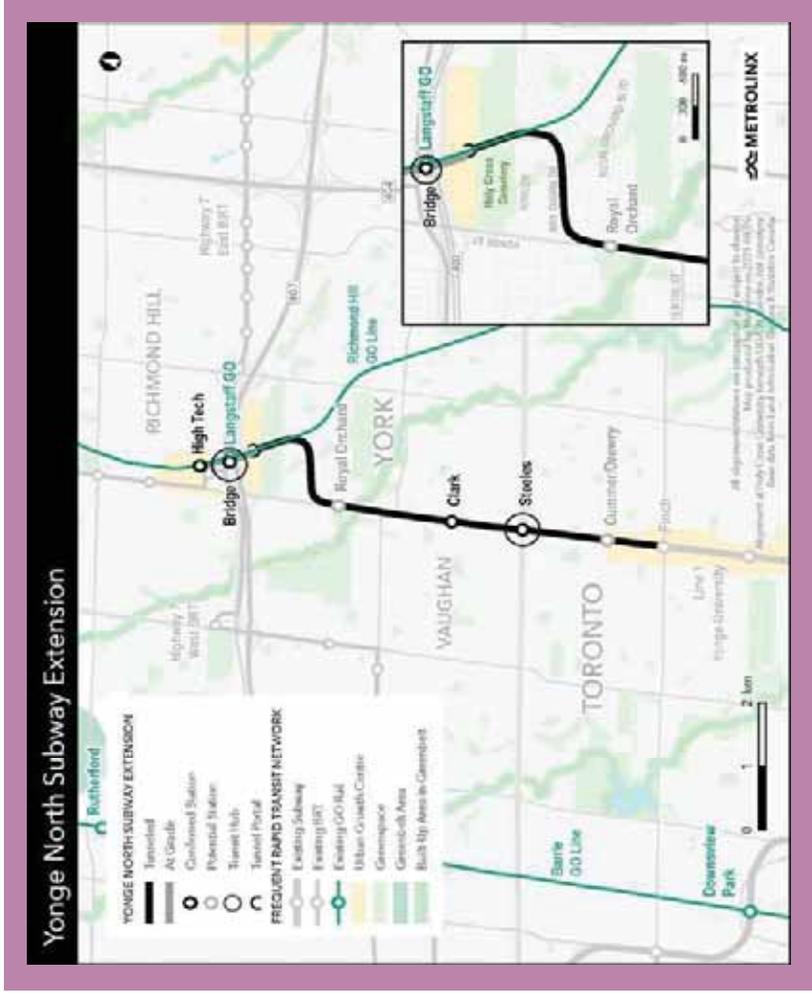


Yonge North Subway Extension

By the Numbers

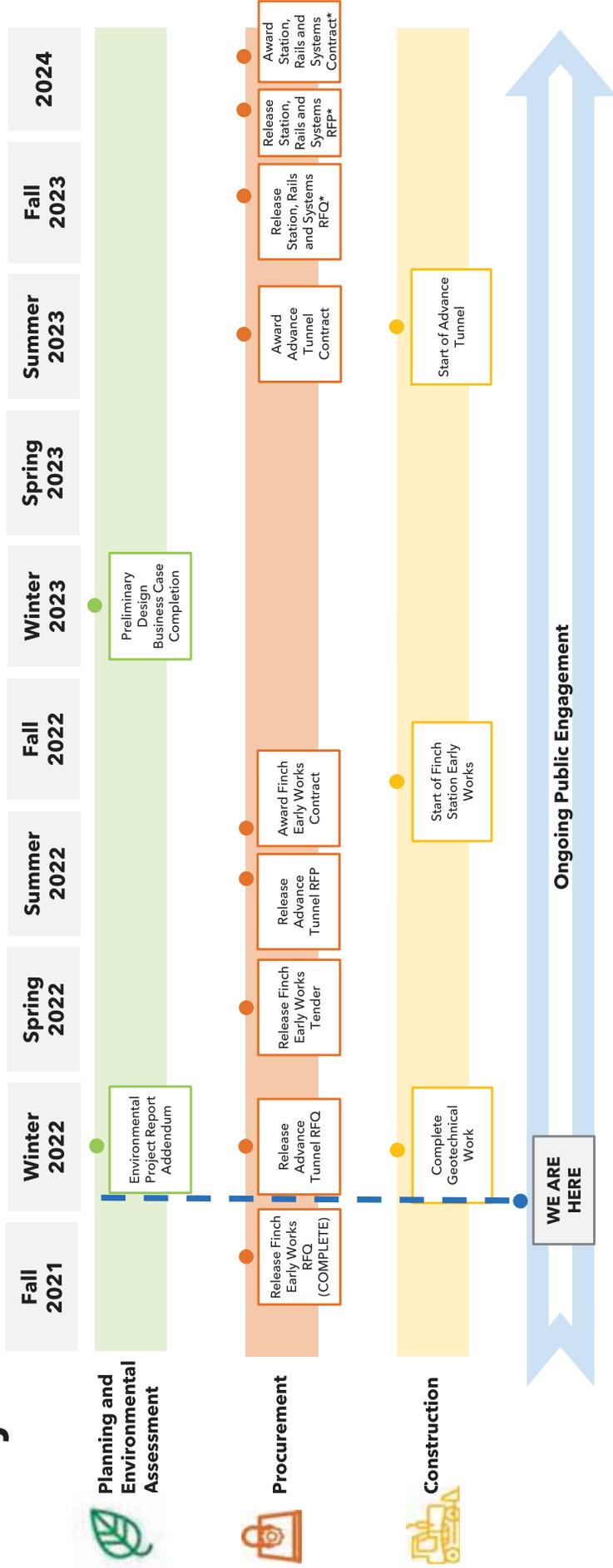
-  ~8 km route
-  4* new stations
-  94,100 daily riders
-  Up to 22 minutes saved on a trip from York Region to downtown Toronto
-  4,800 tonnes in yearly greenhouse gas emission reductions
-  26,000 more people with in 10-minute walk to transit
-  7,700 fewer km traveled by cars during morning rush hour

* We're exploring opportunities with our project partners that could support additional stations as the analysis is refined.



Yonge North Subway Extension

Project Timeline



* Preliminary dates and subject to necessary approvals

What is an Environmental Assessment?

- Environmental Assessment (EA) is a process to identify the potential environmental effects of a proposed project. This process happens before construction begins and ensures that the potential environmental effects are considered and addressed during construction and operation.
- Key EA components include:
 - Characterization of existing environmental conditions and identification of potential environmental effects and how to manage them
 - Consultation with government/review agencies, Indigenous Nations, the public and other interested parties
- In Ontario, transit project EA process and findings are documented in an Environmental Project Report (EPR) and subsequent EPR Addenda
 - EPR/EPR Addendum assesses the potential environmental effects of a project alignment/design as selected through the Metrolinx Business Case process
 - EA commitments captured in an EPR/EPR Addendum – mitigation measures, monitoring activities and future studies to manage and refine environmental effects – are binding and included in the project contractual documents

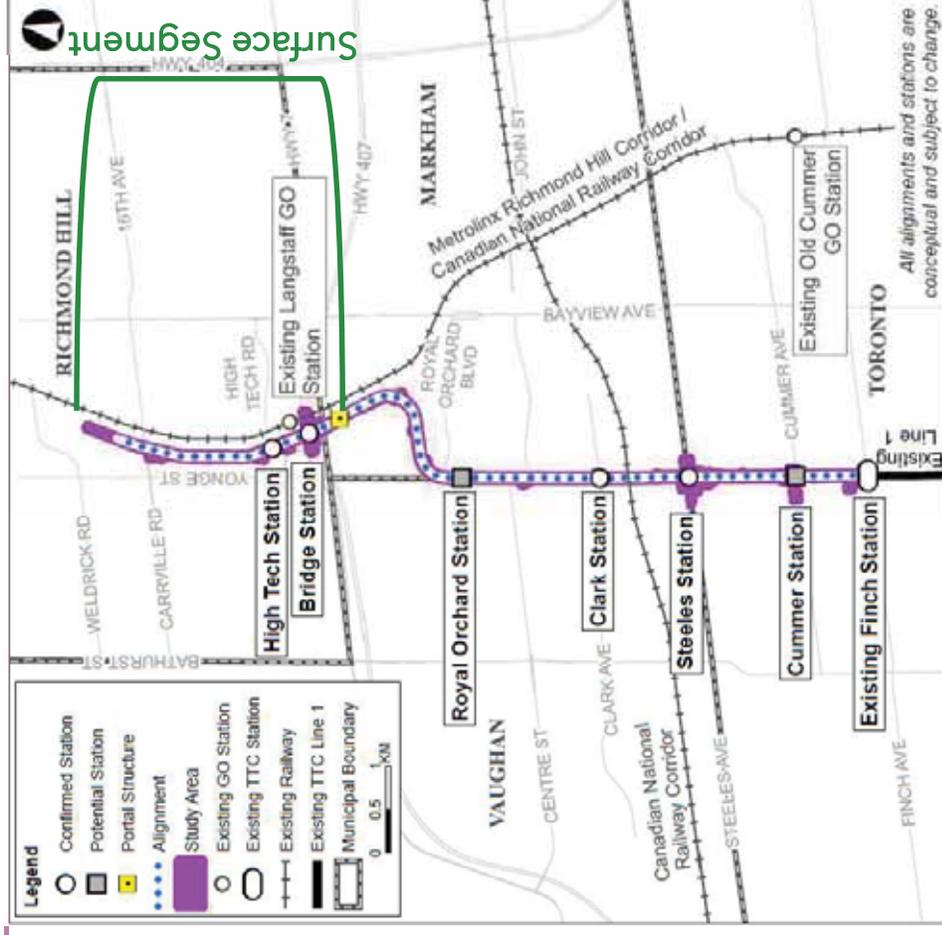
Yonge North Subway Extension

2022 EPR Addendum: Surface Segment

The surface segment is approximately 1.6 km long, extending from the portal structure to the Train Storage Facility.

The EPR Addendum studied:

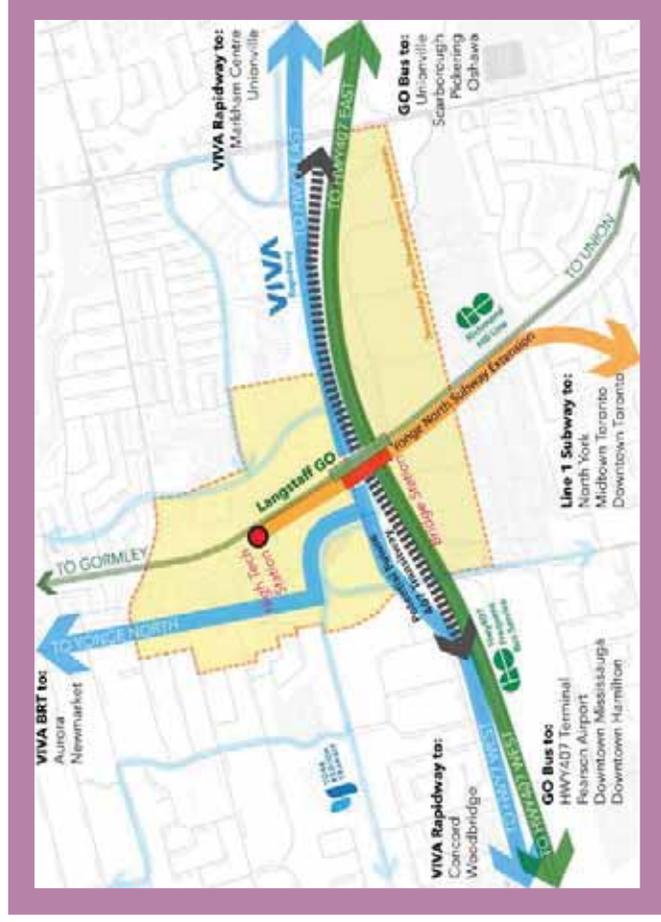
- Surface segment from the portal structure south of Langstaff to the end of the extension
- Bridge Station and High Tech Station and corresponding bus facilities
- One traction power substation
- The Train Storage Facility (TSF)



Yonge North Subway Extension

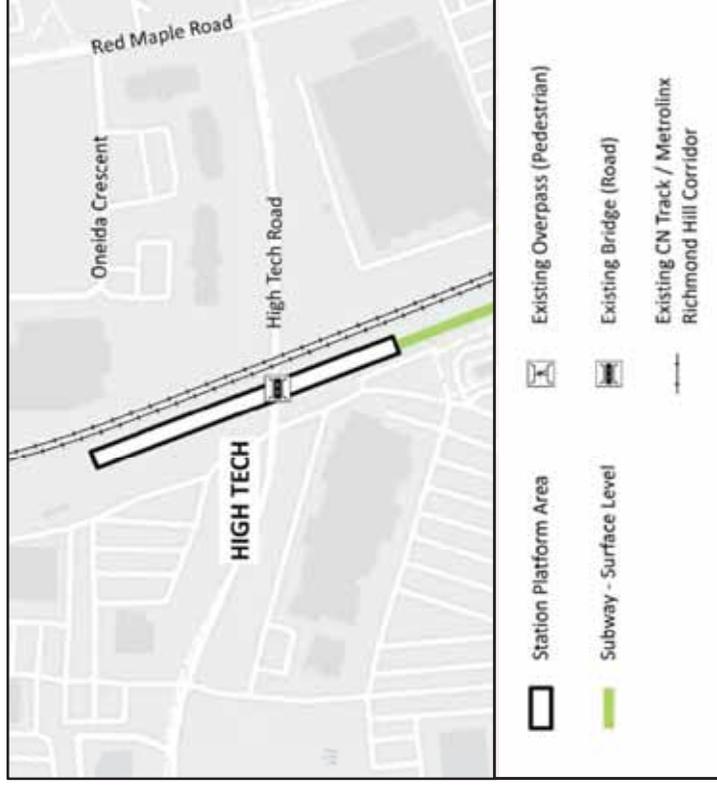
Bridge Station - A Launchpad to Explore the Region

- 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
 - o 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:



Yonge North Subway Extension

High Tech Station



- High Tech Station will serve future communities envisioned within the Richmond Hill Centre area, putting the subway within walking distance of **2,300** jobs and **5,500** people - more than half of the residents expected to live in this designated urban growth centre by 2041.
- The station will be built at surface level, beneath the bridge along High Tech Road that spans the CN Railway corridor.



Yonge North Subway Extension

Train Storage Facility

A train storage facility for the Yonge North Subway Extension is proposed to be built at grade partially alongside and within the existing CN Railway lands.

- This important facility will have capacity for 15 trains for overnight storage. It will be built north of the station proposed at **High Tech Road**
- It's where subway trains will be stored, inspected and cleaned overnight, then dispatched into service
- Planning and design in close coordination with the TTC and the City of Richmond Hill



Environmental Focus Topics: Surface Segment



Archaeological Resources



Built Heritage Resources &
Cultural Heritage Landscapes



Noise & Vibration



Natural Environment



Soil &
Groundwater



Socio-Economic &
Land Use
Characteristics



Air Quality



Traffic & Transportation



Noise and Vibration Approach

Noise and vibration is one of the key areas of environmental management for Metrolinx projects, addressed in a step-by-step approach:

- Environmental assessment (EA) studies identify recommended mitigation and monitoring requirements
- Noise and vibration limits are included in contracts that reflect project-specific sensitivities and EA commitments and current regulatory requirements
- Contractors develop noise and vibration management plans
- Monitoring to confirm effectiveness of mitigation measures and inform adaptive management, as required



Noise and Vibration Criteria

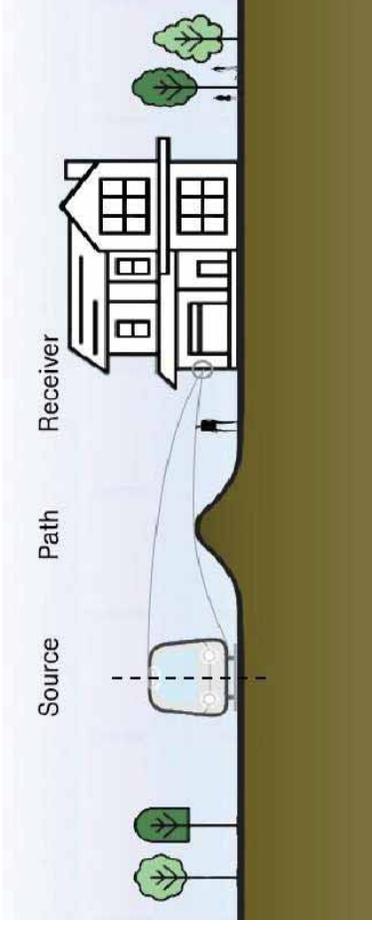
Main source of noise and vibration associated with subway trains is interaction between rail infrastructure (tracks) and trains (wheels).

Along surface segment:

- Air-borne noise: sound that travels through the air
- Vibration: movement that can be felt
- Ground-borne noise: sound that results from train-induced vibration that travels through the ground and causes building structures to vibrate

Other sources of noise (air-borne) along the surface segment include stationary facilities like the train storage facility.

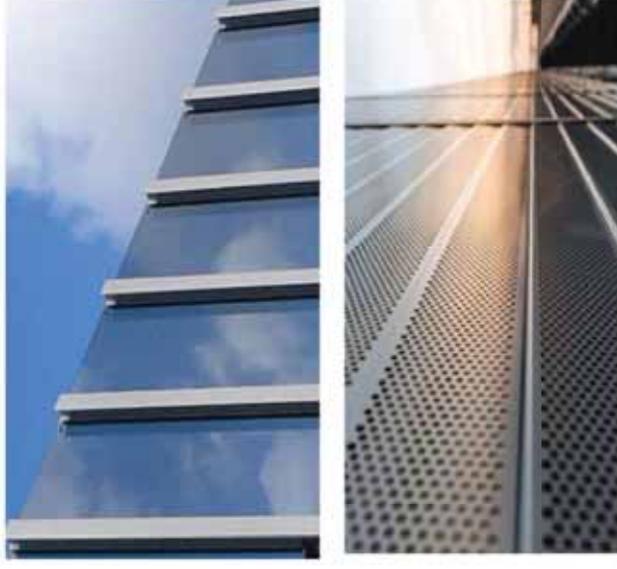
Air-borne Noise





Noise and Vibration Criteria

- Trains and stationary facilities (train storage facility, stations, traction power substations and bus terminals) are assessed in accordance with the provincial guidelines.
- As there are no provincial requirements or standards for ground-borne noise, the criteria from the US Federal Transit Administration are used.
- Mitigation measures will be determined and implemented if a project is predicted to exceed any of the applicable criteria



Noise barrier example - images are examples only, noise wall materials to be determined



Noise and Vibration Findings

Trains

- Between the portal and Bantry Avenue, insignificant (1-2 dBA) sound level increases predicted for the surface segment
 - Electric subway trains are quieter than the freight trains operating along the existing CN Rail corridor
- With proven mitigation measures such as ballast mats, the vibration levels are predicted to meet or be lower than the applicable criteria.

Stationary Facilities (e.g., portal ventilation fan(s))

- With mitigation measures such as silencers on ventilation fans, no predicted sound and vibration level increases expected from stationary facilities.



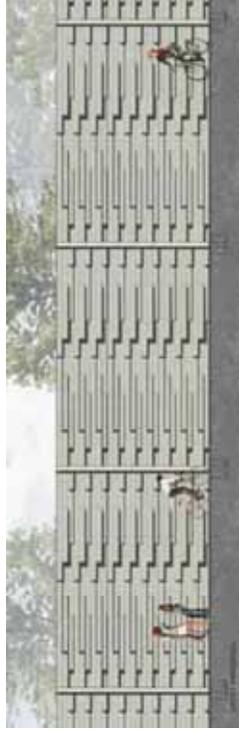
Example of ballast mat installation



Noise and Vibration Findings

Train Storage Facility (TSF)

- With proven mitigation measures such as noise barriers and moveable point frogs, the noise and vibration levels associated with the TSF are predicted to meet or be lower than the applicable criteria.
- A 5.5 m noise barrier will provide sound attenuation, security and visual screening to neighbouring properties



Noise barrier example



Moveable point frogs eliminate the gap between rails at crossovers, reducing the noise and vibration from trains passing over those crossovers



Standard crossover or frog showing gaps between the rails that generate additional noise and vibration



Noise and Vibration Findings

Key elements of our approach to managing noise and vibration during construction are:

- Before construction starts:
 - Establish a comprehensive communications program to inform local communities about the project's scope, schedule, noise and vibration management strategies, and communication and complaint resolution protocols.
 - Implement all necessary noise and vibration mitigation measures.
- During construction:
 - Monitor noise and vibration to inform implementation of additional mitigation measures, as necessary.
 - Address public issues in a timely manner.



Example of a long-term construction sound level monitoring station



Noise and Vibration Findings

Construction noise mitigation measure examples:

- Keep equipment in good working order.
- Provide smooth surfaces for vehicles.
- Use broadband backup alarms.
- Maximize the separating distance from stationary equipment such as generators.
- Use temporary noise barriers, noise-absorbing hoarding and/or acoustic enclosures.

Construction vibration mitigation measures examples:

- Complete pre-construction and post-construction condition surveys.
- Select methods and equipment with the least vibration impacts.



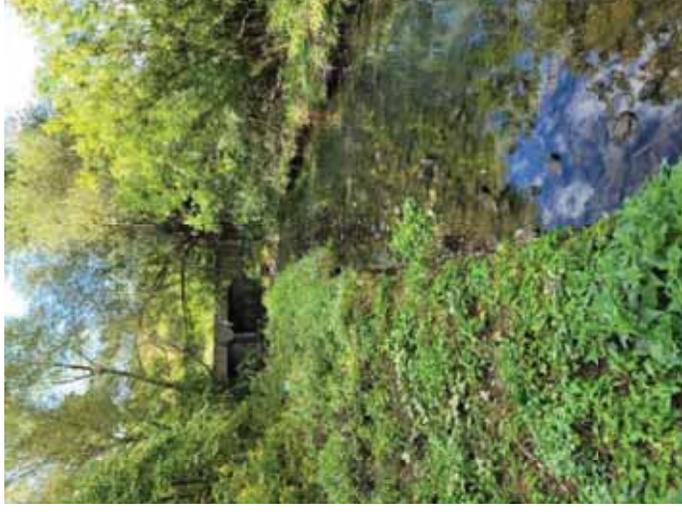
Example of moveable construction noise-absorbing barrier.



Natural Environment Approach

Metrolinx's approach to completing our projects with the least natural environment effects is as follows:

- Environmental assessment (EA) identifies mitigation measures and monitoring requirements (EA commitments)
- Contracts reflect EA commitments and latest regulatory requirements
- Contractors develop natural environment management plans
- Monitor to confirm effectiveness of mitigation measures and inform adaptive management



German Mills Creek, downstream view of crossing location

Yonge North Subway Extension



Natural Environment Findings

- **Natural Heritage Features:** Minimal impacts are anticipated to the German Mills Creek (within the TRCA regulated area) and a woodlot (part of the York Region Woodland and Richmond Hill Greenway Systems) to the north of the proposed TSF. Both features have been heavily disturbed and modified through human activity.
- **Surface water and fish and fish habitat:** No impacts to aquatic ecosystems are anticipated as a result of the German Mills Creek culvert replacement after the implementation of mitigation measures; the work will improve habitat conditions once complete.
- **Vegetation:** Potential impacts to vegetation near surface construction areas like stations and the TSF; impacts anticipated to be low.
- **Wildlife and Wildlife Habitat:** Potential impacts to general wildlife (habitat removal, disturbance, displacement); however, surface segment already susceptible to these activities from the urbanized landscape. No Significant Wildlife Habitat is identified.
- **Species at Risk (SAR):** Potential Barn Swallow and bat SAR habitat identified. Habitat presence will be confirmed prior to construction and all requirements of the *Endangered Species Act* will be met.



**Vegetation near the proposed
Bridge Station**



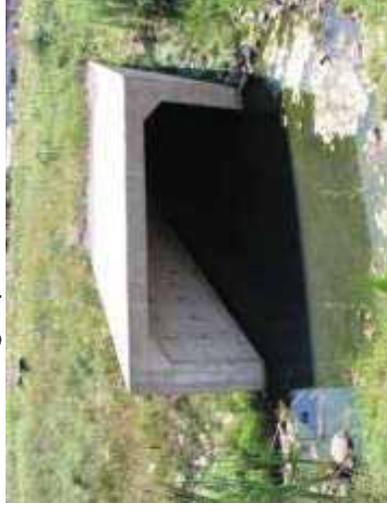
Natural Environment Findings

German Mills Creek Culvert Replacement

- Existing triple-cell Corrugated Steel Pipe (CSP) culvert
- Replacement with a larger, open-bottom culvert is proposed (with natural stream bed material)
- Replacement will increase hydraulic capacity, improve fish habitat and passage, and reduce flood elevation and erosion risk within the channel
- No impacts to Redside Dace or other aquatic species at risk are anticipated as critical habitat is not present within this reach of German Mills Creek.



Existing triple-cell CSP culvert



Open-bottom culvert example



Natural Environment Findings

Construction natural environment mitigation measure examples:

- 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. Compensation for vegetation removals will be in accordance with the Metrolinx Vegetation Guideline (2020). Temporarily disturbed vegetated areas will also be restored/re-vegetated.
- Restricting construction activities during sensitive timing windows for wildlife (e.g., removal of vegetation outside of the breeding bird period).
- Prior to construction activities, species-specific surveys will be completed to confirm Species At Risk habitat and presence, meeting all Species at Risk regulatory requirements.



Tree protection fence example

Yonge North Subway Extension

Air Quality Approach

As a key area of environmental management for Metrolinx, air quality is considered and addressed by:

- Environmental assessment (EA) studies that identify recommended mitigation and monitoring requirements
- Contracts that reflect project-specific sensitivities, EA commitments and current regulatory requirements
- Contractors develop air quality management plans
- Monitoring to confirm effectiveness of mitigation measures and inform adaptive management, as required



Yonge North Subway Extension



Air Quality Findings

- Local air quality is characteristic of a highly urbanized area, with existing exceedances of certain air quality parameters.
- Air quality is predicted to improve with the implementation of the YNSE due to the reduction of ground traffic.
- A shift from the use of personal vehicles to the new electric subway extension is expected to reduce Greenhouse Gas Emissions.
- Train Storage Facility operations are limited to storage and cleaning activities, and will not result in adverse air quality effects.
- During construction, temporary potential impacts to local air quality in proximity to surface construction areas will be addressed via application of various mitigation measures and continuously monitored.



Example of construction dust monitor in a fenced enclosure (left side of photo)



Air Quality Findings

Construction air quality mitigation measure examples:

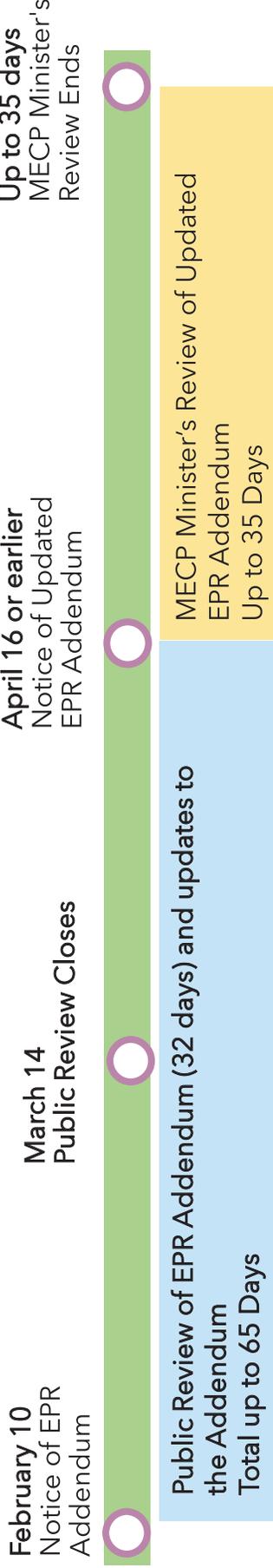
- Develop an Air Quality Management Plan and complaint response protocol prior to construction.
- Frequent watering of construction zones to reduce dust.
- Cover stockpiles of loose materials to prevent dust release.
- Limit idling equipment and control the amount of simultaneously operating equipment on-site.
- Use construction equipment with lower emissions, where feasible.
- Consistently monitor dust and other air quality parameters at construction sites.



Example of watering truck used for dust suppression

Yonge North Subway Extension

EPR Addendum Review



- Effective February 10, 2022 an Addendum to the 2009 EPR is available for review on the Project webpage (www.metrolinxengage.com/en/yonge-north-subway-extension).
- Opportunity to comment on the EPR Addendum until March 14, 2022 via email YongeSubwayExt@metrolinx.com or the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.



Yonge North Subway Extension

Share your feedback!

Thank you for taking the time to learn more about the project.

There are multiple opportunities to make your voice heard on the EPR Addendum. Please join us for our next virtual open house on **March 10**. Register at Metrolinxengage.com/ynse-live

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



Metrolinx Engage Ask-A-Question

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?

👍 10 🗨️ 0

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.

👍 0 🗨️ 0

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?

👍 9 🗨️ 0

Answer

MetroLinx
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.

👍 0 🗨️ 0

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!

9 0

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.

0 0

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.

8 0

Answer

Metrolinx
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 Metrolinx 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.

0 0

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?

7 0

Answer

Metrolinx
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 Metrolinx confirms that your property is needed, you will receive written notification directly from us.

After that, Metrolinx 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. Metrolinx 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, Metrolinx can compensate you for that.

0 0

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?

5 0

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.

0 0

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 it 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 heads 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.

 5  0



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.

 0  0

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

5 4

Answer

Metrolinx
Mar 3, 2022 - 12:32

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.

0 0

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?

1 0

Does mitigate mean not drilling during school hours?

Anonymous
Mar 2, 2022 - 20:10

Or do plan to do it in the evening? Learning is time sensitive.

1 0

5 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.

👍 1 🗨️ 0

5 Finch station construction

Anonymous

Mar 1, 2022 - 15:18

What construction will happen around finch station this year, digging for the tunnel shaft

👍 0 🗨️ 0

5 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

👍 0 🗨️ 0

5 Is there any problem with increased noise

Anonymous

Mar 1, 2022 - 21:42

👍 1 🗨️ 2

5 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

👍 0 🗨️ 1

5 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.

👍 6 🗨️ 12

March 10nd, 2022 - Virtual Open House

Social Media Posts

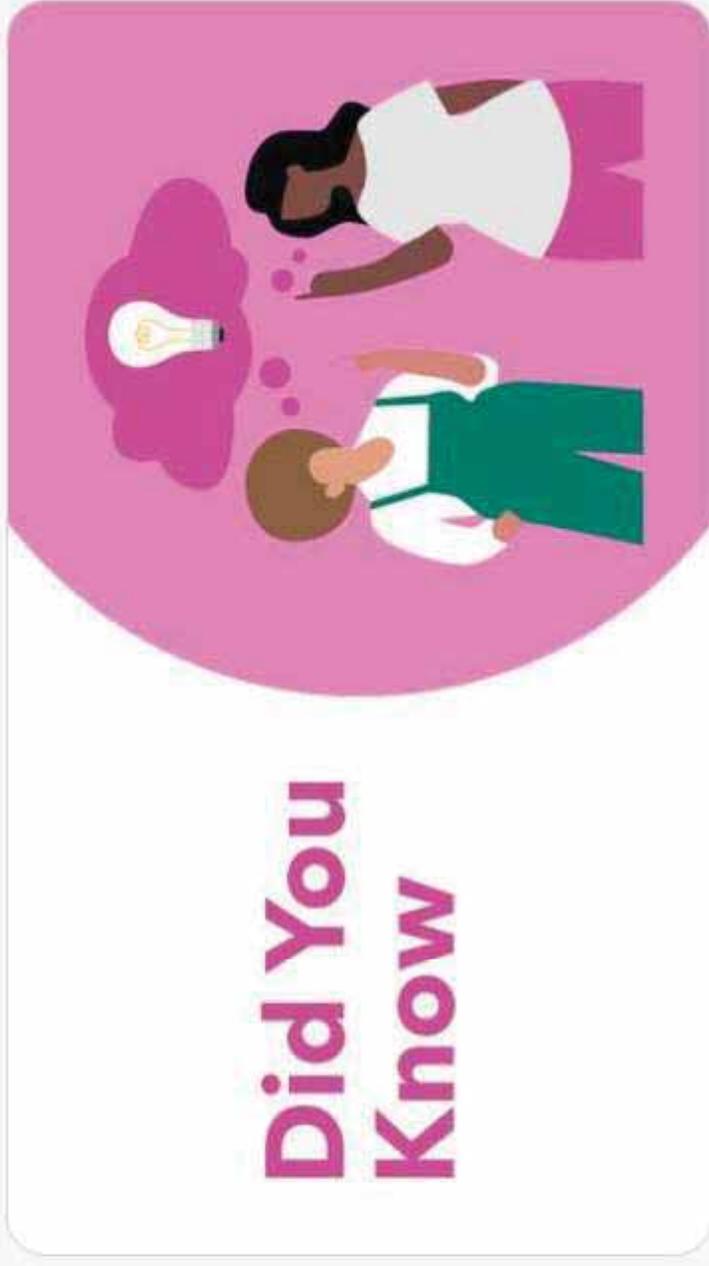


Yonge North Subway Extension @YongeSubwayEXT · Mar 25 ...

💡 **#DidYouKnow** the Yonge North Subway Extension will bring 26,000 more people + 22,900 job opportunities within a 10-min walk of the subway by 2041? 📌

Learn more: metrolinx.com/YongeSubwayExt

[#YorkRegion](#) [#Markham](#) [#Vaughan](#) [#RichmondHill](#) [#Toronto](#) [#transit](#) [#jobs](#)
[#GTA](#) [#TorontoLife](#) [#YYZ](#)



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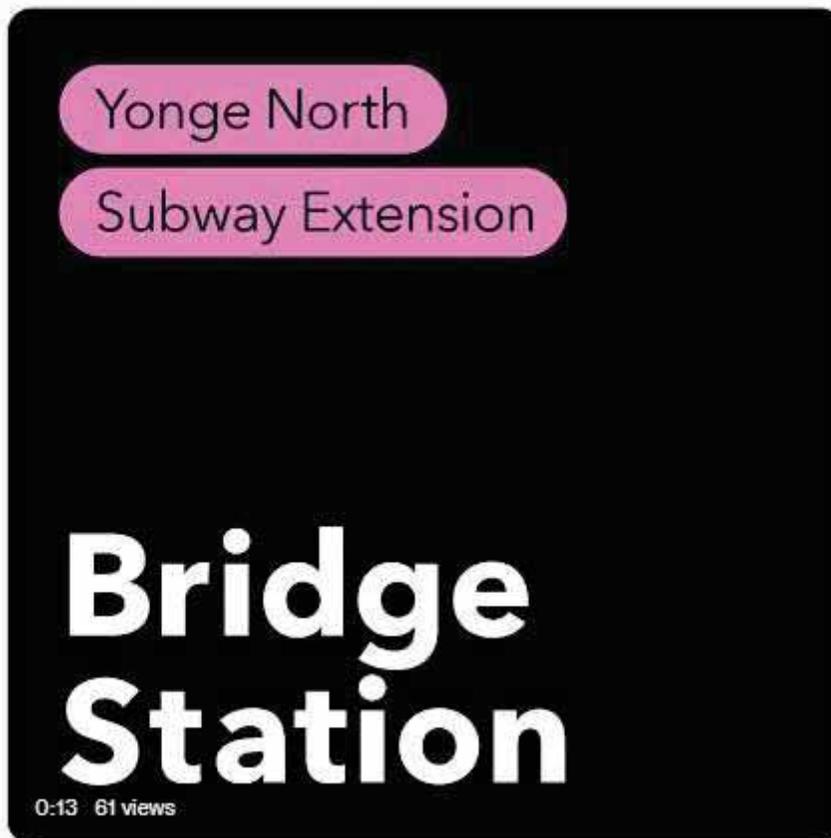
Yonge North Subway Extension @YongeSubwayEXT · Mar 23



Get ready to connect to GO trains, Viva rapid transit and much more at Bridge Station! 🚇🚊🚝

Learn more here 📌

metrolinxengage.com/en/content/yon...





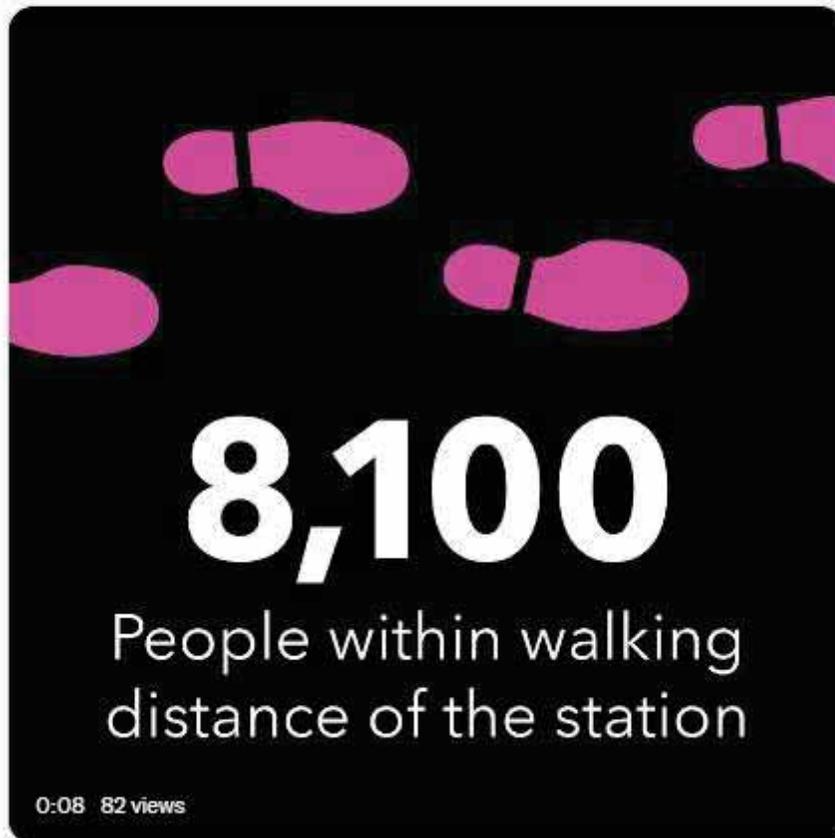
Yonge North Subway Extension @YongeSubwayEXT · Mar 16



Get ready to connect to a thriving centre for jobs and activity at Clark Station! 🛠️👜🚇

Learn more here 📌

metrolinxengage.com/en/content/yon...





Yonge North Subway Extension @YongeSubwayEXT · Mar 15

If you couldn't catch us live, you can stream our past virtual open house events! 📺

Just click the link below and mouse over 'Past Events' to check out the video archive. 🖱️

Have a question? Reach out to us at YongeSubwayExt@metrolinx.com 📧



metrolinxengage.com
Yonge North Subway Extension - Live Meetings



Yonge North Subway Extension @YongeSubwayEXT · Mar 14

📢 Today's the last day!

You have until the end of the day (March 14th) to submit comments on updated environmental studies for the project to be included in the final report. 📄

Get the details and provide your feedback 📧



metrolinxengage.com
Yonge North Subway Extension - Environmental Project Report Overview





Yonge North Subway Extension

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297 Tweets



Yonge North Subway Extension @YongeSubwayEXI · Mar 11

UPDATE: Four potential bidders have shown interest in completing upgrades needed to get Finch Station ready to connect to the Yonge North Subway Extension. 📍

Learn more about how this work is an important step toward major construction 📍



blog.metrolinx.com

Metrolinx puts out call for teams to work on Finch Station as part of Y...
Metrolinx puts out call for teams to work on Finch Station as part of Yonge North Subway Extension



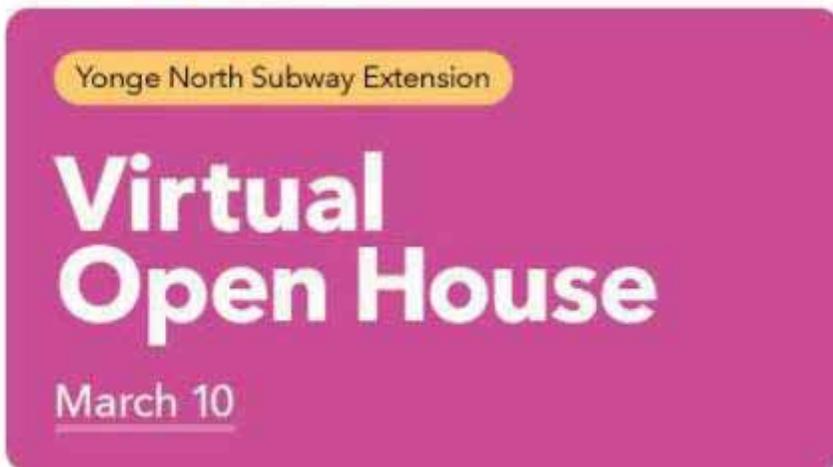
Yonge North Subway Extension @YongeSubwayEXT · Mar 10

🕒 Reminder: don't forget to sign up for tonight's virtual open house!

We'll share what we've heard from the community and revisit popular topics from updated an environmental report for the project.

Send in your questions and join us live at 6:30p.m. 📍

metrolinxengage.com/en/ynse-live-m...





Yonge North Subway Extension @YongeSubwayEXT · Mar 9

...

Get ready to connect to Steeles Station, a bustling transit hub at the border of Toronto and York Region! 🚇🚊

Learn more here 📌

metrolinxengage.com/en/content/yon...



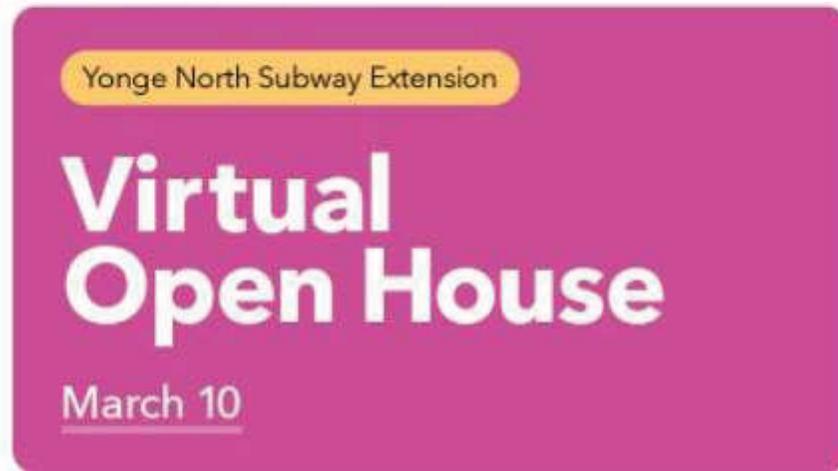


Yonge North Subway Extension @YongeSubwayEXT · Mar 7

We'll dive into the topics we're asked about the most at our next virtual open house! 🗣️

Join us on March 10th at 6:30pm to learn more about updated environmental studies for the project. 🗣️

👉 Register now and submit your questions:
metrolinxengage.com/en/ynse-live-m...



🗣️ 1 ❤️ 3 📤



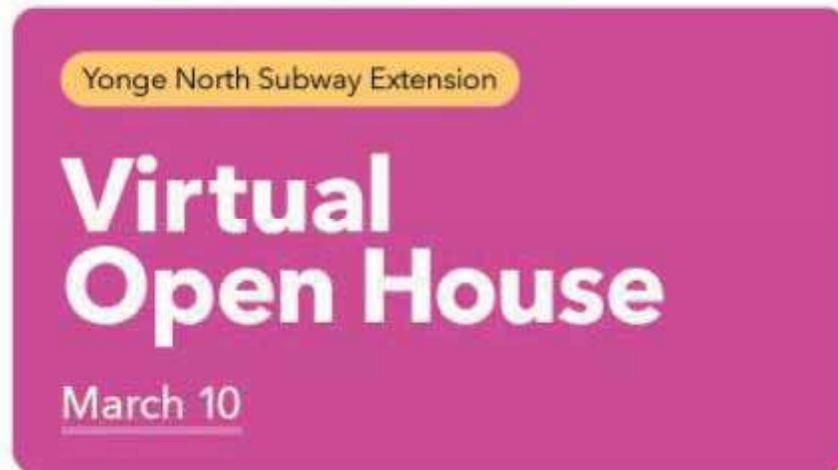
Yonge North Subway Extension @YongeSubwayEXT · Mar 4

📌 Save the date!

Join us for a live virtual open house at 6:30pm on March 10th. 🗣️

We'll review what we've heard from communities about the latest environmental study findings and re-visit the most popular topics.

Sign up today: metrolinxengage.com/en/ynse-live-m...



🗣️ 1 ❤️ 1 📤



Yonge North Subway Extension

March 25 at 8:57 AM · 🌐



💡 #DidYouKnow the Yonge North Subway Extension will bring 26,000 more people + 22,900 job opportunities within a 10-min walk of the subway by 2041? 🇨🇦

Learn more: <http://metrolinx.com/YongeSubwayExt>

Did You Know



Like



Comment



Share



Yonge North Subway Extension

March 23 at 11:23 AM · 🌐



Get ready to connect to GO trains, Viva rapid transit and much more at Bridge Station! 🚆 🚊 🚇

Learn more here 📍

<https://www.metrolinxengage.com/.../yonge-north-subway...>





Yonge North Subway Extension

March 16 at 10:19 AM · 🌐



Get ready to connect to a thriving centre for jobs and activity at Clark Station! 🚧 🏠 🚇

Learn more here 📌

<https://www.metrolinxengage.com/.../yonge-north-subway...>

8,700

Daily transfers to and from buses





Yonge North Subway Extension

March 15 at 1:49 PM · 🌐



If you couldn't catch us live, you can stream our past virtual open house events! 📺

Just click the link below and mouse over 'Past Events' to check out the video archive. 📺

Have a question? Reach out to us at YongeSubwayExt@metrolinx.com



h... See more



METROLINXENGAGE.COM

Yonge North Subway Extension - Live Meetings

Metrolinx is committed to creating connections between the people we serve and the innovative work being done to bring this project to life....



1



Yonge North Subway Extension

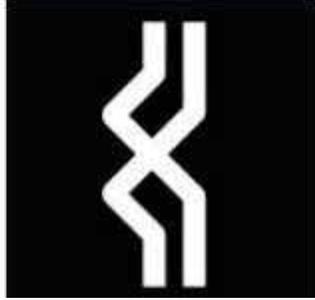
March 14 at 10:39 AM · 🌐



👉 Today's the last day!

You have until the end of the day (March 14th) to submit comments on updated environmental studies for the project to be included in the final report. 📄

Get the details and provide your feedback 📄
[ht...](#) **See more**



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Yonge North Subway Extension - Environmental Project Report Overview

By its nature, providing reliable, safe and accessible public transportation brings environmental and social benefits.



1



Yonge North Subway Extension

March 11 at 1:35 PM · 🌐



📰 UPDATE: Four potential bidders have shown interest in completing upgrades needed to get Finch Station ready to connect to the Yonge North Subway Extension. 🤖

Learn more about how this work is an important step toward major construction 🙌

<https://blog.metrolinx.com/.../metrolinx-puts-out-call.../>



BLOG.METROLINX.COM

Metrolinx puts out call for teams to work on Finch Station as part of Yonge North Subway Extension



Yonge North Subway Extension

March 10 at 9:15 AM · 🌐



 Reminder: don't forget to sign up for tonight's virtual open house! We'll share what we've heard from the community and revisit popular topics from updated an environmental report for the project. Send in your questions and join us live at 6:30p.m. 📍 ... [See more](#)



METROLINXENGAGE.COM

Yonge North Subway Extension LIVE - March 10, 2022

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



1

1 Share



Yonge North Subway Extension

March 9 at 11:30 AM · 🌐



Get ready to connect to Steeles Station, a bustling transit hub at the border of Toronto and York Region! 🚇🚌

Learn more here 📌

<https://www.metrolinxengage.com/.../yonge-north-subway...>

29,700

Daily transfers to
and from buses



1

1 Share



Yonge North Subway Extension

March 7 at 8:56 AM · 🌐



We'll dive into the topics we're asked about the most at our next virtual open house! 🌈

Join us on March 10th at 6:30pm to learn more about updated environmental studies for the project. 🤖

👉 Register now and submit your questions:
<http://www.metrolinxengage.com/en/ynse-live-march10>

Yonge North Subway Extension

Virtual Open House

March 10



1



Yonge North Subway Extension

March 4 at 2:19 PM · 🌐

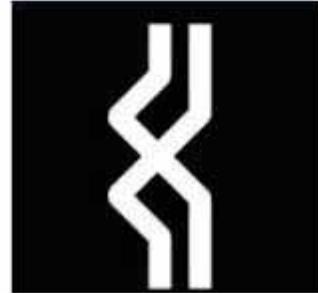


📌 Save the date!

Join us for a live virtual open house at 6:30pm on March 10th. 🌐

We'll review what we've heard from communities about the latest environmental study findings and re-visit the most popular topics....

See more



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Yonge North Subway Extension LIVE - March 10, 2022

Agenda6:30: Meeting Begins/ Opening Remarks
6:35: Environmental Project Report Addendum
7:00: Questions and Answers 8:30: Wrap up &...



👍 Like

💬 Comment

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Yonge North Subway Extension

March 4 at 10:43 AM · 🌐



Convenient connections 🚗 🚊 🚝

Less congestion 🚗 🚗 🚗

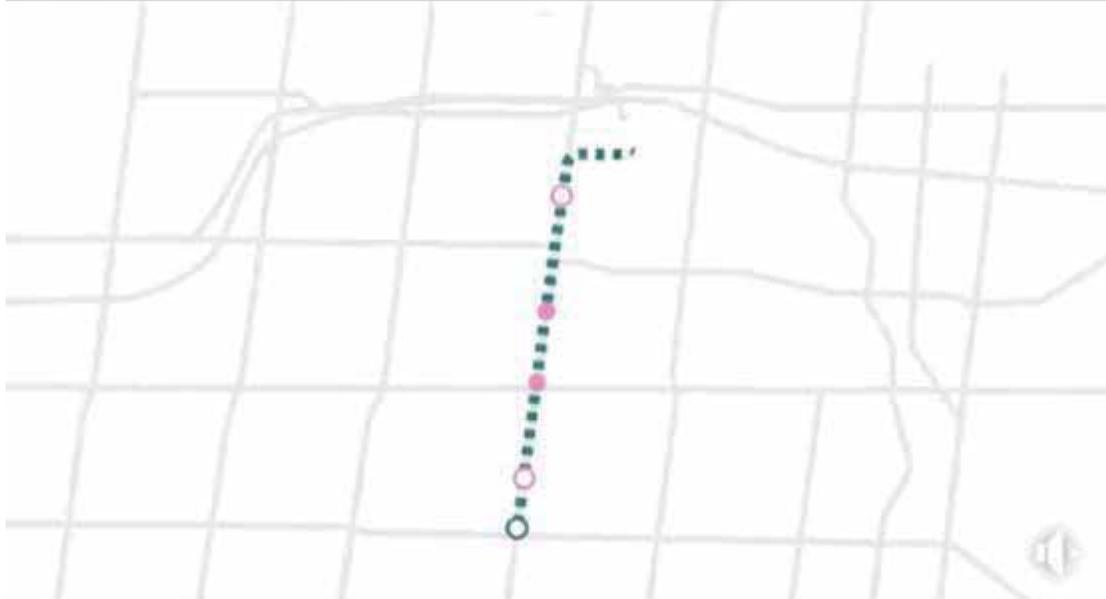
Fewer emissions 🌱

Faster, easier travel for York Region and Toronto is closer than ever! 🚇

Learn... See more

1.

It's 8 km of new subway, extending Line 1 north from Finch Station.



👍 3

4 Comments

Virtual Open House

March 10



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yongesubwayext Save the date! Join us for a live virtual open house at 6:30pm on March 10th. We'll review what we've heard from communities about the latest environmental study findings and re-visit the most popular topics.



in bio.

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5 likes

MARCH 4



Add a comment...

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Yonge North Subway Extension

Virtual Open House: Environmental Project Report Addendum



March 10, 2022



Yonge North Subway Extension

Open House Series

MEETING	TOPICS	DATE
EPR Virtual Open House #1	Overview of the Environmental Project Report Addendum, summary of findings	February 17
EPR Virtual Open House #2	Tunnelled segment Focus topics include: Noise and vibration, natural environment, cultural heritage, and soil and groundwater	February 23
EPR Virtual Open House #3	Surface segment Focus topics include: Noise and vibration, natural environment, and air quality	March 2
 EPR Virtual Open House #4	Engagement overview Focus areas include EPR Addendum feedback on noise and vibration and natural environment, and project feedback on tunnelling, emergency exit buildings and property requirements	March 10

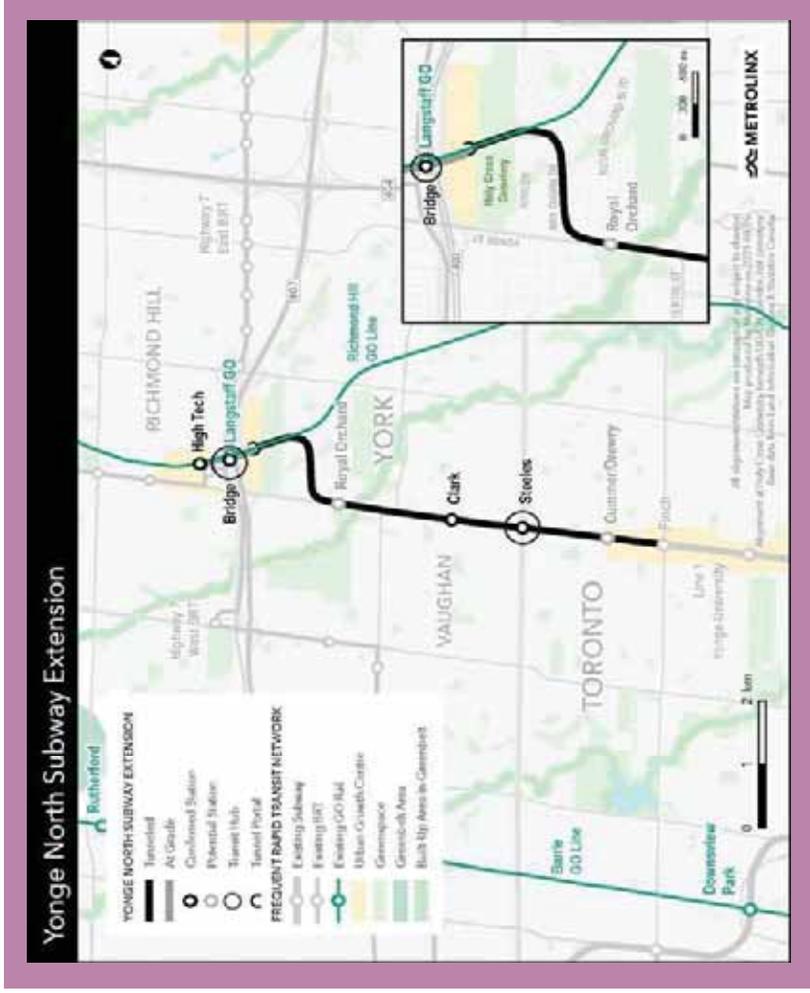


Yonge North Subway Extension

By the Numbers

-  ~8 km route
-  4* new stations
-  94,100 daily riders
-  Up to 22 minutes saved on a trip from York Region to downtown Toronto
-  4,800 tonnes in yearly greenhouse gas emission reductions
-  26,000 more people with in 10-minute walk to transit
-  7,700 fewer km traveled by cars during morning rush hour

* We're exploring opportunities with our project partners that could support additional stations as the analysis is refined.



Yonge North Subway Extension

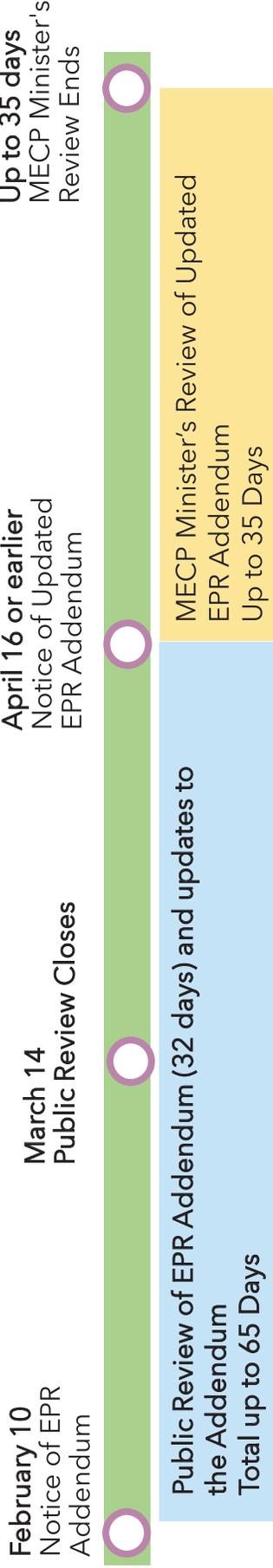
EPR Addendum Approach and Study Area

1. Characterize existing conditions:
 - Review available information
 - Complete field studies
2. Identify potential environmental impacts, mitigation measures and monitoring activities based on:
 - Existing conditions
 - Project components
 - Construction activities
 - Current regulatory requirements and industry best practices
3. Update EPR Addendum based on the feedback received during the public review period



Yonge North Subway Extension

EPR Addendum Review



- Effective February 10, 2022 an Addendum to the 2009 EPR is available for review on the Project webpage (www.metrolinxengage.com/en/yonge-north-subway-extension).
- Opportunity to comment on the EPR Addendum until March 14, 2022 via email YongeSubwayExt@metrolinx.com or the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.



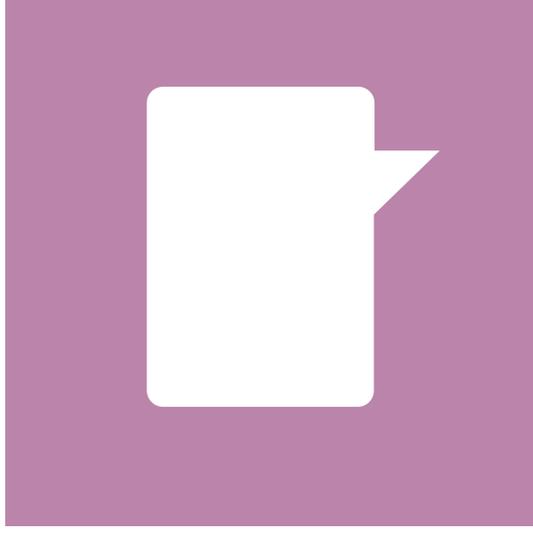
What we've heard about the EPR Addendum

Noise and Vibration questions on:

- Presentation of operational noise and vibration assessment results in the report
- Vibration levels during tunnelling
- Noise mitigation for the above ground section of the extension

Natural Environment questions on:

- Vegetation removal
- Species at risk





Noise and Vibration - Assessment Results Presentation

Table B 4-4 Segment 2 - Predicted Vibration Levels

Receptor	Speed (km/h)	Ground-borne Vibration (mm/s RMS)		Ground-borne Noise (dBA)		
		Predicted	MOEE Limit/Guideline	Predicted	FTA Limit/Guideline	Impact
R40	80	0.22	0.10	55	35	20

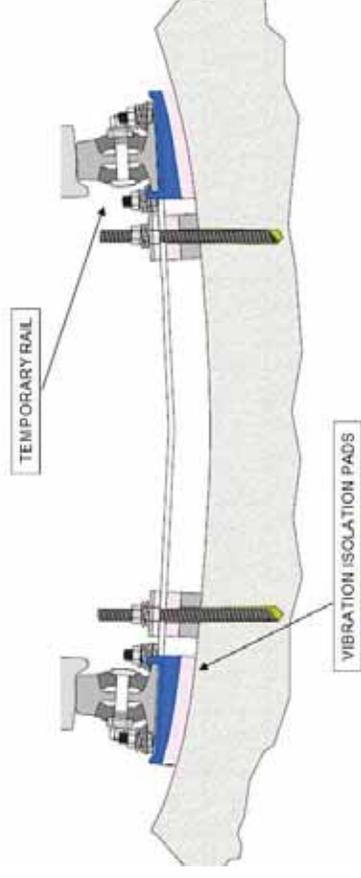
Table B 4-5 Segment 2 - Vibration Mitigation Recommendations

Receptor	Reduction Needed to control Ground-borne Vibration (dB)	Reduction Needed to control Ground-borne Noise (dB)	Indicative Mitigation Measures
R40	7	20	Floating slab track



Noise and Vibration - Vibration from Tunnelling

- Tunnels will be dug using two Tunnel Boring Machines (TBMs)
 - TBM passage transient, travelling approximately 10-15 meters per day
 - TBM vibration levels below limits for building damage, including heritage structures
- Excavated materials may be transported using temporary services trains or rubber-tired vehicles
 - Vibration levels will be reduced using solutions such as resilient fasteners and rubber tires
- On-going communication with local communities throughout construction



Resilient fastener diagram
Source: Crossrail



Noise and Vibration - Surface Segment

Trains

- Between the portal and Bantry Avenue, insignificant (1-2 dBA) sound level increases predicted for the surface segment
- With mitigation measures such as ballast mats, the vibration levels are predicted to meet or be lower than the applicable criteria.

Stationary Facilities (e.g., portal ventilation fan(s))

- With mitigation measures such as silencers on ventilation fans, no predicted sound and vibration level increases expected from stationary facilities.

Train Storage Facility (TSF)

- With mitigation measures such as noise barriers and moveable point frogs, the noise and vibration levels associated with the TSF are predicted to meet or be lower than the applicable criteria.
- A 5.5 m noise barrier will provide sound attenuation, security and visual screening to neighbouring properties



Example of ballast mat installation



Natural Environment - Vegetation Removal

- Vegetation removal will be reduced to the greatest extent possible and limited to the construction footprint.
- Tree and vegetation removal compensation will be provided in accordance with the Metrolinx Vegetation Guideline (2020).
- The Guideline includes compensation provisions with a landscape science-based approach that exceeds the requirements of applicable bylaws and regulations.
- Temporarily disturbed vegetated areas will be restored/re-vegetated.



Tree protection fence example.



Natural Environment - Species at Risk

- Along the tunnelled and surface segment, potential Barn Swallow and bat SAR habitat identified that may be impacted as a result of surface construction.
- Habitat presence will be confirmed via species-specific surveys prior to construction.
- No impacts anticipated to Redside dace, fish Species at Risk.
- All requirements of the *Endangered Species Act* will be met.



East Don River at Yonge Street Looking Downstream

What we've heard about the project

Tunnelling questions on:

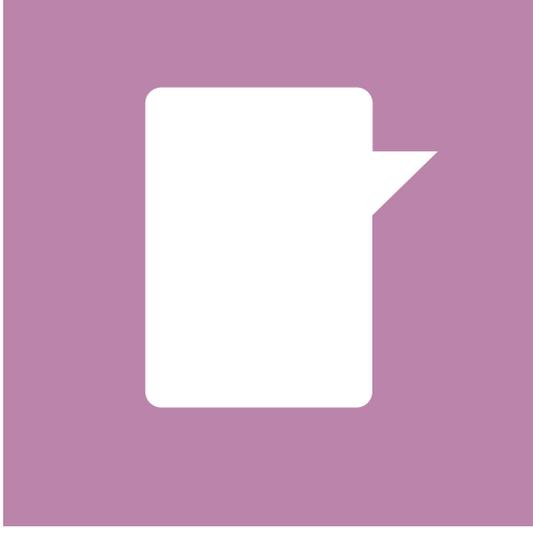
- Dimensions of the tunnels
- The depth of the tunnels below Pomona Creek

Infrastructure questions on:

- Emergency exit buildings

Property questions on:

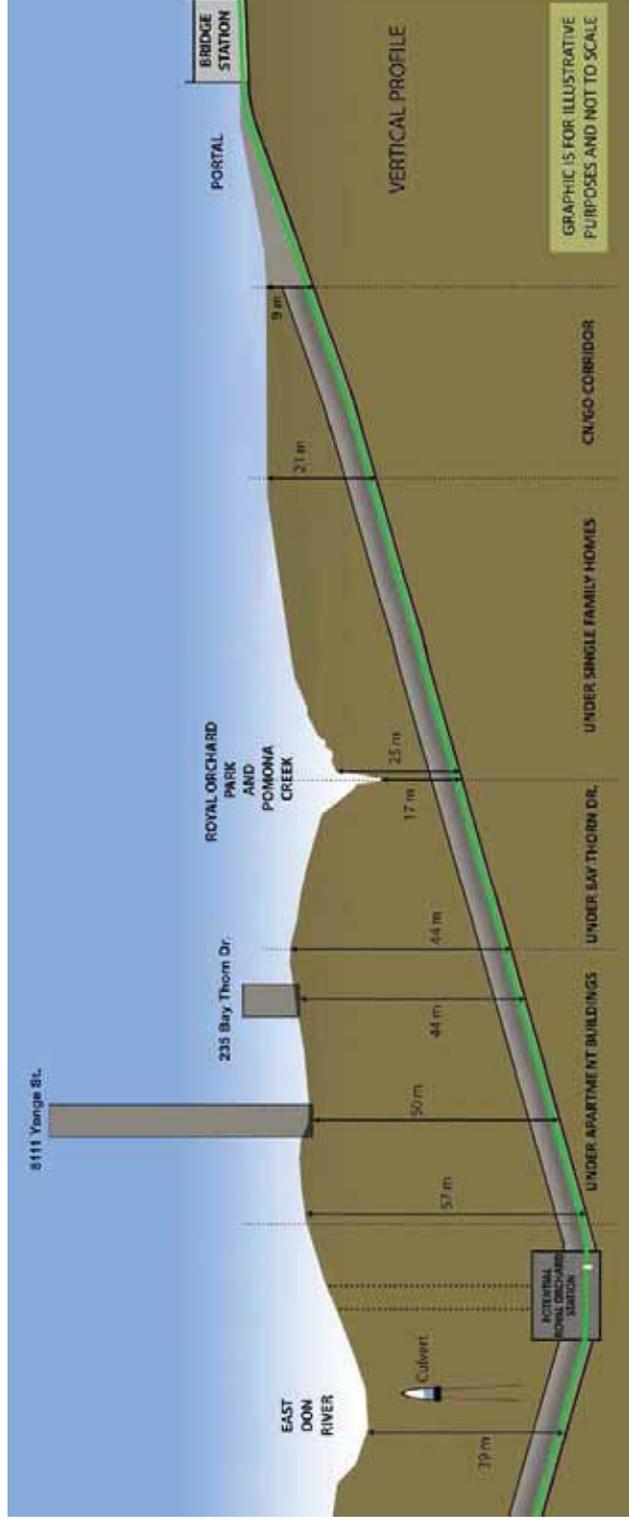
- Timelines and property notifications



Yonge North Subway Extension

Tunnel Dimensions and Depths in Royal Orchard

- Approximately 6 km of twin tunnels will extend from the existing Finch Station to the tunnel portal just south of Langstaff Road East.
- Tunnels will be 5.6 meters in diameter and 5.6 meters apart. The tunnel will be 17 meters deep below Pomona Creek and 21-26 meters deep below Royal Orchard Park.



Yonge North Subway Extension

Emergency Exit Buildings

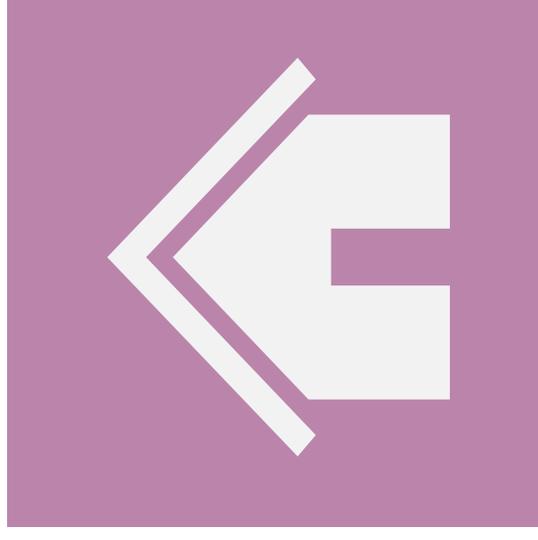
- Emergency exit buildings are single storey structures that are smaller than a house and can be designed in a variety of ways to fit the area around them. We will consult with the community on the look and feel of these buildings.
- Emergency exit buildings will be needed at various points along the 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.
- We are 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.



TTC Spadina Station Norman B. Gash House, designed to fit the surrounding neighbourhood

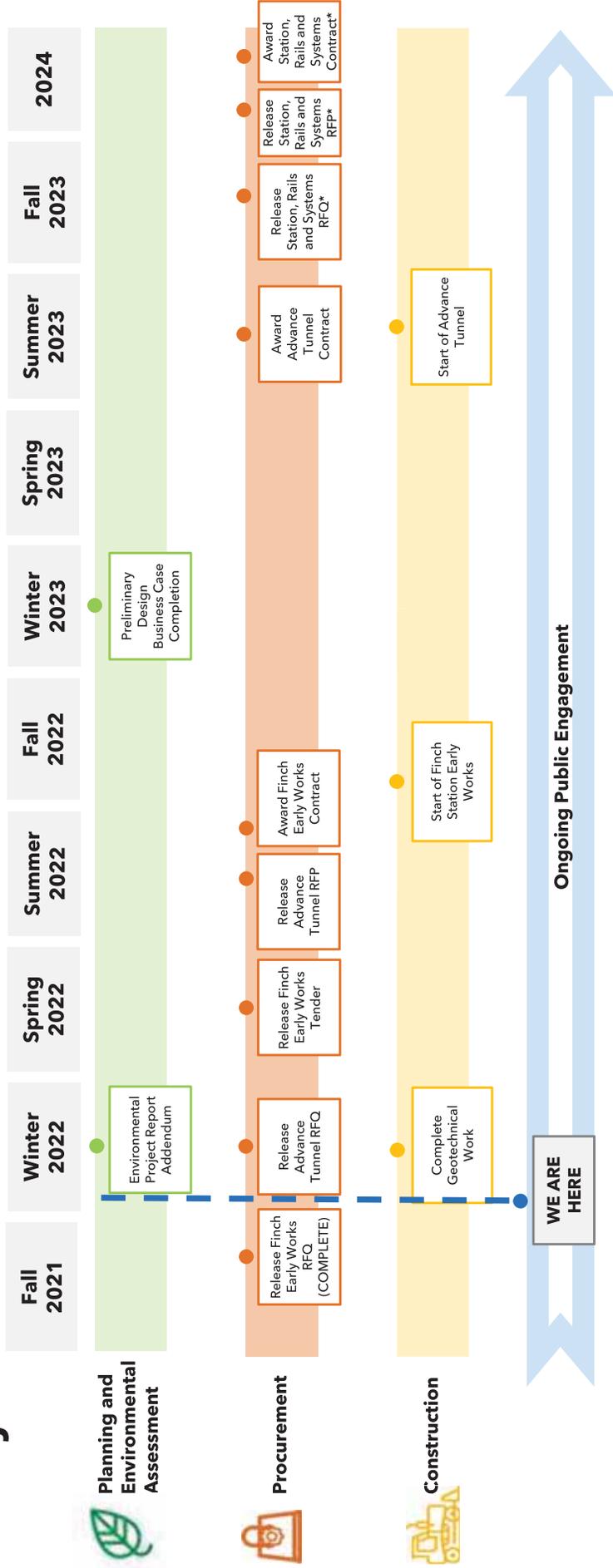
Property Requirement Notifications

- Property identified in the EPR Addendum study area received notifications. As designs are refined, some businesses and properties will be impacted to support the construction and delivery of the subway extension.
- Further assessments are being completed and final property requirements will be identified as project details are confirmed. Once completed, individual property owners will be contacted directly by a Metrolinx representative to discuss next steps.
- We are committed to providing clear, accurate information throughout this process, as early as possible.
- We will work closely with property owners to reach mutually beneficial agreements for any properties that are required to deliver this project.



Yonge North Subway Extension

Project Timeline

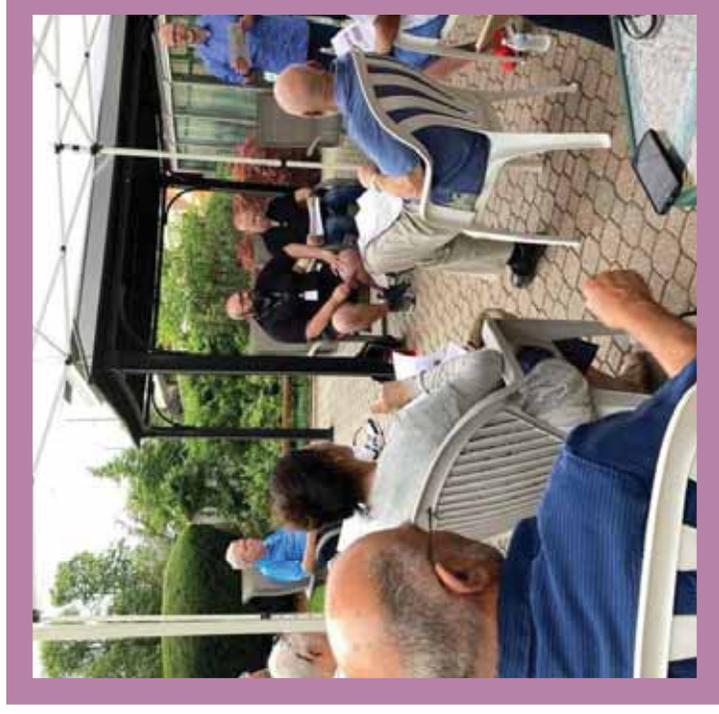


* Preliminary dates and subject to necessary approvals

Yonge North Subway Extension

Upcoming Engagement Opportunities

- Public review period for the EPR Addendum closes March 14
- Stay tuned for a virtual open house on Finch Early Works
- Pop-ups at community centers, libraries and transit hubs, canvassing businesses and community walks in neighbourhoods along the route are underway and continuing through the coming months.
- Upcoming community office near the northern end of the extension, staffed by the Community Engagement team
- Upcoming noise and vibration mitigation experiential program at the community office



Yonge North Subway Extension

Share your feedback!

Thank you for taking the time to learn more about the project.

There are multiple opportunities to make your voice heard on the EPR Addendum. 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](https://metrolinx.com/YongeSubwayExt)
- Participate online: MetrolinxEngage.com/YongeSubwayExt



Metrolinx Engage Ask-A-Question

 How many residential homes will be affected?

Anonymous

Mar 10, 2022 - 14:12

How many residential homes will be affected by these "minor sounds and vibrations" and how many times per day will they experience this?

 3  0

 Answer

Metrolinx

Apr 6, 2022 - 14:11

The findings of the updated environmental studies show that by using the proven solutions available, noise and vibration levels from subway operations will be so faint in the Royal Orchard community that they'll be very difficult to notice. By using modern subway technology available to us, levels of ground-borne vibration are predicted to be below 0.0.10 mm/s (millimetres per second), which is practically imperceptible to human senses. Ground-borne noise levels are predicted to be below 30dBA (weighted decibels are a unit of measurement that best reflects how sound is perceived by the human ear), which is comparable to an average whisper.

We will work with communities to ensure a comprehensive array of solutions are in place. As plans for the project are finalized, our design teams will have several tools to choose from to solve for noise and vibration while the extension is in service, including 'floating slab' track for the subway tunnels. This method has been proven to work on many subway lines around the world, including the recent western extension of TTC Line 1. It involves attaching the tracks to concrete slabs that 'float' above the subway tunnels on thick rubber pads that absorb vibration from passing trains. Near the train storage facility – where subway trains will be inspected, stored and cleaned while not in service – we can use noise barriers to block sounds coming from the existing railway corridor.

 0  0

Impact on surface traffic flow while tunnel digging is occurring

Anonymous

Mar 10, 2022 - 14:55

There is a lot of vehicle traffic on Baythorn Drive with people going to and from work in the mornings and late afternoon, including cars and school busses dropping off and picking up their children at Baythorn Public School. What measures are being taken with regard to surface traffic, especially when the tunnel digging is being done, so that access and egress from the school and residences along Baythorn Drive (including those on Normark Crescent and Glamis Place) is not adversely impacted by the construction vehicles/equipment that will undoubtedly be blocking surface roads and impeding traffic flow. We have to be able to get out of our own neighbourhood safely and without undue delay. A similar scenario will be taking place on Kirk Drive when there is tunnelling being done near St. Anthony CES.

Please also comment on the impact on traffic flow, north and south, on the portions of Yonge Street that will be impacted when the digging is being done on that stretch of this major roadway.

 2  0



Answer

Metrolinx

Apr 6, 2022 - 14:10

The tunnel boring machines will be assembled and lowered into the ground from the Langstaff Gateway area, south of Highway 407 and west of the CN Railway corridor. This area was selected because it is far away from homes and businesses and will limit the need for construction vehicles to travel through residential areas. The tunnel boring machines will remain underground until they reach just south of Cummer Avenue, where they will be removed and taken away.

We will be working on further project details through the detailed design phase. The traffic impacts are very specific to detailed design and construction staging, and we are continuing to refine those plans. Right now, it is too early to say what the specific localized impact and duration will be for traffic, but we will communicate that information as soon as plans are finalized.

To determine traffic management plans, we start with detailed modelling to look at the various options for construction staging to minimize disruption and analyze all elements of the transportation network before we move forward with recommendations. This analysis involves a thorough assessment, and we work very closely with the municipalities to get the necessary data to inform this work.

Communication is also an integral part of this work, and this project has a dedicated Community Engagement team that will be working with communities along the route throughout the project to communicate any traffic impacts. We will make sure communities get plenty of notice ahead of time using all available communications channels, and we'll use clear and highly visible signage to make driving, cycling or walking around construction areas as easy as possible. These plans will be brought forward to future community liaison committees for discussion.

 0  0

 You assert a commitment to mitigation measures.

Anonymous

Mar 10, 2022 - 19:14

How can you guarantee their success based only on predictions and modelling? Real world experience with floating slabs suggests they are not as successful as you maintain. Comparisons between York U and homes in the RO community are not apples to apples comparisons.

 1  0

 Answer

Metrolinx

Apr 6, 2022 - 14:12

The findings of the updated environmental studies show that by using the proven solutions available, noise and vibration levels from subway operations will be so faint in the Royal Orchard community that they'll be very difficult to notice. By using modern subway technology available to us, levels of ground-borne vibration are predicted to be below 0.0.10 mm/s (millimetres per second), which is practically imperceptible to human senses. Ground-borne noise levels are predicted to be below 30dBA (weighted decibels are a unit of measurement that best reflects how sound is perceived by the human ear), which is comparable to an average whisper.

We will work with communities to ensure a comprehensive array of solutions are in place to address noise or vibration impacts and to ensure designs are sensitive and respectful of our neighbours.

As plans for the project are finalized, our design teams will have several tools to choose from to solve for noise and vibration while the extension is in service, including 'floating slab' track for the subway tunnels. This method has been proven to work on many subway lines around the world, including the recent western extension of TTC's Line 1. It involves attaching the tracks to concrete slabs that 'float' above the subway tunnels on thick rubber pads that absorb vibration from passing trains. Near the train storage facility – where subway trains will be inspected, stored and cleaned while not in service – we can use noise barriers to block sounds coming from the existing railway corridor.

These are just two solutions in a wide array of proven technology available for the project, including resilient fasteners, ballast mats and devices called moveable point frogs that reduce the gap between rails that cross one another to help reduce noise and vibration from passing subway trains.

We will have more detailed information about the solutions we'll be putting in place as further design work is refined.

 0  0

 If under Yonge means minimal disruption street level.

Anonymous

Mar 10, 2022 - 19:29

Why not just stay under Yonge entirely?

 1  0



Answer

Metrolinx

Apr 6, 2022 - 14:13

Metrolinx refined the project plans from the original route to ensure the project can be built quickly and support regional growth plans while delivering the most possible benefits within the initial funding envelope of \$5.6 billion. Our planners considered a range of factors to make the subway extension as easy as possible to access, for a wide number of people.

Running the extension at ground level along the existing CN railway corridor means we can finish the project sooner and reduces the need for complex, time-consuming, and costly construction of tunnels and underground stations. It also means we limit the need for large, disruptive excavation sites for underground stations and exit buildings. This allows us to limit our property needs in areas of the surface-level segment of the route. Limiting construction work to areas that are more out of the way will also cut down on disruptions of hydro, natural gas, and water service as we bring you more transit.

This approach means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the original route, Metrolinx would only be able to build three stations.

If you'd like to learn more on the route, I encourage you to check out [past virtual open houses](#) from Dec. 16, 2021 and Jan. 5, 2022 that discuss the adjusted route in detail.

 0  0

Appendix I – Consultation Record

Appendix I.4 – General Public Communications

From: [York Region](#)
To:
Subject: Drill Markings at
Date: Tuesday, August 17, 2021 3:57:40 PM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Correspondence below.

From: York Region
Sent: August 10, 2021 10:21 AM
To:
Cc: York Region <YorkRegion@metrolinx.com>
Subject: RE: Drill Markings at

Good morning,

Thank you for your email and for your patience with this. Metrolinx contractors are now beginning some of the field investigations necessary to learn more about the make up of soil and rock in your area, including the amount and location of groundwater. These investigations are related to the initial planning and design work for the Yonge North Subway Extension. Crews are not expected to conduct work on your street until after August 17. When crews are in your area you may notice investigations in open maintenance holes and you can also expect to hear hammering sounds and diesel engines.

We understand that we are working in a residential area and we will do everything we can to minimize disruption. Work will start only after 9:00 a.m. and conclude by 3:30 every day. All crews will be in compliance with the Ontario Occupational Health and Safety Act and there will be regular safety inspections conducted as per all applicable regulations. A construction notice with more detailed information, along with more background on the project, is available here: <http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

Safety is critical to everything we do at Metrolinx. Signage will be in place throughout the work and traffic control personnel will be on site to keep traffic moving safely and efficiently. Any material collected (naturally occurring soil and water with no noticeable smell) will be kept in sealed storage drums and emptied regularly.

If you have any further concerns or questions, we can be reached any time at either YongeSubwayExt@Metrolinx.com or 416-202-7000 and we would be happy to meet with you at any point, either virtually or in person, to answer your questions.

Best,
Allie

From:

Sent: August 4, 2021 3:29 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Re: Drill Markings at

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Further to my previous email, I would like to request a Safety Plan related to the geotechnical work that is being pursued in front of my property. This drilling will generate impacts to my street that a safety plan needs to address:

- Spills.
- Noise & Vibration.
- Potential hazard gases from underground and equipment used.
- Traffic obstruction.
- Heavy equipment in a residential area.
- Drilling waste.

Again I look forward to your response. I can be contacted at .

On Wed, 4 Aug 2021 at 13:33, wrote:

I live at. Yesterday (August 3rd) workers from Wood PLC made drill markings outside my house. I understand that these markings are to support geotechnical field testing. I would like to know when the drilling will begin.

My son will be writing his final university exams (these exams are worth 50% of his final grade so this is high stakes) from August 9th to August 17th. I would be grateful if the drilling outside my house could take place **after** August 17th.

Please advise. I can be reached at. I look forward to your response.

From: [York Region](#)
To:
Subject: FW: SUBWAY EXTENSION
Date: Tuesday, August 17, 2021 3:57:11 PM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Another correspondence.

From: York Region
Sent: August 10, 2021 11:19 AM
To:
Subject: RE: SUBWAY EXTENSION

Hi

Thank you for getting in touch about the Yonge North Subway Extension. We understand you have questions about what the project will mean for your community as we bring major transit benefits to the Thornhill area. We're committed to answering your questions and being here for you through every stage of the project.

We are determined to make the subway extension the best possible fit for the communities it will serve, using noise and vibration solutions that are proven to work and based on modern industry standards, which have improved significantly since the first subway lines in the GTA were built many decades ago.

Our goal is to ensure there are no significant differences between the noise and vibration levels experienced today and those experienced when the extension is in service. The detailed studies we're doing now will help us make sure we put all the right noise and vibration solutions in place so that the neighbourhoods of Thornhill remain sought-after places to live.

The latest plans for the project will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, while minimizing the amount of tunneling needed. This means we can build a fourth station at Clark Avenue within the \$5.6 billion funding envelope. With the other routes that were studied, only three stations could be built.

The plans that are moving forward also bring as many as six major rapid transit lines together through a new station in the northern section of the route – tentatively referred to as Bridge Station. Placed on the existing railway corridor at surface level between the Highway 7 and Highway 407 corridors, Bridge Station will offer fast, easy transfers to downtown Toronto on Line 1, and act as a launchpad to explore the entire Greater Toronto and Hamilton Area through convenient connections to the regional transit network.

To learn more about the project, sign up for our e-newsletter and get the most up-to-date details, you can visit [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt). You can also submit questions and comments through our online forum on [Metrolinx Engage](https://www.metrolinx.com/Engage).

Please let me know if you have any further questions or concerns.

Best,
Allie

From: York Region
Sent: August 9, 2021 4:42 PM
To: _____
Subject: RE: SUBWAY EXTENSION

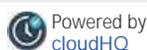
Hi,
Thank you for reaching out. I'm writing to let you know we are looking into comments and questions and will get back to you shortly. I appreciate your patience on this and look forward to getting back to you soon.

Best,
Allie

From:
Sent: August 5, 2021 7:46 PM
To: York Region <YorkRegion@metrolinx.com>; stopsubwayoption3@gmail.com
Subject: SUBWAY EXTENSION

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Stay On Yonge St. !!.. stay under the roadway of Yonge St. .. Don't buckle under to the Catholic Cemetery lobby .. no grave is going to be adversely affected now, or in the future .. maybe we should cater to the living .. save a neighbourhood the grief of future inconveniences and irreconcilable problems .. I also have difficulty accepting the claim that it is cheaper to go east vs. going a much shorter distance north under Yonge St. .. and maybe more importantly, why are we so obsessed with this subway proposal in its current format anyway ?.. in 10 - 15 years when it is finally built and functional, there will be in excess of a million new residents within its functional radius .. a single line subway's capacity will be overwhelmed, dysfunctional and outdated ?? .. , a Thornhill resident.



This e-mail is intended only for the person or entity to which it is addressed. If you received

From: [York Region](#)
To: [Dumbrell, Laura](#); [Furfurica, Silvia](#)
Subject: FW: Further Questions concerning routing of proposed Yonge North Subway Extension
Date: Thursday, August 26, 2021 3:38:57 PM
Attachments: [Metrolinx--August 9 2021_Final.docx](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: York Region
Sent: August 20, 2021 4:39 PM
To:
Subject: RE: Further Questions concerning routing of proposed Yonge North Subway Extension

Hi,
Thank you for your patience while we reviewed your follow-up questions. Attached please find a document with our responses.

Please let me know if you have any further questions and hope you have a great weekend.

Best,
Allie

From: York Region
Sent: August 9, 2021 5:38 PM
To: _____
Subject: RE: [Further Questions concerning routing of proposed Yonge North Subway Extension](#)

Hi,
Thank you for sharing our responses with your fellow residents and for passing along the follow-up questions. I'm writing to let you know that we have received your questions for August 9. We're working on responses to your questions and will get back to you soon.

Thanks very much,
Allie

From:

Metrolinx--Further Questions from Residents of —August 9, 2021.

Thank-you for your informative responses to our questions, which we received on July, in accordance with the policy of Metrolinx to respond to questions within 14 days. Your responses have raised further concerns with the Residents of the Gazebo. Please respond to our further questions listed below within 14 days as per the Metrolinx policy.

- 1. The residents have noticed orange markings on the east side of Yonge Street in the area of . The residents have also heard rumours that Metrolinx is considering a new proposed routing for the Yonge Subway Extension, which proceeds north on Yonge Street north of Royal Orchard Boulevard and then swings east to the CN tracks north of Baythorn Street through the park north of Baythorn Public School. Is this true and what can you advise us of this proposed new routing?**

The orange markings on the east side of Yonge Street are related to field investigations necessary to learn more about the make up of soil and rock in your area, including the amount and location of groundwater. These investigations are related to the initial planning and design work for the Yonge North Subway Extension and are not related to construction activities. This work will be performed only on the public roadway and the City-owned portions of the boulevards, with no impact to private property. More information about this work is available [here](#).

We are determined to make the project the best possible fit for the communities it will serve. That is why we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper, and under fewer homes, in the northern end of the extension.

The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits.

- 2. If this proposal is being considered at what point will the curve from north to east have to commence in order to avoid *“too sharp to reach to location of Bridge station and meet or exceed the most up-to-date regulations and design standards”* as was stated in answer #6 to our questions.**

As answered above, the precise route of the Yonge North Subway extension will evolve as planning work continues and we expect to have more detailed information in the coming months.

3. **If the new routing will take the subway on Yonge Street north of Royal Orchard Boulevard, will Metrolinx be adopting the former plans of TTC/YRT in 2012 by locating an Emergency Exit on the north-west corner of our property at XXX?**

As answered above in question 1, the precise route of the Yonge North Subway extension will evolve as planning work continues and we expect to have more detailed information in the coming months.

4. **In answer to our Question #5, Metrolinx stated, “*Emergency exit buildings are single storey structures that are much smaller than a house and can be designed in a variety of ways to fit the look and feel of the area around them.*” Could Metrolinx be more specific as to the dimensions of such an emergency exit building?**

As noted, emergency exit buildings are single storey structures that are designed to fit their environment. As a point of example, previously built emergency exit buildings in the Greater Toronto Area are about 50 square meters, or about 5m x 10m.

We will have more detailed information about the location and dimensions of emergency exit buildings in the coming months, as further design work is refined and we conduct and consult on environmental assessments.

5. **The TTC/YRT plan also proposed locating a Transformer on the north side of Baythorn Street at ground level in the vicinity of Wimpy’s restaurant. Is that also part of the change in routing to north of Royal Orchard and what would be the dimensions of the Transformer and its enclosure?**

As answered above in question 1, the precise route of the Yonge North Subway extension will evolve as planning work continues and we expect to have more detailed information in the coming months.

Sent: August 9, 2021 9:26 AM

To: York Region <YorkRegion@metrolinx.com>;

Subject: Further Questions concerning routing of proposed Yonge North Subway Extension

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Attention , August 9, 2021. Hi We received the answers from Metrolinx to the questions that our residents raised concerning the proposed routing of the Yonge Subway Extension. Our Task Force has posted those questions and answers on our bulletin board in the lobby so that our fellow residents can be informed about proposed changes to their community. Thank-you.

The answers from Metrolinx have elicited more questions from our residents (attached). Please provide written responses to these additional questions within the 14 day policy of Metrolinx so that our residents can be more fully informed. .

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: FW: Royal Orchard Geotechnical Drilling: Safety Plan requested
Date: Tuesday, August 17, 2021 3:55:11 PM

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From: York Region
Sent: August 17, 2021 3:20 PM
To:
Cc: Keith Irish Markham's Ward 1 Councillor <kirish@markham.ca>
Subject: RE: Royal Orchard Geotechnical Drilling: Safety Plan requested

Hi ,
Thank you for your email. We would be happy to chat with you to better understand your questions and concerns with the upcoming geotechnical field work. Is there a good time to call you to discuss this further, and is the number you provided the best place to reach you?

Best,
Allie

From:
Sent: August 16, 2021 5:56 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Keith Irish Markham's Ward 1 Councillor <kirish@markham.ca>
Subject: Re: Royal Orchard Geotechnical Drilling: Safety Plan requested

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

This is not the response I expected, but again very generic and not answering the questions asked and with no Safety Plan attached. The question on the alternative route was also not addressed. The drilling may be on public property but private property could be impacted (vibration) and residents/school staff and children WILL be impacted.

I have copied Keith Irish, our Ward 1 Markham City councillor, on this email trail as an FYI that we were unable to get the detailed information we requested. And as another FYI, I have Googled the web for Safety Plans that other engineering companies/other projects have made available online as PDFs (both in Canada and the U.S.). They do exist for other projects, so it's not clear why this project

doesn't warrant one, or if it does exist, why it can't be shared with residents.

On Mon, 16 Aug 2021 at 17:11, York Region <YorkRegion@metrolinx.com> wrote:

Hi,

Thank you for your email and follow up questions.

I want to clarify that the geotechnical field work that Metrolinx's contractor is performing is to investigate the soil and groundwater conditions and inform the planning and design stage for the Yonge North Subway Extension and is not related to construction activities. This work is necessary to help advance the design work for the project and give us a better understanding of the conditions in the area. The drilling sites were chosen because we anticipate they will produce the best soil samples for analysis and minimize impacts to the local community as much as possible. This work will be performed only on the public roadway, and the City-owned portions of the boulevards with no impact to private property.

You are correct that the open maintenance holes for this work will only be open while work is being performed during the field work hours. The holes will be capped and covered with an asphalt patch at the end of field work each day. The maintenance holes will be investigated as part of the utility survey, which is in addition to the geotechnical work.

As previously mentioned, safety is a critical priority for Metrolinx, and there will be regular safety inspections conducted to ensure compliance with all local and provincial safety regulations, including local bylaws. All crews will be in compliance with the Ontario Occupational Health and Safety Act and the work permit provided by the City of Markham. In regard to St. Anthony's, we are working closely with the school to ensure the safety of the school and daycare students and staff while this work is being conducted.

Since Wood is a subconsultant for Metrolinx, community concerns are handled by our Community Engagement team dedicated to the Yonge North Subway Extension project. Our team is available and happy answer any further questions or concerns you might have. We can be reached at either YongeSubwayExt@Metrolinx.com or 416-202-7000.

Best,
Allie

From:

Sent: August 13, 2021 4:04 PM

To: York Region <YorkRegion@metrolinx.com>

Cc:

Subject: Re: Royal Orchard Geotechnical Drilling: Safety Plan requested

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Hello ,

Thank you for your response to my email on the geotechnical drilling Safety Plan. However, my email had been sent to Mr. Nadarajah (copied on this email), as we understand he is the project manager/engineering analyst for the engineering company (Wood) performing the drilling under contract to Metrolinx. He should have a detailed and documented Safety Plan or Method of Procedure (for example, a PDF file available online or sent as an attachment when requested) that could be provided to residents, as per my email request. I was therefore quite surprised that Metrolinx responded on his behalf and didn't provide a specific Safety Plan document, but rather somewhat general information, although we do thank you for having provided the hours that the work will be undertaken. I also reviewed the online information that you referred to:

<http://www.metrolinx.com/en/greaterregion/projects/docs/ynse/YNSE-RoyalOrchard-Geotech-071521.pdf>

although your email provided much of the same information found in this file. This is not an official Safety Plan and doesn't answer all of our questions. **We request the official Safety Plan or Method of Procedure.**

Your email and the online PDF mentions '*you can also expect to hear hammering sounds and diesel engines*'. This is obvious but doesn't provide specifics on what **noise and vibration** levels can be expected, and how these compare to standards for noise and vibration levels in residential areas, such as ours. The Safety Plan should have this required information. The document notes that: '*Metrolinx will arrange for noise monitoring to confirm that the levels do not exceed municipal bylaws*'. Even if the levels don't exceed bylaw limits, how much greater will the noise be compared to 'normal' levels in the neighbourhood (with/without train passage)? Similarly, is vibration also being monitored? What vibration levels can residents expect (e.g. to underground basements) compared to present (with/without train passage)?

The Safety Plan should also be able to answer questions on **air quality impacts** as a result of the drilling. *Diesel engines* - what is the expected impact on the residential air quality and what are the expected levels of pollutants, compared to Ontario air quality standards? Is air quality monitoring being conducted at the sites in addition to noise monitoring? If not, why not? How can you keep pollutant levels at or below acceptable health limits (or required standards) without monitoring during the project (and monitoring prior to the project for baseline levels)? Construction vehicles should not be allowed to idle in the area, as per Markham's anti idling bylaw (no unnecessary idling beyond 3 mins). Idling construction truck engines generate unnecessary pollutants, both gas and particulate matter, that impact on residents', and school and daycare staff/students' health. Air pollutants are particularly harmful to the elderly and very young, who do reside in the neighbourhood and at the daycare. They also act to exacerbate cardiovascular and respiratory diseases that likely are suffered by at least some of those who will be in the immediate area of the drilling. The drills will I assume be operating on diesel engines and obviously can't be idled, so it will be important to know how much air pollution they as well as the vehicles' exhaust will be generating (particularly when the drilling at each hole will be 6+ hours per day, 5 days per week over 2-3 weeks).

Although we don't expect there are **hazardous gases** underground that could be released during the drilling, the Safety Plan must outline procedures on what to do if these are encountered. And how will you know if/when they are encountered? This relates back to air monitoring, as you need to be able to detect these gases (they could be odorless so 'smelling' is insufficient; carbon monoxide is a good example of an odorless gas).

I would also expect that the Plan would outline specifics for the **physical safety** of school and daycare staff and students (and their families, etc. who will pick up/drop off). The work hours appear to be based on when school starts and ends, which is good news to reduce traffic congestion and safety concerns, but how are recesses and lunch addressed? Again the Safety plan would incorporate this information, which we assume would have been discussed in full with St. Anthony's and its daycare staff.

Your email mentions '*open maintenance holes*'. The word 'open' is alarming, although I assume you mean they are open ONLY when the drilling is ongoing during the day? Again, I would expect the Safety Plan to provide further information/details on these holes, when they are 'open'. I assume they are closed off when the work ends for the day, otherwise this would be a significant safety hazard.

These are just a few of the questions that immediately come to mind. The detailed Safety Plan should be able to answer all of our questions (and more), and would clearly outline plans for the safety of all involved (including the workers).

Finally, you indicate that '*These investigations are related to the initial planning and design work for the Yonge North Subway Extension.*' Based on the virtual meetings and presentations by Metrolinx and Markham City Council that I and other residents attended a few months ago, our understanding was that Metrolinx would be investigating alternative routes that would not require tunnelling under the Royal Orchard homes, park and creek. Residents do NOT want a subway tunneling under their neighbourhood and both Markham and Vaughan City Councils voted to reject Metrolinx Option 3. We DO want a Yonge North subway, but this subway should continue north on Yonge toward Langstaff and NOT tunnel under our neighbourhood. If this requires additional \$, Metrolinx should be requesting these \$. This geotechnical drilling is one example of where dollars could be saved, both for Metrolinx and for taxpayers. It would be unnecessary if the subway continued north on Yonge, where geotechnical drilling has already been conducted.

Does Metrolinx have an update yet on a revised route that doesn't tunnel under the Royal Orchard neighbourhood?

Thank you,

On Tue, 10 Aug 2021 at 10:18, York Region <YorkRegion@metrolinx.com> wrote:

Good morning ,

Thank you for your email. In regards to the geotechnical work, Metrolinx contractors are now beginning some of the field investigations necessary to learn more about the make up of soil and rock in your area, including the amount and location of groundwater. These investigations are related to the initial planning and design work for the Yonge North Subway Extension. When crews are in your area you may notice investigations in open maintenance holes and you can also expect to hear hammering sounds and diesel engines.

We understand that we are working in a residential area and we will do everything we can to minimize disruption. Work will start only after 9:00 a.m. and conclude by 3:30 every day. All crews will be in compliance with the Ontario Occupational Health and Safety Act and there will be regular safety inspections conducted as per all applicable regulations. A construction notice with more detailed information, along with more background on the project, is available here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

Safety is critical to everything we do at Metrolinx. Signage will be in place throughout the work and traffic control personnel will be on site to keep traffic moving safely and efficiently. Any material collected (naturally occurring soil and water with no noticeable smell) will be kept in sealed storage drums and emptied regularly. We also have a dedicated community engagement team available to you for any concerns. We can be reached any time at either YongeSubwayExt@Metrolinx.com or 416-202-7000 and we would be happy to meet with you at any point, either virtually or in person, to answer your questions.

Best,

Allie

From:

Sent: August 9, 2021 3:18 PM

To:

Subject: Re: Royal Orchard Geotechnical Drilling: Safety Plan requested

CAUTION: External email. Please do not click on links/attachments unless you know the content

is genuine and safe.

Just a quick correction.

I should have added that Vaughan, as well as Markham, City Council voted against Option 3.

On Mon, 9 Aug 2021 at 15:12, wrote:

Hello, (email follow up to my voicemail left on Friday, August 6)

My husband and I are 32-year residents of the Markham/Thornhill Royal Orchard neighbourhood community. We were shocked last week when the 'Keep the Subway North on Yonge' Steering Committee advised that your company will be proceeding with geotechnical drilling at several locations in our neighbourhood, with work commencing later this month and completion in November 2021. As you are aware, this work is being done in support of Metrolinx Option 3, which proposes tunneling under the Royal Orchard community homes for the Yonge Street North subway extension.

Residents are strongly opposed to Metrolinx Option 3 and thus the upcoming geotechnical drilling. The City of Markham has voted against Option 3 and our Markham Ward 1 Councillor Keith Irish stands with the residents in their opposition to it (the 'Keep the Subway North on Yonge' Steering Committee is also co-chaired by Mr. Irish). Metrolinx has been asked by the City and the Steering Committee to investigate alternative routes, including the original proposed route that would keep the subway north under Yonge Street and not tunnel under any homes. We therefore deem the drilling in our neighbourhood to be completely unnecessary at this time, and clearly a waste of taxpayers' money if (when) an alternative route is found.

However, as the drilling is apparently proceeding, it will negatively impact residents. We therefore request that a Safety Plan be provided for the upcoming drilling activities. This plan should include how the following will be addressed:

- Spills.

- Noise & Vibration (e.g. from hammering and diesel engines). What DB levels should be expected and how do these compare to standards?

- Potential hazardous gases from underground and equipment used. What will the impact be on AIR QUALITY and human health of residents and St. Anthony's school and daycare children (especially to those who suffer from respiratory illnesses, cardiovascular disease and those such as myself who are allergic to diesel fumes)? Will air quality monitoring be undertaken to ensure that air quality remains within specific limits to meet Ambient Air Quality Standards? Markham has a by-law prohibiting unnecessary idling of vehicles (max 3 minutes). All construction trucks/vehicles associated with the drilling will need to adhere to this by-law.

- **Traffic obstruction and traffic control.**
- **Heavy equipment in a residential area.**

We have a particular concern with the drilling being conducted on Kirk Drive near St. Anthony's School. This is an extremely busy traffic area in the morning and afternoon, with school buses and parents/friends, etc. driving to/parking in the area for drop off and pickup of students. In addition, we are concerned at ALL drilling sites for the safety of the students with/without guardians who walk to/from the school (as well as residents such as myself on their daily walks). If the need should arise, we question if emergency vehicles such as fire trucks and ambulances will be able to quickly navigate through the residential streets where drilling is being conducted.

- **Drilling waste.**

Your company should also provide proof that all workers have appropriate safety training under the Occupational Health and Safety Act.

Finally, please advise what hours and days of the week the drilling will be conducted, and if the drilling is also conducted on 'rain' days.

Thank you,

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From: [York Region](#)
To:
Subject: FW: Safety Plan for Borehole Drilling on Banquo Road
Date: Tuesday, August 17, 2021 3:55:47 PM

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Another correspondence below.

From: York Region
Sent: August 17, 2021 10:16 AM
To:
Cc: kirish@markham.ca
Subject: RE: Safety Plan for Borehole Drilling on Banquo Road

Good morning

I want to clarify that the geotechnical field work that Metrolinx's contractor is performing is to investigate the soil and groundwater conditions and inform the planning and design stage for the Yonge North Subway Extension and is not related to construction activities. These field investigations are necessary to learn more about the make up of soil and rock in your area, including the amount and location of groundwater. This work will be performed only on the public roadway and the City-owned portions of the boulevards, with no impact to private property.

Safety is critical to everything we do at Metrolinx. Signage will be in place throughout the work and traffic control personnel will be on site to keep traffic moving safely and efficiently. Any material collected (naturally occurring soil and water with no noticeable smell) will be kept in sealed storage drums and emptied regularly.

We understand that we are working in a residential area and we will do everything we can to minimize disruption. Work will start only after 9:00 a.m. and conclude by 3:30 p.m. every day. All crews will be in compliance with the Ontario Occupational Health and Safety Act and the work permit provided by the City of Markham. There will be regular safety inspections conducted as per all applicable regulations. A construction notice with more detailed information, along with more background on the project, is available here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

If you have any further concerns or questions, we can be reached any time at either YongeSubwayExt@Metrolinx.com or 416-202-7000 and we would be happy to meet with you at any point, either virtually or in person, to answer your questions.

Best,
Allie

From:

Sent: August 17, 2021 8:49 AM

To:

Cc: kirish@markham.ca; York Region <YorkRegion@metrolinx.com>

Subject: Safety Plan for Borehole Drilling on Banquo Road

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Dear

We are writing to express our very serious concerns regarding the proposed drilling activities scheduled to take place on Banquo Road commencing Monday, August 23, 2021, and ask that you, in your capacity as Project Manager, provide a written, formal safety plan for the proposed drilling activities.

In particular, we wish to know what safety assurances you are providing regarding the safe disposal of drilling waste and, of even greater concern, potential spills and emissions of gas, hazardous materials, toxic and non-toxic substances.

Additionally, we want to know the management plan for traffic safety and containment of noise and vibration levels. Covid is still with us and how can we be assured that the drilling will not impede people's concentration and ability to work and learn from home? The noise factor is also concerning for household pets and is clearly a stress factor for our dog, whose highly acute sense of hearing foretells of an impending storm well before its arrival. What anxiety alleviation proposal plan is, therefore, in place for both her and our fellow residents--regardless of age or whether they have two legs or four--as a result of the boring?

Furthermore, what safety guardrails and precautionary systems will be in place to protect the many neighbourhood walkers, including dog walkers, as well as parents/grandparents with babies in their strollers and often accompanied by other siblings, from exposure to dangerous equipment?

Finally, in the event of spills/emissions or any damage whatsoever sustained as a result of the proposed digging, what recourse is available to homeowners for fair and equitable compensation?

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From: [York Region](#)
To:
Subject: RE: Metrolinx YNSE Early Works: Drilling activities
Date: Wednesday, August 18, 2021 12:55:27 PM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

Thank you for your email. As you note, Metrolinx contractors are now beginning some of the field investigations necessary to learn more about the make up of soil and rock in your area, including the amount and location of groundwater. These investigations are related to the initial planning and design work for the Yonge North Subway Extension, and will help make the subway extension the best possible fit for the communities it will serve. This work will be performed only on the public roadway and the City-owned portions of the boulevards, with no impact to private property.

Safety is critical to everything we do at Metrolinx. Signage will be in place throughout the work and traffic control personnel will be on site to keep traffic moving safely and efficiently. Any material collected (naturally occurring soil and water with no noticeable smell) will be kept in sealed storage drums and emptied regularly.

We understand that we are working in a residential area and we will do everything we can to minimize disruption. Work will start only after 9:00 a.m. and conclude by 3:30 every day. All crews will be in compliance with the Ontario Occupational Health and Safety Act and the work permit provided by the City of Markham. There will be regular safety inspections conducted as per all applicable regulations. A construction notice with more detailed information, along with more background on the project, is available here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

If you have any further concerns or questions, we can be reached any time at either YongeSubwayExt@Metrolinx.com or 416-202-7000 and we would be happy to meet with you at any point, either virtually or in person, to answer your questions.

Best,
Allie

From:
Sent: August 18, 2021 11:08 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Metrolinx YNSE Early Works: Drilling activities

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Dear James Francis,

Attn: James Francis, Manager of Environmental Programs and Assessment at Metrolinx

My name is , I'm the resident and homeowner of . Along with several of my tax paying, voting neighbours; I share many concerns as to Metrolinx's callous considerations of Option 3 in our neighbourhood.

Could you please forward me your sub contractors Safety Plan and/or Method of Procedure for proposed drilling activities.

I am very concerned that this drilling will generate impacts to my surrounding area, and would like confirmation that the following be addressed:

- Spills.
- Noise & Vibration (typical noise from the drilling work is hammering and diesel engines).
- Potential hazard gases from underground and equipment used.
- Traffic obstruction.
- Heavy equipment in a residential area.
- Drilling waste.

Thank you.

Kind regards,

Cell:

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From: [York Region](#)
To:
Subject: FW: YNSE - Metrolinx Outstanding response to Questions
Date: Thursday, August 26, 2021 3:41:06 PM
Attachments:

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From: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Sent: August 20, 2021 11:48 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: FW: YNSE - Metrolinx Outstanding response to Questions

For CRM/tracking. Thanks for your work on this, everyone!
Leona

From: Leona Hollingsworth
Sent: August-20-21 11:18 AM
To:
Cc: Mayor Scarpitti <MayorScarpitti@markham.ca>; Councillor, Keith Irish - Markham <KIrish@markham.ca>; Rajesh Khetarpal <Rajesh.Khetarpal@metrolinx.com>; Stephen Collins <Stephen.Collins@metrolinx.com>
Subject: RE: YNSE - Metrolinx Outstanding response to Questions

Good morning. Thank you, we did receive your revisions. It has taken us some time to go through them internally to compare the two documents to determine the changes. As some of the suggested additions are outside of the intended scope of the document, it may be worth further discussion at a future CLC? We'd like to suggest some dates for early fall and will follow up in the next few weeks to confirm.

Please find attached responses to your outstanding questions.

Leona

Leona Hollingsworth (She/Her)
Director (A), Community Engagement
Metrolinx
416-202-3349 c: 647-203-7549
leona.hollingsworth@metrolinx.com

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Questions

2. When does Metrolinx expect to have information on emergency exits available? What are the minimum and maximum spacing requirements for each of these facilities? How many of each of these structures are expected in the Royal Orchard Community? Can you please provide photos on what these could look like as a surface feature and provide an approximate size for each. As noted above, please forward a copy of the full set of reference plans.

We will have more detailed information about the location of emergency exit buildings in coming months, as further design work is refined and we conduct and consult on environmental assessments.

6. What is the current and future number of passengers that would transfer between the proposed Bridge Station and Bridge bus terminal and between Bridge Station and the GO Rail Service.

The number of weekday daily bus transfers to Bridge Station are 12,000 and can be found in Table 19 of the Initial Business Case. Bridge Station's specific ridership projections will be included in our forthcoming Preliminary Design Business Case, which we expect to finalize in the months to come.

8. What is the desired minimum horizontal curve radius. Is it 600 metres? What is the desired maximum vertical grade in the TTC DM? Is it 2.5 percent? Also, what is the minimum/ maximum percent vertical grade range (plus/minus) of the proposed tunnel between the Don River at Yonge Street and Pomona River, between the Pomona River to Saint Anthony School, between Saint Anthony School to the south limit of the cemetery, between the south limit of the cemetery to the subway portal north of the cemetery, between the subway portal to the south limit of the Bridge station. Also, please provide the elevations at each of these reference points. Also provide the height between the track and surface level at each of the reference points noted above. Please contact me to get any clarification of this or any other requests.

The route options explored for Yonge North Subway Extension used 300 metres as the minimum horizontal curve radius.

We will have more information to share about details like the precise route of the subway and tunnel designs as we complete further planning and design work for the project, which will be informed by upcoming geotechnical investigations.

9. Is there compensation for home owners where a property does not need to be acquired but the ground-borne vibration is 0.10 mm/s or higher or the ground-borne noise is 35 dBA or higher? This is not a question about what noise and vibration might be expected but rather a question on what happens if the above noise and vibration standards are not met.

Noise and vibration levels are not expected to exceed the standards as the subway will be designed to keep ground-borne noise and vibration within the established limits. When it comes to minimizing noise caused by trains traveling through the tunnels (ground borne noise and vibration), Metrolinx will adhere to the guideline limit of 35 dBA (a unit of measurement that best reflects how sound is perceived by the human

ear) for ground-borne noise. This is roughly the same level of sound you could expect in a library.

Metrolinx is confident that these levels are very achievable based on rigorous noise and vibration assessments and the effectiveness of readily available mitigation technology that has been successfully implemented on other similar subway projects within the GTHA. In the unlikely event that noise and/or vibration exceed the criteria, Metrolinx would investigate the issue and implement additional mitigation solutions to adhere to the guideline limits.

13. Will the surrounding area lands between the tunnel portal to Bridge Station be regraded or is a retaining wall being proposed to address the grade differential?

We're working to confirm those details as we make progress on planning and design of the project. We expect to have more information to share when the preliminary design phase of the business case is finalized.

Our aim is to minimize the amount of land required for subway infrastructure and operations. We are studying the potential of using retaining walls in the portal and tunnel boring machine launch shaft area as a way to achieve this.

15. What is the month and year that Metrolinx expects to communicate with affected property owners? Is Metrolinx indicating, as noted above, that property owners who wish to sell their property before this date will not be compensated for loss in property value due to the proximity to the proposed subway line? Real Estate agents in the area advised that property values decrease when in close proximity to an undesirable land use such as a subway tunnel. What is Metrolinx current policy or guidelines on what it considers to be 'impacted properties?'

We are working to identify impacted properties as we look at how we can further refine the route of the subway so that it goes even deeper underground and under fewer homes in the Royal Orchard community. We understand that residents want information about potential property impacts and we will reach out to those property owners at the earliest opportunity.

We have a transparent and unbiased process in place to determine fair market value through any required negotiations. Metrolinx 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 a property owner wishes to complete their own appraisal to determine or confirm fair market value, Metrolinx can offer compensation for that.

16. Aside from expropriation, what criteria or measurement will be used or has been used on other Metrolinx projects to compensate impacted homeowners? If a homeowner experiences noise and or vibration or other negative impacts due to the subway, what triggers the review and compensation, is it influenced by distance or zones, what is considered acceptable mitigation? Just ask yourself, if you owned a house and a subway was going underneath or be

impacted by it, what would you want to know and would you be willing to wait until studies are undertaken in the distant future.

The standards are intended to minimize and limit the impacts on residences from noise and vibration. As per question 9, if noise and vibration levels are expected to exceed the noise and vibration guidelines, we put additional solutions in place to bring them back down below those limits.

19. Does Metrolinx possess information and reports which reviewed noise and vibration before and after on other subway projects and if so, would ask that they share this information. If the information does not exist, how can Metrolinx claim that noise and vibration will not impact residents. What type of transit vehicles are being used in the comparative review, subway (as what is proposed for Yonge North) or lighter vehicles like an LRT or other?

Preliminary Noise and Vibration modelling was completed and presented at the June 17 Royal Orchard Community Liaison Committee. As part of our studies, we determined that with mitigation, the sound levels are predicted to range **up to 29 dBA** for ground-borne noise and **up to 0.05 mm/s** for ground-borne vibration. The examples used in the comparative review are based on subway vehicles. It's important to note that the subway trains that will travel along the Yonge North Subway Extension will be the same trains that are used on Line 1.

We have offered and would be happy to facilitate a tour of the York University Schulich building for any interested members of the Royal Orchard Community Liaison Committee to experience noise and vibration mitigation in action.

21. RT: Was the Archdiocese or persons(s) or organizations who have property interests consulted regarding the proposed subway alignment off of Yonge Street prior to business case going public? If yes, why was the Royal Orchard Community not consulted?

MX Answer: No, Metrolinx did not consult with Holy Cross Cemetery or the Archdiocese of Toronto prior to the completion of the IBC, the supplemental analysis, or the public release of the IBC.

Rebuttal: Metrolinx did not fully respond to the question and only spoke about the Holy Cross Cemetery and Archdiocese. Metrolinx took this project over from the TTC and York Region and associated agencies and partners. Did Metrolinx or other agencies involved with the subway project consult with person(s) or organizations who have property interests regarding the proposed subway alignment off of Yonge Street (Option 3) prior to the IBC and supplementary analysis going public?

During the development of the Initial Business Case, Metrolinx engaged and consulted staff from MTO, municipalities, York Region, TTC, 407ETR and CN. There were no specific consultations on the project with other stakeholders on the Initial Business Case or the alignment options considered prior to the public announcement in March 2021.

The plans we released in the Initial Business Case provide recommendations that are backed by evidence to make sure the proposal we've brought forward for consultation is something we can confidently deliver.

Our goal is to ensure we bring transit to the most people while limiting impacts on homes, businesses and communities as a whole. Once we identify the path a transit line will take, we're able to then target our outreach to start discussing any impacts and how we'll solve for them. That's what we're doing now, and there will be many, many more discussions as we move forward together on this important project.

From:**Sent:** August-19-21 11:06 AM**To:** Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>**Cc:** Mayor Scarpitti <MayorScarpitti@markham.ca>; Councillor, Keith Irish - Markham <KIrish@markham.ca>; Rajesh Khetarpal <Rajesh.Khetarpal@metrolinx.com>; Stephen Collins <Stephen.Collins@metrolinx.com>**Subject:** RE: YNSE - Metrolinx Outstanding response to Questions

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Hi Leona,

This is to follow up on the items that we communicated about last month and hopefully get an update from Metrolinx.

Comments on the revised Community Liaison Committee Terms of Reference was submitted to Metrolinx. Can you please confirm that you have received it as there has been no acknowledgement. Can you also advise when the next meeting is to be scheduled.

Email was sent to Steve Collins and I have not heard back when a meeting can be scheduled. I have copied in Steve as a reminder.

As noted below, I had submitted 5 documents which summarized a series of outstanding questions regarding the project. Many of these questions date back to April. I am also aware that some of the work has been completed like the review of an alternative route that doesn't involve tunneling under existing homes. Would appreciate some answers.

Thanks,

Sent from [Mail](#) for Windows

From:**Sent:** July 21, 2021 9:36 AM**To:** [Leona Hollingsworth](#)**Cc:** [Councillor, Keith Irish - Markham](#)**Subject:** RE: YNSE - Metrolinx Outstanding response to Questions

Hi Leona,

Thanks for getting back to me and sending the revised CLC Terms of Reference. I will get back to you to advise if we have any further comments.

I will contact Steve Collins directly to set up a call.

With respect to the outstanding questions, I have had very limited success in getting a time frame and eventual wholesome response to outstanding questions from Metrolinx in the past. Metrolinx earlier indicated that they should and will improve but without success. As noted earlier, many questions date back to April and some have not been answered at all and others I have provided suggestions on what can be shared even if Metrolinx does not have all the supporting data. Further, as discussed with Metrolinx earlier, the answers from Metrolinx be provided when obtained rather than waiting and consolidating the responses. I would appreciate your follow up on this matter and looking forward to a positive change.

Lastly, your reference to is respectful and appreciated but please call me.

Thanks,

Sent from [Mail](#) for Windows 10

From: [Leona Hollingsworth](#)

Sent: July 20, 2021 11:07 PM

To:

Cc: [Councillor, Keith Irish - Markham](#)

Subject: RE: YNSE - Metrolinx Outstanding response to Questions

Good evening, . Please find an updated Terms of Reference attached, I hope this addresses some of the concerns but perhaps we can speak through it if there are questions or if anything doesn't look right to you?

I have to apologize, I misunderstood the request to speak to Stephen and thought you wanted to reach out separately. I should be able to get something set up very quickly. Is there a time of day that is best for you during the week?

On the last point, we have been working through the outstanding questions and I hope to be able to consolidate with Azim on his return from vacation tomorrow. I'll ask him to follow up with you to share status and next steps on those you've been waiting for.

Have a nice evening. Please feel free to call any time if there is anything else I can follow up on.

Leona

Leona Hollingsworth (She/Her)

Director (A), Community Engagement

Metrolinx

416-202-3349 c: 647-203-7549

leona.hollingsworth@metrolinx.com

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From:

Sent: July-20-21 9:36 PM

To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>

Cc: Councillor, Keith Irish - Markham <KIrish@markham.ca>

Subject: RE: YNSE - Metrolinx Outstanding response to Questions

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Hi Leona,

As a follow up to our discussion last week, can you please provide an update on the following:

1. Revised Terms of Reference was scheduled to be provided to CLC members Friday last week.
2. Leona to find out status and completion date of the review of two alternative route options (one that does not travel underneath community and revised Option 3). Also, set up a call between Steve Collins and Rick to discuss further.
3. Provide status and timing of the remaining outstanding questions as several items are outstanding since April.

Thanks,

Sent from [Mail](#) for Windows 10

From:

Sent: July 15, 2021 1:13 PM

To: leona.hollingsworth@metrolinx.com <leona.hollingsworth@metrolinx.com>

Subject: FW: YNSE - Metrolinx Outstanding response to Questions

Info as requested. Outstanding questions.

Sent from [Mail](#) for Windows 10

From:

Sent: June 9, 2021 10:00 PM

To: [York Region](#)

Subject: YNSE - Metrolinx Outstanding response to Questions

Hi,

Attached are 5 documents of which four contain outstanding responses to my earlier questions. As we have discussed several times before, I am still getting vague and inadequate responses answers from Metrolinx to many questions. I know the information is available but yet it wont be shared. It is frustrating and counter productive for both parties and it has not been corrected. I trust that you will ensure that I receive adequate responses from this point forward.

I am providing these files in Word and not PDF to make responses easier for Metrolinx and avoid formatting adjustments. I hope Metrolinx responses will follow the same document format.

Again, if you have questions or concerns please contact me.

Sent from [Mail](#) for Windows 10

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From: [York Region](#)
To:
Subject: FW: Geotechnical drilling on BAYTHORN for Yonge Subway?????
Date: Wednesday, November 17, 2021 9:59:57 AM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From:
Sent: November 9, 2021 12:07 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Keith Irish Markham's Ward 1 Councillor <kirish@markham.ca>
Subject: Re: Geotechnical drilling on BAYTHORN for Yonge Subway?????

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Thank you for your response. Actually none of this work is 'necessary' for a proposed subway route that would tunnel under our neighbourhood.

I don't know when the noise ceased yesterday. After I emailed Metrolinx yesterday, I decided to escape the noise by leaving my home/taking an unplanned drive/shopping, and didn't return until about 2:30 as I know the Metrolinx work is wrapped up for the day by then. After 32 years in our residence and retired for 5 years after a 37 year professional career, it's a shame I couldn't enjoy much of the day in my own front or back yard, even if part of it is gardening 'work'. Fortunately, there's no sign of any activity at the Baythorn/Donalbain location this morning and I've been enjoying the outside since 8:30. But it's just a matter of time before the drilling starts. It's not quite as nice a day as yesterday with sun and mild temperatures (18C for a high), but given this is Nov 9, it's still a very nice day.

I realize it's just a matter of time until the drilling does start at this location, when I know that noise (based on that from your other drilling sites) WILL exceed my expectations of an acceptable noise level in the vicinity of our home. Besides the noise of course, there's the ongoing diesel fume pollution (particulate matter in particular) which is also not welcome and is a health concern for anyone outdoors near the pollution site. Thus leave your home or stay indoors seem to be the best options for taxpaying residents.

Metrolinx of course continues NOT to listen to residents, City Councils, local MP and MPP who ALL object to this route/Option 3 to tunnel under our neighbourhood (streets, homes, ravine, etc.).

The message continues to be simple:
KEEP THE SUBWAY ON YONGE.

On Tue, 9 Nov 2021 at 10:42, York Region <YorkRegion@metrolinx.com> wrote:

Good morning

Thank you for your message. I am sorry that you experienced the level of disruption you have described below. The noise you are referencing is from the hydrovac equipment, and is used to daylight the borehole to the depth of the sewers to make sure they are not at the borehole location. It is necessary to make sure we do not drill through a sewer. This usually takes about half a day for each borehole.

Please let us know if you are still experiencing this sound level, as it should have ceased near your location partway through yesterday. We will continue to monitor and ensure that there is no disruption that exceeds expectations.

Thank you,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From:

Sent: November-08-21 10:51 AM

To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>

Cc: Keith Irish Markham's Ward 1 Councillor <kirish@markham.ca>; York Region <YorkRegion@metrolinx.com>

Subject: Re: Geotechnical drilling on BAYTHORN for Yonge Subway?????

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Further to the info in the trail below which said that as of that date no residents on Shieldmark had complained about noise of geotechnical drilling.

This is a **complaint** for the work that is now being done at the corner of Baythorn/Donalbain. The drilling hasn't yet started, it's some kind of a vacuuming process.

This is a beautiful day, I have to work outdoors in the garden and the noise is such at my home

that the noise is at an UNACCEPTABLE level to work outdoors. I'm assuming it will not be continuous but it has been for at least the past 20 min.

I'm in the house at the moment and the noise is still UNACCEPTABLE.

Absolutely disgusted by this ongoing, unnecessary drilling.

KEEP THE SUBWAY ON YONGE.

On Fri, 10 Sept 2021 at 17:50, Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com> wrote:

Hello. We understand the community has concerns, and appreciate that there are outstanding questions. We'll continue to share information, we are available and will act quickly to mitigate any impact of this investigative work.

The July notice was just the first one provided to residents about this geotechnical work, but that start was delayed in order to fully complete the One Call markings. Our community engagement team has been out in the Royal Orchard neighbourhood the past two weeks to deliver updated notices to residents regarding this work, and notices were delivered to Donalbain Crescent last week. The September notice can be found [here](#).

As always, please continue to feel free to reach out me or to our community engagement team any time: YongeSubwayExt@Metrolinx.com or 416-202-7000.

Have a nice weekend.

Leona

From:

Sent: September-10-21 12:12 AM

To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>

Cc: Keith Irish Markham's Ward 1 Councillor <kirish@markham.ca>; York Region <YorkRegion@metrolinx.com>

Subject: Re: Geotechnical drilling on BAYTHORN for Yonge Subway?????

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Thanks for your response Leona. The markings and labelling are specific for where the holes will be drilled. And there about 6 or 7 holes to be drilled along Baythorn from Yonge east towards the ravine (I saw additional ones this morning closer to Yonge). I am familiar with the 'standard' markings for water, etc. lines and some of these are also shown in addition to the numbered borehole markings.

You have indicated that the extension should be the best possible fit for the communities it serves. This is clearly NOT the best fit for OUR community that was established in the late 1960s. And the NEW community has yet to be established but will not be impacted by tunnelling under their homes?

Going deeper under fewer homes is still not acceptable to the residents (and neighbourhood) that would be impacted. The acceptable solution remains a route that does not tunnel under ANY homes.

I am also familiar with the Metrolinx update sites....but it is now September and I don't see any news specific to the drilling (it may be on another part of the site that I missed). The last update from these links dates to mid-July?

We are not looking forward to the disruptive fall.

On Thu, Sep 9, 2021, 10:00 PM Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com> wrote:

Good evening. The geotechnical drilling on Baythorn, as in the rest of the neighbourhood, will investigate conditions to inform the planning and design for the Yonge North Subway Extension. It is not related to construction activities. The samples we collect from drilling in this general area will help us learn more about the makeup of the soil and rock and the amount and location of groundwater. We are determined to make the Yonge North Subway Extension the best possible fit for the communities it will serve, and we are actively exploring refinements and improvements to our initial designs. Specifically, we're looking at how we can go even deeper, and under fewer homes, in the northern end of the extension.

The precise route will evolve as planning continues and we expect to have more detailed information in the coming months, informed by this early investigative work. The markings you've noticed represent the locates for buried infrastructure (the water, gas, phone/internet lines). Those markings will assist crews on site to ensure no interaction with our drilling equipment. We expect work to begin on Baythorn Drive at the end of September, and to be complete by the end of November.

We understand that the community wants to know what is going on, and we are committed to keeping you informed. You may be interested in exploring more of the background on this project [here](#), and we also share regular updates via our newsletter, [here](#).

Please continue to feel free to reach out me or to our community engagement team any time: YongeSubwayExt@Metrolinx.com or 416-202-7000.

Thank you,
Leona

Leona Hollingsworth (She/Her)

Director (A), Community Engagement
Metrolinx
416-202-3349 c: 647-203-7549
leona.hollingsworth@metrolinx.com

Get the latest news on what's happening in your community, [subscribe!](#)

From:

Sent: September-08-21 1:00 PM

To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>

Cc: KIrish@markham.ca; York Region <YorkRegion@metrolinx.com>

Subject: Geotechnical drilling on BAYTHORN for Yonge Subway?????

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Well, I must admit I was surprised (shocked, extremely upset) yet again by Metrolinx. When I was on my walk this morning, I noticed that Baythorn St. now has about 4 geotechnical drilling locations marked on the south side of the street, from close to Donalbain (I'm 2 houses south on Donalbain) and east across from Baythorn Public School.

I am assuming that Metrolinx has identified a 'new' route to tunnel under different homes than originally proposed?????

And if this assumption is correct.....When will THIS drilling commence????? When will details of THIS route be forthcoming????? How far SOUTH on Donalbain would the tunnel extend (i.e. will OUR home be impacted)????? This is a far cry from continuing the route NORTH ON YONGE STREET. Is this what you consider to be an alternative to Option 3?????

On Tue, 7 Sept 2021 at 16:24, Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com> wrote:

Good afternoon. Thank you for following up. I was out of the office on vacation last week and I apologize for the delayed response.

Residents on Shieldmark Crescent were notified of the geotechnical field investigations being conducted in the neighbourhood, including that they could expect to hear hammering sounds and diesel engines during the work hours of 9:30 a.m. to 3:30 p.m. Metrolinx has arranged for regular, ongoing noise monitoring to confirm that noise levels remain within the municipal bylaw limit.

Sound decreases with distance and so those standing immediately next to the equipment would experience much higher sound levels than passing pedestrians or residents in their home. Our crews are wearing ear protection as an added precaution because they are working close to the drilling rigs, which are the source of the noise. We have not received any complaints from residents about excessive noise, but we will continue to monitor noise levels closely and we have included our contact information on the notices distributed in advance of the work.

Safety is a critical priority for Metrolinx. Regular safety inspections will be conducted to ensure compliance with all local and provincial safety regulations, including local bylaws. All crews will be in compliance with the Ontario Occupational Health and Safety Act and the work permit provided by the City of Markham.

Our dedicated Community Engagement team is available any time and happy to answer any further questions or concerns you might have. Please feel free to continue to reach out directly to me, or alternatively to YongeSubwayExt@Metrolinx.com or 416-202-7000.

Thank you,
Leona

Leona Hollingsworth (She/Her)

Director (A), Community Engagement
Metrolinx
416-202-3349 c: 647-203-7549
leona.hollingsworth@metrolinx.com

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From:

Sent: September-07-21 12:47 PM

To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>

Cc: KIrish@markham.ca

Subject: Re: Geotechnical drilling on Shieldmark: noise?

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Hello Leona,

Keith Irish had hoped you would be able to answer the questions I've raised on the

geotechnical drilling noise in the Royal Orchard neighbourhood (see below), but I haven't received any response yet?

On Tue, Aug 31, 2021, 10:45 AM Councillor, Keith Irish - Markham <KIrish@markham.ca> wrote:

Hi,

Since I cannot answer those questions myself, I have copied Leona from Metrolinx for her perspective.

Thanks

Keith Irish
Councillor, Ward 1 Thornhill
City of Markham

Visit: <https://markhamward1.ca>

From:

Sent: August 31, 2021 10:35 AM

To: Councillor, Keith Irish - Markham

Subject: Geotechnical drilling on Shieldmark: noise?

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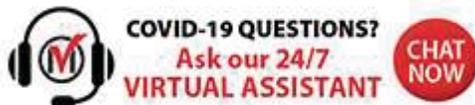
Hello Keith,

As I'm sure you are already aware, the geotechnical drilling has started on Shieldmark. I was on my walk this morning and the 'hammering' noise could be heard on Kirk well before I even reached St. Anthony's as I walked west on Kirk. The drilling had stopped when I approached the school from walking west on Kirk, so I did my usual walk down Shieldmark. When I walked by the drilling area, I noticed that 2 of the 3 men in the crew had earmuffs on which I assume is to dampen the noise of the construction/protect their hearing (which is definitely a good idea given how loud the drilling is). Has Metrolinx advised the residents who live very near to the drilling that they should protect their hearing by a) staying inside their homes or leaving their homes for another location (so for example not working in their gardens or sitting outdoors) or b) purchasing earmuffs if they intend to be directly outside their homes while the drilling is ongoing and potentially even if they are in their homes.

Obviously, noise IS a problem if the workers are wearing earmuffs to protect THEIR hearing. Perhaps the drilling noise IS exceeding noise regulation guidelines?



Connect with us:



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From:
To:
Subject: FW: CLC York University Trip Update
Date: August 8, 2021 3:09:49 PM

From: York Region <YorkRegion@metrolinx.com>
Sent: July 2, 2021 11:21 AM
To: ; 'Councillor, Keith Irish -Markham' <KIrish@markham.ca>; ; ; 'MayorScarpitti@markham.ca';
Subject: CLC York University Trip Update

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear ,

We hope you are keeping well. As you may recall, during our first CLC meeting on June 17, we discussed visiting the Schulich building on the York University campus to experience a first-hand account of noise and vibration impacts on the community living above the subway line there. We are currently in discussions with university staff in coordinating our visit in July or early August.

If you are interested in joining the trip, please indicate to us your availability over the last two weeks of July and first week of August. For instance, if there are any particular days or weeks you cannot make, and general time of day you prefer.

To summarize, we are likely looking at something during the weeks of:

July 19th-23rd
July 26th-30th
August 2nd-6th

We look forward to hearing from you and coordinating this instructive visit. In addition, we expect to have be able to share an updated Terms of Reference next week and look forward to continued discussion.

Thank you,

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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From: [York Region](#)
To:
Subject: FW: Subway north of Finch and Yonge extension
Date: Monday, November 8, 2021 8:51:39 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: York Region
Sent: November 4, 2021 9:36 AM
To:
Subject: Subway north of Finch and Yonge extension

Hi ,

Thank you for reaching out and my apologies for the delay in responding.

Extending subway service through Vaughan, Markham and Richmond Hill will bring a world-class level of convenience and a better quality of life to the communities it serves. It will provide faster, easier access to downtown Toronto, York Region and all points in between.

We know that higher-order transit like this is transformative in so many ways. The Yonge North Subway Extension will expand travel options along York Region's Viva bus rapid transit lines and provide more Line 1 subway riders with a seamless journey. These benefits will also provide better access to jobs and offset traffic congestion as drivers get out from behind the wheel in favour of using the subway.

The Yonge North Subway Extension will put a combined 94,100 riders on the subway daily. By 2041, this would bring 26,000 more people within walking distance of the new stations and would give 26,000 people access to rapid transit compared to a scenario where the extension was not built.

Please let me know if you have any further questions.

Best,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

From: [York Region](#)
To:
Subject: FW: Royal orchard
Date: Tuesday, October 5, 2021 12:23:59 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: York Region
Sent: October 4, 2021 2:58 PM
To:
Subject: RE: Royal orchard

Hi ,
Thank you for reaching out about the Yonge North Subway Extension.

The current plans for the project place the northern section of the route at the surface, instead of tunneling all the way to Richmond Hill. The tunnels stretch north beneath Yonge Street from Finch Station before they curve away from Yonge, deep below the Royal Orchard community, to gradually rise and emerge at the surface within the existing CN railway corridor south of Langstaff Road. The route travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre.

The subway is proposed to be built at a depth where there would be no direct impact on the homes above. The exact details of the depth will be determined through further study, but early plans suggest the bottom of the tunnels – where trains pass over the tracks – will be at least 20 metres below the surface through Royal Orchard. That’s roughly as deep as a six-storey building is tall.

We are working to make sure after the extension opens, there is no significant difference in noise and vibration levels in the community compared to today. We’re going to be using tested noise and vibration solutions for the project that are proven to work. A big benefit is that they’ll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago. The detailed studies we’re doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods like Royal Orchard stay sought-after places to live in.

We want the project to be the best possible fit for the communities it will serve and we are actively exploring refinements and improvements to our initial designs, like we do on all of our projects. We’re looking at how we can build the subway even deeper, and under fewer homes in the neighbourhood. We are working to identify and confirm impacted properties as we advance planning and design work and we will reach out to those property owners at the earliest opportunity.

Metrolinx is committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



-----Original Message-----

From:
Sent: October 2, 2021 9:40 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Royal orchard

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Hello

I am looking to potentially move to the royal orchard community.

Have plans been finalized re the subway extension? Will the rail tracks that run behind shieldmark crescent be used for subway tracks or will it be underground? If so, do we know which streets will be impacted?

Thank you

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From: [York Region](#)
To:
Subject: FW: "Option 3"
Date: Thursday, October 7, 2021 9:30:20 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: York Region
Sent: October 6, 2021 2:43 PM
To:
Subject: RE: "Option 3"

Hi,

Thank you for getting in touch with us. The Royal Orchard community is wonderful place to call home and we want to make the Yonge North Subway Extension the best fit possible for the neighbourhood.

The Yonge North Subway Extension will make traveling around York Region and Toronto faster and easier than ever, and create stronger transit connections across our region. It will give people new, convenient ways to get around while cutting as much as 22 minutes from journeys between York Region and downtown Toronto.

By running the route of the subway at ground level within the existing CN railway corridor, we are able to build four stations along the subway extension. If we were to follow the original route, only three stations could be built within the project's funding envelope. This approach reduces the need for complex and costly construction of tunnels and underground stations, and will help us complete the project sooner than if the subway was tunneled the entire length of the route. It will also help us create better, faster connections with GO trains and bus rapid transit services in an area that is poised for significant growth.

We are working to make sure after the extension opens, there is no significant difference in noise and vibration levels in the community compared to today. We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world, including the extension of the western leg of Toronto's Line 1 subway. Our designs will be based on up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

The detailed studies we're doing right now will help us make sure we put all the right noise and vibration solutions in place so neighbourhoods like Royal Orchard stay sought-after places to live in. It is important to note we are actively exploring refinements and improvements to our initial designs, like we do on all of our projects. We're looking at how we can build the subway even deeper, and

under fewer homes in Royal Orchard. We'll continue to work closely with our regional and municipal partners as we advance our plans.

Metrolinx is committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Please let me know if you have any further questions or concerns.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:

Sent: October 2, 2021 5:05 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: "Option 3"

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Why will you not take "no" as the answer to "option 3"?

The affected home owners are against it.
The Royal Orchard community is opposed to it.
Markham Council is opposed to it.
At least two local organizations are opposed to it.

Your lack of action by not taking "option 3" off the list is shameful.

Resident in the Royal Orchard area.

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From: [York Region](#)
To:
Subject: FW: recent article about noise and vibration on your website/in your newsletter
Date: Thursday, October 7, 2021 9:29:54 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Silvia – forwarding a few more correspondences your way. Sorry I keep forgetting to bcc!

From: York Region
Sent: October 7, 2021 9:27 AM
To:
Subject: RE: recent article about noise and vibration on your website/in your newsletter

Hi ,

Thanks for reaching out about the recent article we published on Metrolinx News. I'll take this opportunity to clarify the issues you've raised.

I can confirm that the subway tunnels will be deep below the surface through the Royal Orchard community. Our plans put the bottom of the subway tunnels at least 20 metres below the surface from Yonge Street to approximately where the CN railway corridor meets the southern boundary of Holy Cross Cemetery.

Where the route crosses below Pomona Creek, beyond where homes are located, the tunnels will still be at a depth of 18 metres.

This slightly shallower depth is because the ground level here is slightly lower than the surrounding land in the neighbourhood. From here, it will gradually rise to meet the surface rail corridor just south of Langstaff Road.

As we look for ways to make the subway extension the best fit possible for the community, we're exploring refinements and improvements to the route of the subway that will put the tunnels even deeper and under fewer homes in the Royal Orchard community. We expect to have more information to share about that work soon.

Our aim is to make sure there are no significant differences between the levels of noise and vibration experienced in the Royal Orchard community today compared to when the extension is up and running. We're going to be using proven noise and vibration solutions for the project that have been used on modern subways around the world, including here in Toronto to extend the western leg of Line 1.

What is important to note about the building at Schulich we've been using as the site of our tours is that its concrete walls and foundations reflect more noise compared to most rooms in a typical residential home, which incorporates materials and finishes, such as couches, chairs, carpets, drapes, that are better at absorbing sound. Contrary to what most would expect, that means any noise or vibration from a subway train passing below the basement at Schulich, where the rooms were mostly concrete and had limited furnishings, would sound louder than it would if that subway was below an average house.

I am currently working on replies to your other questions and will be back in touch about those soon.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:
Sent: October 4, 2021 12:50 PM
To: York Region <YorkRegion@metrolinx.com>;

Subject: recent article about noise and vibration on your website/in your newsletter

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Dear Sir/Madam

I read your recent post about noise and vibration, using the Schulich tour as some kind of comparison to how it is going to be if subways are running underneath the Royal Orchard neighbourhood.

I should never be surprised but I am truly concerned about the veracity of this article. I believe that you are mis-representing the truth about tunnel depths. If you plan to come to the surface behind my home the trains (old ones I am told) have to come to the surface and go back under again. At some point they will not even be underground. At some point they will be climbing or descending underneath or beside our homes. They have not been built recently and they are not institutional

buildings that have been recently built and reinforced with steel and concrete. No one actually lives in the school!

Furthermore, as I understood it, students have complained about the noise and vibration in the building.

If you really wanted to try to conduct a more comparable test you should be able to go to a basement of a home, along the Sheppard or Bloor lines, as an example (they are not in the position that you plan to place our houses in but at least they are family homes, built some time ago, with basements). I have friends who live near those subways and they cannot sleep in their basements at night because of the noise and vibration.

Please clarify the possible damage and harm that your trains and tunnels are going to cause, like residents who want to improve or develop their private property must do, in your remarks to the public. Metrolinx does not hesitate to insist on danger warnings at Markham's committee of adjustments. Get the truth out there.

I will be sharing my comments with the York Region government. Markham and Vaughan City council have already rejected your proposed route.

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From: [York Region](#)
To:
Subject: FW: Yonge St. Extension - Subway
Date: Tuesday, October 5, 2021 12:24:09 PM
Attachments:

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From: York Region
Sent: October 4, 2021 12:56 PM
To:
Subject: Yonge St. Extension - Subway

Hi,

Thank you for reaching out about the Yonge North Subway Extension. We received your request to be added to any distribution list for information on the project and we have added you to our e-newsletter distribution.

Please don't hesitate to reach out if you have any questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: [York Region](#)
To:
Subject: FW: St. Anthony school in Royal Orchard
Date: Thursday, October 7, 2021 9:30:04 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: York Region
Sent: October 6, 2021 3:44 PM
To:
Subject: RE: St. Anthony school in Royal Orchard

Hi,
Thank you for reaching out about the geotechnical field investigations underway near St. Anthony Catholic Elementary School.

The geotechnical field work that Metrolinx's contractor is performing is to investigate the soil and groundwater conditions and inform the planning and design stage for the Yonge North Subway Extension. These field investigations are necessary to learn more about the make up of soil and rock in the neighbourhood, including the amount and location of groundwater.

Safety is critical to everything we do at Metrolinx. Regular safety inspections of the drilling sites ensure compliance with all local and provincial safety regulations, including local bylaws. All crews are in compliance with the Ontario Occupational Health and Safety Act and the work permit provided by the City of Markham. Equipment is always monitored by crew members and signage is in place at each drilling site to clearly mark the work area. Traffic control personnel are also present to keep pedestrians and traffic moving safely and efficiently.

We have also reduced the work hours at the borehole site near the school to start after 9 a.m. and finish before 3 p.m. to avoid obstructing parents during drop off times as much as possible.

It is our standard practice to notify residents and businesses at least 10 business days prior to any construction activity. Advance notice was shared via a hand delivered notice to all residents in the area, as well as the York Catholic District School Board, St. Anthony Catholic Elementary School.

We're working closely with the Board and school staff to address concerns from them and from local parents. This work is taking place only on the public roadway and the City-owned portions of the boulevards and not on school property.

We continue to work closely with St. Anthony's to ensure safety messaging is regularly shared with staff and students.

The construction notice delivered to the community is available here:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

Please let me know if you have any further questions or concerns.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:

Sent: October 6, 2021 9:20 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: St. Anthony school in Royal Orchard

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Hello,

I'm a concerned parent for my kids who attend this school.

I'd like to know what measures Metrolinx is taking to minimize the impact to the students while on-site conducting field work.

I'm strongly opposed to the subway going anywhere near the school and under our neighborhood.

Others and I are doing our best to protest, and even if it results in no change at least we've made our voices heard.

I look forward to your response regarding the impact (noise, pollution, traffic) to our school community.

Regards,

From: [York Region](#)
To:
Subject: FW: Questions: YCDSB to Metrolinx
Date: Thursday, October 7, 2021 10:13:29 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Sent: October 7, 2021 8:10 AM
To:
Cc: York Region <YorkRegion@metrolinx.com>
Subject: Questions: to Metrolinx

Good morning. Attaching answers to earlier questions from . Thank you for your patience. Is there any information you can share at this point about our participation in your Board meeting on October 18?

Leona

Leona Hollingsworth (She/Her)
Director (A), Community Engagement
Metrolinx
416-202-3349 c: 647-203-7549
leona.hollingsworth@metrolinx.com

Get the latest news on what's happening in your community, [subscribe!](#)

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Questions from YCDSB to Metrolinx re:YNSE

1. The [Initial Business Case](#) identified three options with no option identified as “preferred”. The [Supplemental Analysis](#) identified that Refined Option 3 was being advanced to the Preliminary Design Business Case stage, as did Metrolinx’s presentation to Markham Council on March 22. When did the Metrolinx Board of Directors make the decision to proceed with Option 3?

The Initial Business Case is just the first step in our process to put projects on the right path from the start. Expert transit planners and engineers work together to prepare business cases, balancing a series of factors to ensure the best possible use of taxpayer dollars. The initial plans and supplementary analysis give us a road map to reach out to the community to get insights that can help move a project forward.

Through our analysis, we found that while Option 1 and 2 could be delivered with up to three stations at Steeles, Richmond Hill Centre and Langstaff within the \$5.6 funding envelope, the refined Option 3 alignment has the benefit of allowing for a fourth station, since it minimizes the amount of costly tunneling required for the project.

There is still significant work to be done, including opportunities for stakeholder engagement and input. The plans released in March are now moving forward for further analysis through the Preliminary Design Business Case.

2. What were the factors considered in the development of Refined Option 3?

The changes we’ve put forward will allow us to bring rapid transit closer to more people through the addition of a fourth station.

Running the route along the existing CN railway corridor in the northern end of the route allows us to build a fourth station, within the \$5.6 billion funding envelope because it minimizes the amount of tunneling needed. With the other completely underground options, only three stations could be built.

This approach will also help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, since they are designated as urban growth centres and the existing CN rail line runs through the centre of them. This location also fills the gap in the regional transit network by creating a multi modal hub at Bridge Station, connecting the subway with the GO and Viva Bus Rapid Transit networks, unlocking more travel opportunities and network connections across the region. These plans also better enable current and future development in the region.

To get to the rail corridor in that area, we need to run a tunnel off of Yonge Street that will connect with the rail corridor.

Another benefit to running the route along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

We also considered how the design of the route would impact other properties, like homes, schools and businesses. We're confident that those impacts will be minimal thanks to how deep the tunnels will be and the solutions available to us that will minimize noise and vibration from subway construction and operations. The refined route proposal presented alongside the Initial Business Case is the recommended path forward and will be analyzed further in the Preliminary Design Business Case, which will guide the next phase of the project.

3. What forms of community consultation have been held with the Royal Orchard Community since the release of the Initial Business Case and after identifying Option 3 as the preferred? Please include dates, locations, topics, target audience and outcomes?

We have been in the community over the last few months sharing information and asking for feedback, including:

- Project introduction postcard distributed to 30,000 homes along the route of the subway extension
- 4 virtual open house meetings have been held so far (April 7, April 21, May 5, May 19), with more to come this Fall:
 - 1,100 flyers distributed to promote the events
 - 1,551 attendees
 - 1,369 questions answered through the Metrolinx Engage platform
 - Any questions not answered during the virtual open house are posted with replies on [Metrolinx Engage](#)
- 1,200 additional flyers distributed
- 9 e-newsletters distributed
- 15 stakeholder briefings held
- 26 elected official briefings held
- 6 presentations to York Region Council and municipal councils
- Weekly touchpoints with local elected officials, including Councillor Irish and Mayor Scarpitti.
- Regular community walks with residents and businesses to introduce the project, the community engagement team, and discuss questions and concerns
- Community Liaison Committee established for Royal Orchard, with Bayview Glen to follow.
- Regular meetings with ratepayers and business associations to introduce the project

Questions about the project have so far been focused on the route, expected property impacts, plans for noise and vibration mitigation and the location of emergency exit buildings and facilities. To date, the Royal Orchard community has been the most engaged. These early conversations have informed our planning work and work continues to determine how we can build the subway tunnels even deeper and under fewer homes in the Royal Orchard area.

In addition, we are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since the initial EA was completed in 2009 and evaluate the updated route. As mentioned at the last board meeting, a formal consultation report will be a part of the addendum, which we expect to issue in 2022.

4. Why was the York Catholic District School Board not consulted until June, considering the route is planned to go directly underneath the school?

After the release of the initial business case in March 2021, Metrolinx began to reach out to stakeholders along the proposed route of the project, beginning with presentations to York Region, Markham, Richmond Hill and Vaughan Councils. We also welcomed the public to a series of virtual open houses to introduce and answer questions about the project. The schools in Royal Orchard are very important stakeholders in our planning and we are eager to work with both school boards. We regret if there were missed opportunities to speak to you earlier, but we would like to take every chance to share information moving forward.

Our goal is to ensure we bring transit to the most people while limiting impacts on homes, businesses and communities as a whole. Once we identify the path a transit line will take, we're able to then target our outreach to start discussing any impacts and how we'll solve for them. That's what we're doing now, and there will be many, many more discussions as we move forward together on this important project.

5. What opportunities are there for the York Catholic District School Board to participate in future community consultations regarding the project? Please include dates/times/locations of future community meetings.

There will be a number of opportunities for community consultation as this project progresses, and we will be sure to share dates and times for those virtual meeting opportunities. We are currently looking to schedule another virtual open house this fall for the Royal Orchard community. We would also be happy to meet with the York Catholic District School Board at any time to present on the Yonge North Subway Extension and answer questions.

As mentioned in our reply to question 3, we are doing additional environmental assessments for the project to examine any changes to existing conditions since the initial assessment was completed in 2009, and evaluate the updated route. This involves studying things like noise and vibration, soil and groundwater quality, the natural environment (including any impact on plant and animal life), and land use, and will build off the work done on previous environmental studies.

We expect to issue a draft environmental report in 2022 and the community will have an opportunity to review and provide comments on the findings.

6. Option 3 identified the rail line running adjacent to the CN rail,
 - A. What was the rationale for this change?
 - B. Has CN Railway accepted Option 3, with the tunnel beneath the existing rail line?

- A. The other two route options studied through the Initial Business Case could be built with the funding available, but either option would only accommodate three stations. Running the subway at ground level along the existing CN railway corridor makes it possible to build a fourth station.

Another benefit to running the route along the existing CN railway is we can protect for an easier extension of the subway north in the future. This is because we are positioning the northern end of the project along a pre-existing rail corridor.

The Yonge North Subway Extension uses innovative solutions to ensure the project can be built quickly and serve key growth areas while delivering the most possible benefits within the initial funding envelope. Our planners considered a range of factors to make the Yonge North Subway Extension as easy as possible to access, for a wide number of people.

Adjusting the route of the line in the northern section will better position the project to serve the Richmond Hill Centre and Langstaff Gateway urban growth centres, Creating stronger connections here will mean better connections to transit and less traffic congestion as communities grow.

Running the extension at ground level along the existing CN railway corridor means we can finish the project sooner and reduces the need for complex, time-consuming, and costly construction of tunnels and underground stations.

- B. We are in discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN – we share rail corridors throughout our existing GO network, and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

7. Why is Bridge station underground in Option 2, and at grade in Option 3?

Bridge Station is at grade in the Option 3 proposal because the route of the subway line in Option 3 runs at ground level within the existing railway corridor. This approach will help us bring better rapid transit service to the many people who will live in the Richmond Hill Centre and Langstaff Gateway areas in the coming years, while minimizing the amount of tunneling needed.

Under Option 2, the subway would have passed below Hwy 407 and Hwy 7 through a tunnel. The below ground subway in this location necessitates an underground station.

- 8. What are the differences between a RHC station (Option 1) and High Tech Station (Options 2 and 3)?

Richmond Hill Centre Station has been tentatively re-named High Tech Station, and would move slightly south-east of the original site. It would also be built at surface level, beneath the bridge along High Tech Road that spans the CN rail corridor.

By shifting the location of this planned transit hub to Bridge Station, we can make best use of land between the highway corridors that might otherwise go unused. This means that more space will be available within the core of Richmond Hill Centre to allow the area to evolve into a thriving urban centre. Bridge Station will create vital connections between the subway and the Richmond Hill GO train line, as well as GO bus, Viva Bus Rapid Transit and local bus services. It's also worth noting that High Tech Station would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

Since the neighbourhoods surrounding those two stations are expected to grow significantly in the years to come, they will contribute a large portion of the riders that will use the extension.

9. The [slide deck](#) provided to Board staff on August 17 outlines preliminary comments regarding the geotechnical work required on the St. Anthony property. In addition to the material provided to date, the Board requires a complete scope of work for the proposed investigations, including but not limited to:
 - A. Drilling company details
 - B. Instructions to drilling company (including depth and width of boreholes, types of tests to be conducted)
 - C. Proposed detailed schedule of activity on site (e.g. per week/day/hours of operation)
 - D. Proposed Health and safety plan to protect each of the borehole locations and equipment storage, etc.

Health and Safety plans for our geotechnical work is standard and we have experience executing well-managed investigations without issue on school properties, hospital properties, and private residential properties across the GTHA. This includes:

- Our work with York Memorial Collegiate Institute throughout our Eglinton Crosstown LRT project to ensure any concerns were considered and maintained open communications.
- Full borehole programs completed for the Ontario Line, the Scarborough Subway Extension, and the Eglinton Crosstown West LRT

Geotechnical investigations began in Royal Orchard in August and residents are familiar with the process and equipment used. Drilling has been completed on Shieldmark Crescent and is currently underway on Banquo Road, Thorny Brae Drive and Bay Thorn Drive. These investigations are a very early step to gather more information to help us build the tunnels deeper underground.

Metrolinx is in discussions with the York Catholic District School Board to come to an agreement regarding the scope of work for the proposed investigative drilling. As is standard policy, a Site-

October 7, 2021

Specific Health & Safety Plan (HASP) will be submitted to the school board in advance of any work. The HASP will include a Job Hazard Analysis to identify potential hazards associated with the work and measures that will be implemented to keep the work site and the surrounding area safe.

From: [York Region](#)
To:
Subject: FW: Yonge Subway Extension/Parking Clark station.
Date: Wednesday, November 17, 2021 10:00:09 AM
Attachments:

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From: York Region <YorkRegion@metrolinx.com>
Sent: November 10, 2021 11:06 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: RE: Yonge Subway Extension/Parking Clark station.

Hi,
Thank you for reaching out and thank you for your patience.

You can find a copy of the 2009 Environmental Project Report [here](#). We are currently preparing an addendum to the existing environmental assessment (EA) that assesses any changes to existing conditions since the initial EA was completed and evaluate the updated route. A formal consultation report will be a part of the draft addendum, which we expect to issue early next year. The updated environmental assessment will be available through Metrolinx.com and Metrolinx Engage.

Once published, the public review of the updated environmental assessment will take place over 30 days. Following this period, the Minister of the Ministry of Environment, Conservation and Parks will review the report over up to 35 days. The Minister's review is expected to take place in the spring of 2022.

In regards to your remaining questions on Clark subway station and construction, parking on residential streets, and impacts of parking, this will be evaluated in the next stage of planning for the project. 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, route, and benefits. Parking will be evaluated in more depth through the release of the PDBC.

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

If you'd like to stay up-to-date on the latest news about the project, including construction timelines, I encourage you to sign up for our newsletter [here](#).

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 22, 2021 10:44 AM
To:
Subject: RE: Yonge Subway Extension/Parking Clark station.

Hi,
Thank you for reaching out. I'm writing to let you know that we received your email. We're working on getting the information you asked for below and will be back in touch soon.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:
Sent: October 21, 2021 7:54 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yonge Subway Extension/Parking Clark station.

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I would very much appreciate your response to a number of questions, several of which are on parking in the vicinity of the Clark subway station. I live on Morgan Avenue. Several neighbours and I are very concerned about our street becoming a parking zone for staff working on the construction of Clark Subway station.

1. Where can we access a copy of the 2009 EPR and a copy of the 2021 Spring/Summer EPR Addendum?
2. When will the plan for the Clark subway station and associated parking during construction be available for public review?
3. Will the plan address the impact of parking on residential streets during the construction of Clark Station
3. Will the scope of the EA include the potential impact of parking at Clark subway station both during construction and operation?
4. Will there be a public review of the scope of the EA and when is this projected to occur?
5. What authority will be the review and approve the EA and when is this projected to occur?

Thank you for your attention to this request.

Respectfully

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From: [York Region](#)
To:
Subject: FW: Anticipated Time for Subway extension
Date: Monday, November 8, 2021 8:51:09 AM
Attachments:

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From: York Region
Sent: October 22, 2021 4:22 PM
To:
Subject: Anticipated Time for Subway extension

Hi,

Thanks for reaching out about the Yonge North Subway Extension.

We anticipate that the main construction work on the project will begin in late 2023, with a target in-service date by 2030, after the Ontario Line is in service.

Crews have already started collecting ground samples from areas along the route in order to gather information that will be essential to the planning and design of the extension's structures and tunnels. We will have more information about construction timelines as we progress through the next phase of planning and design.

If you'd like to stay up-to-date on the latest news about the project, including construction timelines, I encourage you to sign up for our newsletter [here](#).

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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From: [York Region](#)
To:
Subject: FW: Quick question
Date: Monday, November 8, 2021 8:43:30 AM
Attachments:

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From:
Sent: November 7, 2021 11:49 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Quick question

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Hi Allie,

Thanks for the reply. Very helpful.

On Thu., Nov. 4, 2021, 8:53 a.m. York Region, <YorkRegion@metrolinx.com> wrote:

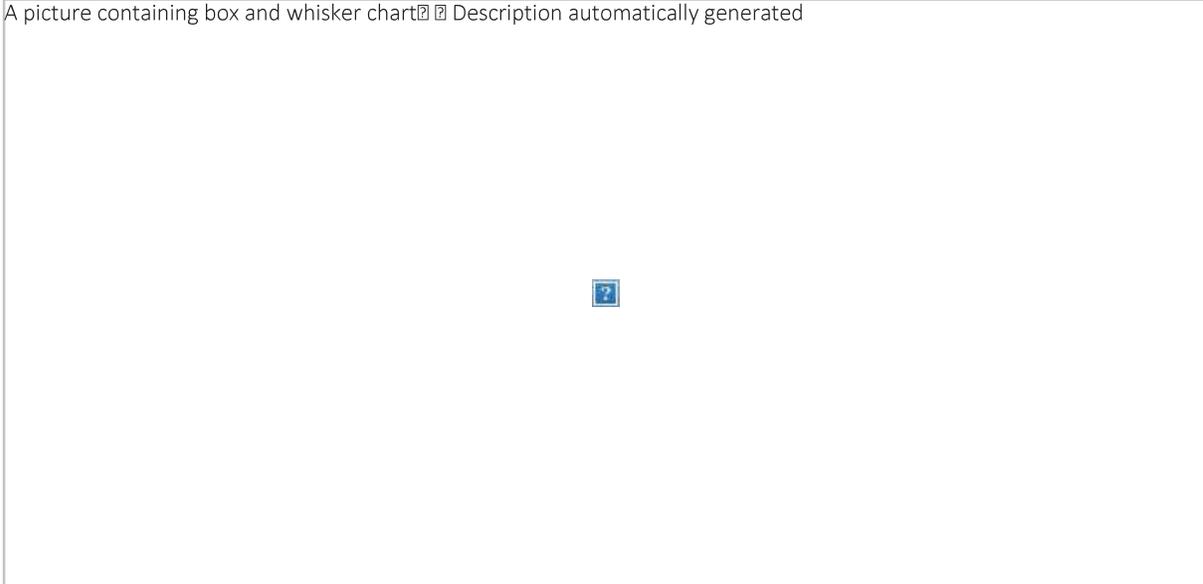
Hi,

Thank you for reaching out and for your patience. My apologies for the delay in getting back to you. You can find more information on the trip times for the options studied in [the Initial Business Case](#) (IBC) on page 92. Below is figure 23 from that page in the IBC, showing a “business as usual” travel time, as well as travel times for Option 1 and 2/3. The second figure is showing a “business as usual” travel time, and the travel time for the refined Option 3. As you can see below, In a “business as usual scenario”, this trip takes 70 minute. For Option 1, this trip would take 54 minutes. For Option 2 and 3 it would take 47 minutes, and in Option 3a, this trip would take one minute longer (48 minute), resulting in 22 minute travel time saving.

Please let me know if you have any further questions.



A picture containing box and whisker chart Description automatically generated



Best,
Allie

From:
Sent: October 27, 2021 3:07 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Quick question

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Thanks Allie.

On Wed., Oct. 27, 2021, 2:59 p.m. York Region, <YorkRegion@metrolinx.com> wrote:

Hi,

Thanks for interest and reaching out. I'm writing to let you know that I received your email and that I'll look into this for you and be back in touch with more information soon.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

From:

Sent: October 26, 2021 11:21 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Quick question

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi YNSE Team,

Hope you're well. I lived in Thornhill for three years with my grandparents when I was at Ryerson and they lived in Elgin Street. They lived on Eglin Street so long they remembered the former radial line on Yonge Street, so it's near we're in a 'back to the future' situation. It's wonderful to see the progress on the YNSE. Refined Option 3 looks really promising.

Just had a quick question about the March 18, 2021 supplementary analysis. Maybe I'm missing it in the PDF but is there an equivalent time for Option 1, 2, and 3 for the Refined Option 3 "minutes saving on a trip" specifically from "Langstaff Gateway area (Langstaff/Ruggles)". I assume it might be slightly more than 22 minutes for Refined Option 3 due to the curves, which is understandable

Thank you,

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From: [York Region](#)
To:
Cc:
Subject: Presentation to York Catholic District School Board
Date: Wednesday, October 27, 2021 5:27:29 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

Thank you for taking the time to chat today. I appreciated hearing more about your concerns related to the borehole drilling and St. Anthony's school. As I mentioned on our call, Metrolinx presented to the York Catholic District School Board on October 19 and I've attached that presentation here. The presentation has more information on some of the questions you raised during our conversation.

Leona Hollingsworth, our Director of Community Engagement for the project, is happy to give you a call. I've copied her here and I've passed along your number to her.

If there's anything else I can help you with, please don't hesitate to reach out.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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Yonge North Subway Extension

Project Update



YCDSB Board of Trustees
October 19, 2021



Yonge North Subway Extension

Initial Business Case - How We Got Here

Option 1

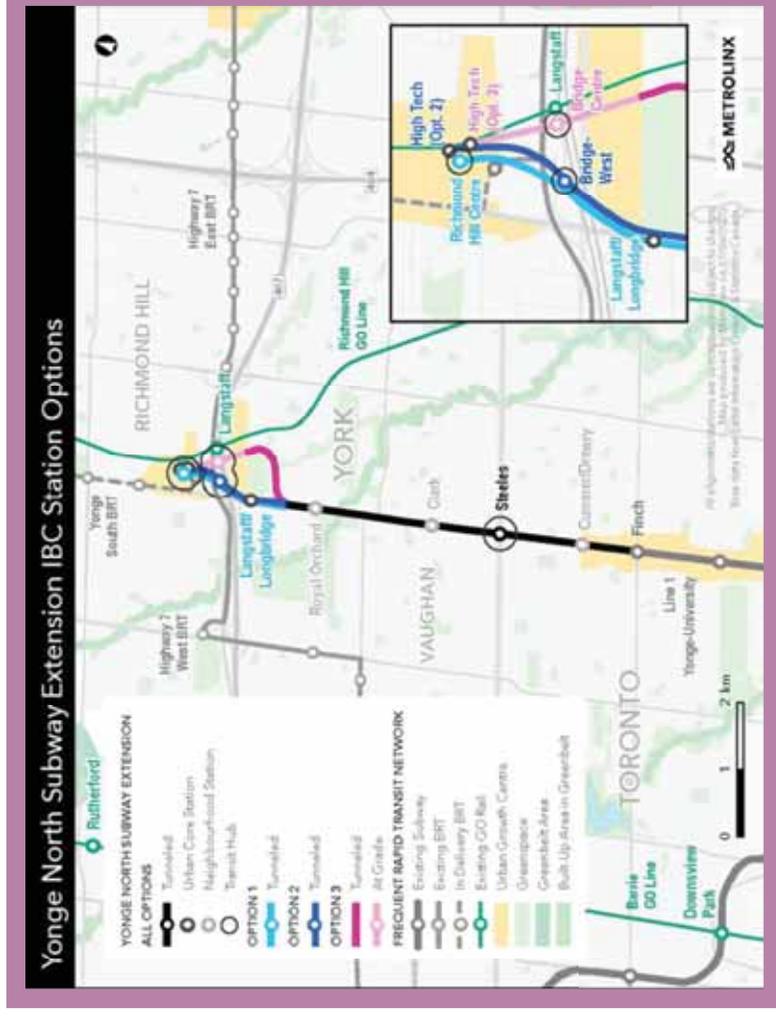
- Same alignment as approved EA, fully underground
- Funding envelope accommodates up to 3 stations

Option 2

- Alignment curves east to run under CN rail corridor, fully underground
- Funding envelope accommodates up to 3 stations

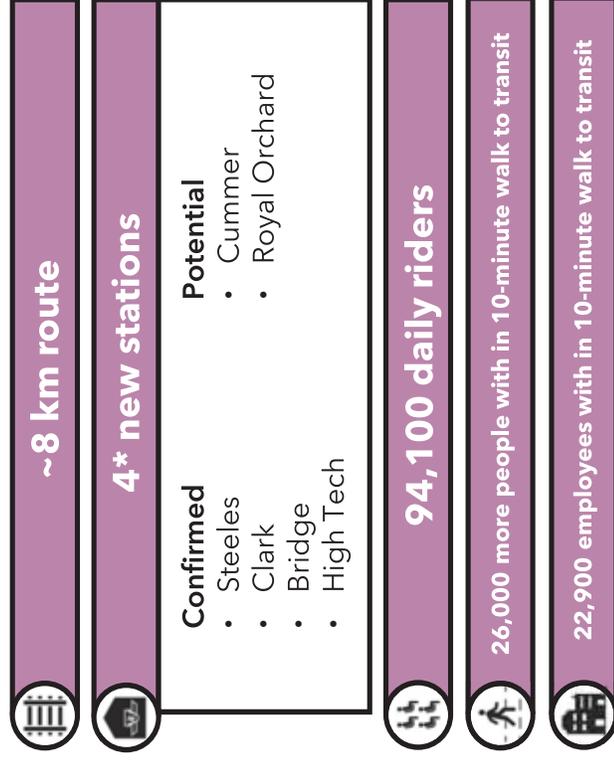
Option 3

- Alignment 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

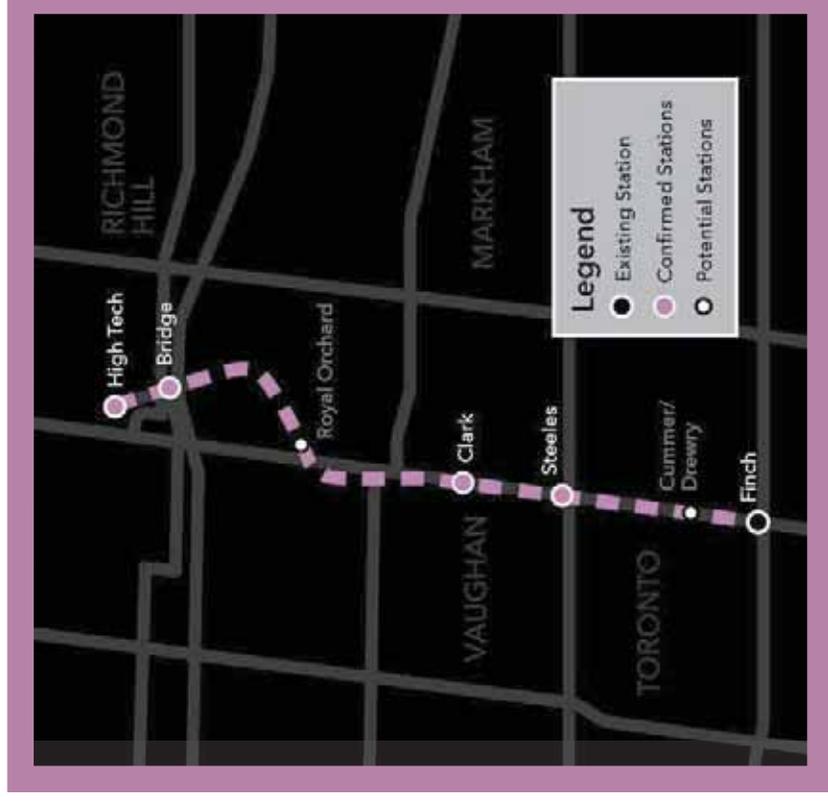


Yonge North Subway Extension

By the Numbers



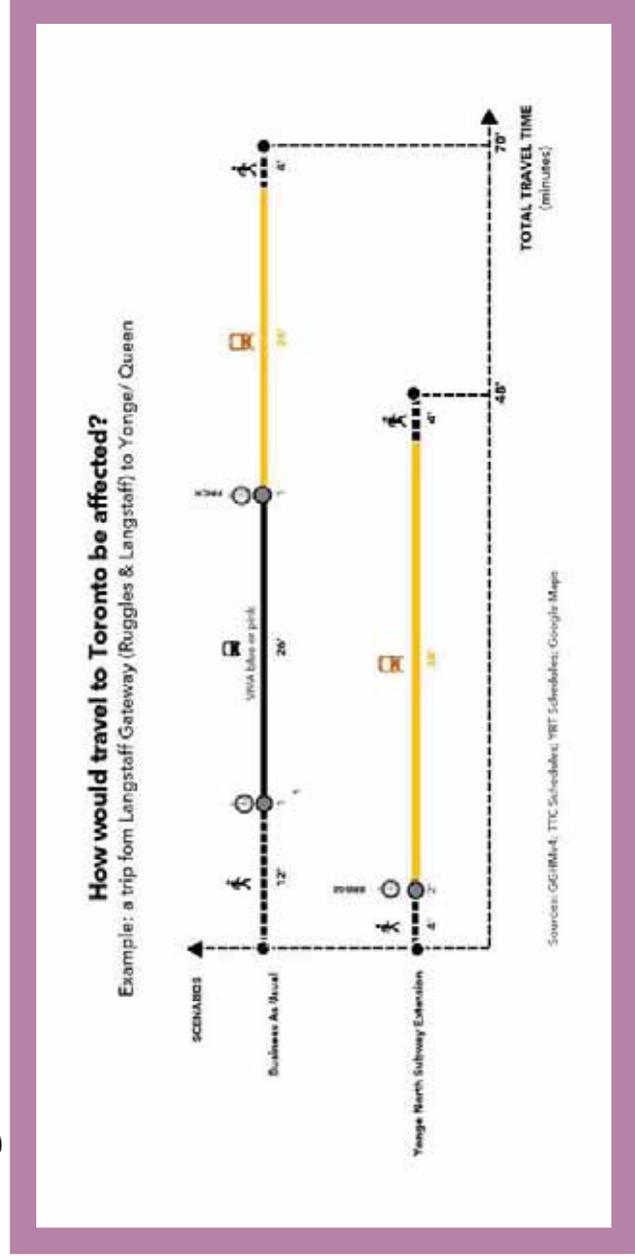
* The Province will explore innovative funding solutions and partnerships that could support additional stations as the project analysis is refined.



Yonge North Subway Extension

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



Yonge North Subway Extension

The Network Effect

A truly great transit network gets people to their destinations quickly and offers convenient connections between lines that make it easy to travel between cities and across regional boundaries.

The Bridge Station transit hub will serve as a launchpad to explore the entire region

- It is ideally located to stitch together burgeoning communities in **Markham** and **Vaughan**

The YNSE will make travel **faster** and **easier**:

- **Better customer experiences** on existing transit lines, as demand is spread across the growing network
- Traffic congestion **relief** and **offsets** to greenhouse gas emissions as drivers get out from behind the wheel in favour of taking transit
- Spur economic activity, create good jobs and connect more people in York Region to **more opportunities to succeed**



Reference Alignment Improvements

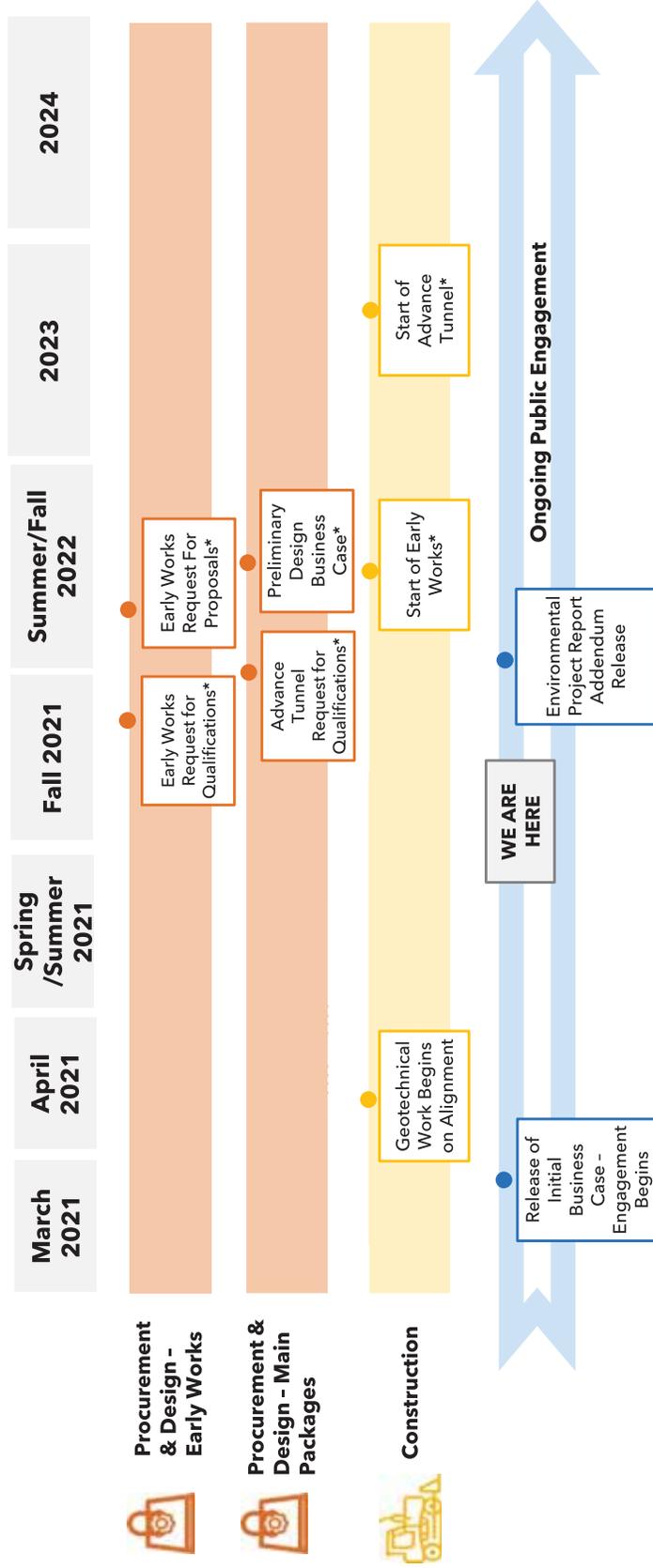
We are **actively exploring refinements and improvements** to our initial designs that will further reduce community impacts.

- We're looking at how we can go **under fewer homes and even deeper**, in the northern end of the extension.
- Our goal is to ensure there are **no significant differences** between the noise and vibration levels experienced today and those experienced when the extension is in service.
- Community input is **essential** to the work we do and we are incorporating that feedback as we advance our plans.
- Refining and improving designs as we gather more information and get more input from communities is an **important** - and **standard** - part of the planning process.



Yonge North Subway Extension

Project Timeline



* Procurement and construction milestones are subject to government approvals

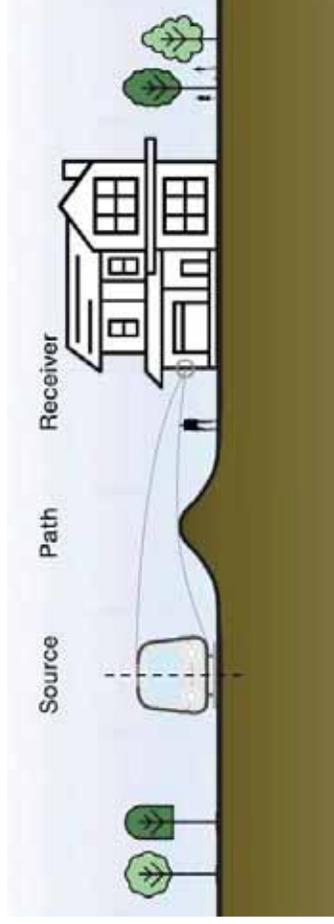
Yonge North Subway Extension

Noise and Vibration

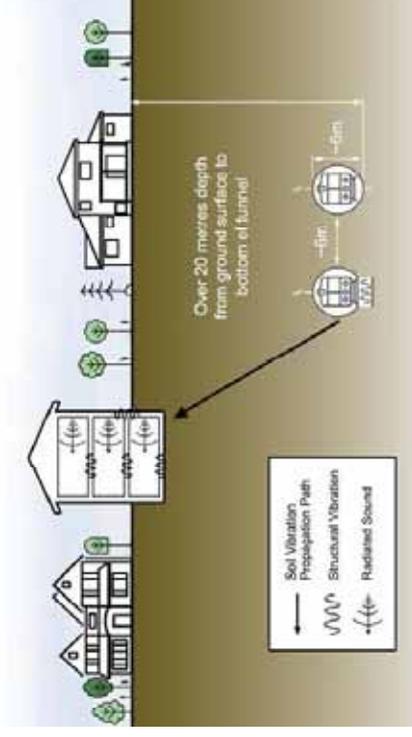
Metrolinx uses provincial guidelines to monitor and assess noise and vibration associated with the operation of new transit lines, including:

- Ministry of the Environment, GO Transit and TTC protocols
 - Metrolinx has also adopted the US Federal Transit Administration criteria for ground-borne noise and vibrations

Airborne Noise



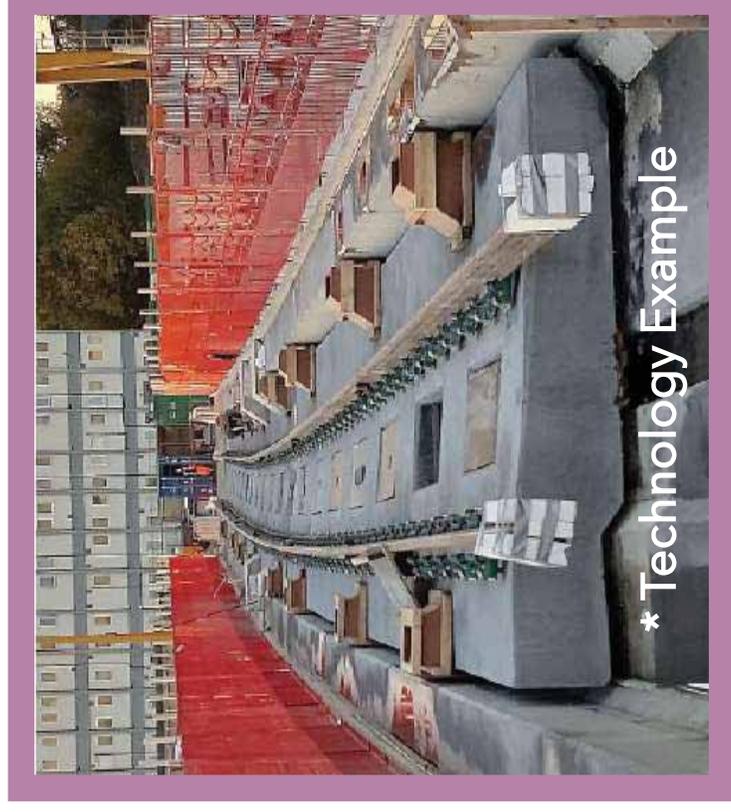
Ground-borne Noise



Yonge North Subway Extension

Noise and Vibration Studies - Early Results

- Ground-borne noise levels are predicted to be no higher than 29 dBA
 - Equivalent to background noise in a broadcast studio and slightly higher than an average whisper
- Ground-borne vibration levels are predicted to be no higher than 0.05 mm/s
 - Equivalent to vibration felt by a bus passing at 15m away
 - Below the threshold of what the average person can feel
- Geotechnical investigations currently underway will provide a better picture of soil conditions and how they might affect ground-borne vibration.



Yonge North Subway Extension

Geotechnical Work



- Topographical surveys, field markings and investigative borehole drilling has started in the Royal Orchard community and along Yonge Street
- The Metrolinx Community Relations team will continue to be in the Royal Orchard community regularly to answer questions and speak to residents. Work started August 30 on Shieldmark Crescent, more than 700 notices have been hand delivered to the community.
- Work on Kirk Drive, in front of St. Anthony's, started in September. Crews have adjusted hours to avoid blocking traffic during pick up/drop off at the school.

Yonge North Subway Extension

St. Anthony Catholic Elementary School

Proposed Geotechnical Drilling Locations: Revised Working Areas within School property

- Borehole #30 moved away from the building to minimize obstruction of the paved area
- Borehole #31 moved to allow unobstructed access to the parking lot and swinging gates.

Total of 2 boreholes required in the school area.



Yonge North Subway Extension

Safety Around Schools

- An example of a drill rig's work zone protected with fence.
- The actual layout and fence details are subject to design.
- We'll work closely with Board and School staff on ensuring we integrate their input into the health and safety measures.
- Metrolinx has experience working with and around schools on many of our projects (e.g. Eglinton Crosstown LRT at Mt Pleasant and Eglinton - Eglinton Junior Public School.)

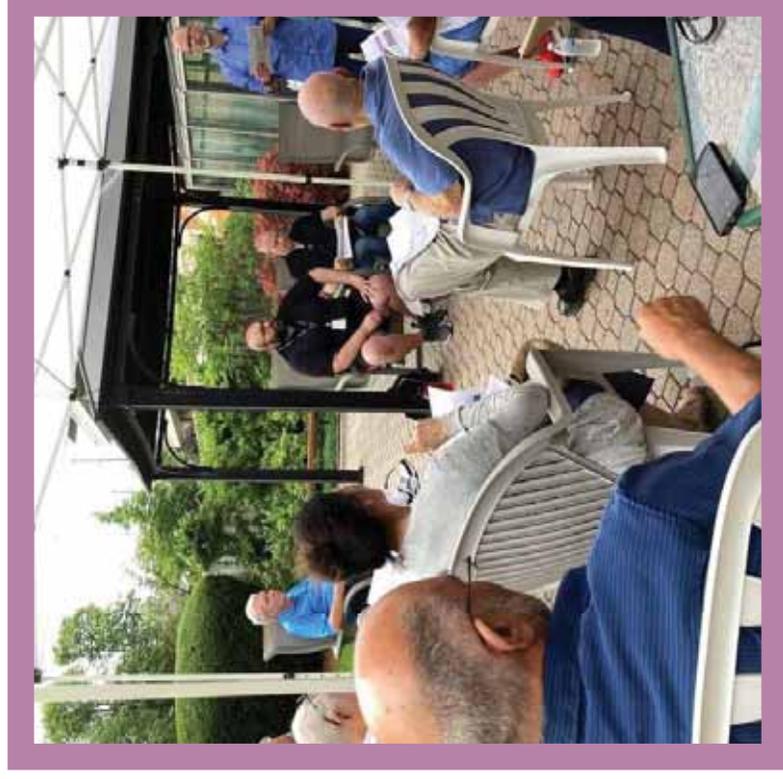


Yonge North Subway Extension

Public and Stakeholder Outreach

Since March 2021:

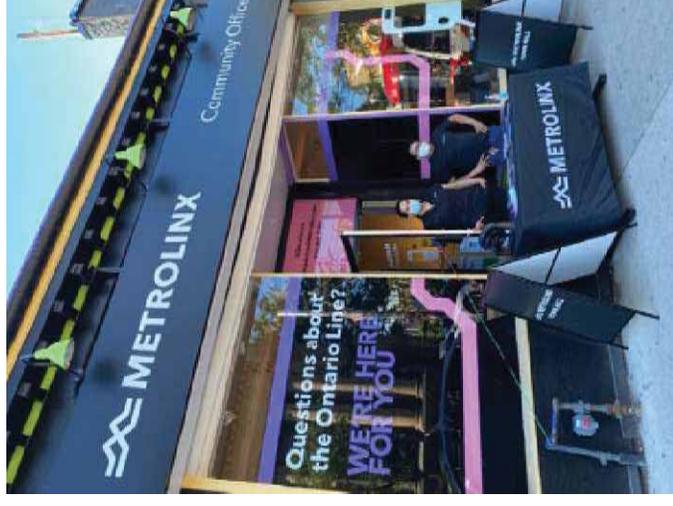
- Project postcard distributed to **30,000 homes** along alignment.
- **4 virtual open house meetings: 1551 attendees, 1369 questions** answered on Mx Engage, Zoom Room, and in Teams.
- Next virtual open house **October 20, 6:30pm.**
- **1200 notification flyers distributed, 18 stakeholder briefings, 28 elected official briefings, 9 eNews**, biweekly meetings with Communications Working Group (municipal staff), community walks, canvassing.
- **6 Council presentations** York Region Council and municipal councils.
- Royal Orchard Community Liaison Committee established, meetings held in May and October 2021.



Yonge North Subway Extension

Community Office

Metrolinx is exploring locations for a community office near Royal Orchard Community. Once open, the Yonge North Subway Extension Community Relations team will be available from the community office, as well as the other usual channels



Yonge North Subway Extension

Noise and Vibration Tours

Metrolinx hosted two noise and vibration tours, held at the Schulich building at York University and TTC's Line 4 (Sheppard Line).

Attendees witnessed local examples of how recent technology improvements mitigate noise and vibration levels for buildings directly above underground subways.

Delegation visited a lecture hall on the main floor, followed by a basement-level room, with a noise & vibration subject matter expert.

Noise levels were minimal, with only slight sounds made by subway heard when HVAC system was turned off, and all conversation temporarily ceased.



Yonge North Subway Extension

Experiential SoundLab

Community Office installation will offer attendees an opportunity to experience current and projected (expected to be imperceptible) levels of noise and vibration when the subway is in operation.

Baseline for comparison will be current noise levels experienced in the Royal Orchard and Bayview Glen Communities, from various parts of a home.

Audio and visual demonstrations using state of the art technology used internationally to test planned noise and vibration mitigation.



Yonge North Subway Extension

Fall Virtual Open House

When: Live panel discussion, evening of October 20

Focus: Where we're at and what's coming next

Project update

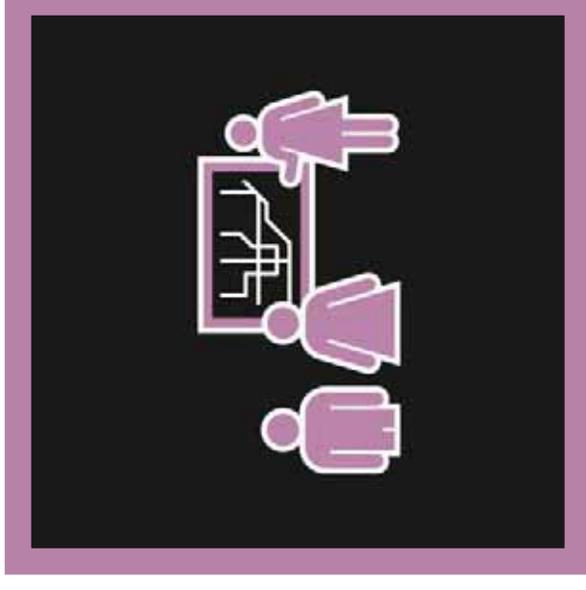
Environmental Project Report Addendum

ARUP Sound Labs and the future Community Office

Taking questions from the community.

Opportunity to be promoted through:

Social media, eNewsletter, stakeholder outreach, email updates



Thank You



From: [York Region](#)
To:
Subject: FW: Yonge Subway Royal Orchard
Date: Monday, November 8, 2021 8:43:31 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: York Region
Sent: November 5, 2021 9:34 AM
To:
Subject: RE: Yonge Subway Royal Orchard

Hi ,
Thanks for reaching out. The investigative drilling work currently underway in Royal Orchard will help us better understand soil and groundwater conditions in the area. This will inform the planning and design stage for the Yonge North Subway Extension as we actively explore refinements and improvements to our initial designs to tunnel deeper and under fewer properties.

You can find a map of the current route on [our project site](#). The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information in the near future on the route as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them. We're committed to sharing the latest updates of our plans with the community, and that includes how we'll help manage any impacts during construction and beyond.

You can also find the presentation from our recent open house on October 20th that includes discussions on the route, on our project site [under live meetings](#).

If you'd like to stay up-to-date on the project, I'd encourage you to subscribe to our newsletter for regular project updates. You can sign up [here](#).

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:

Sent: October 29, 2021 11:06 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: Yonge Subway Royal Orchard

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi,

I just wanted to know what is the final route map which will go through Royal Orchard. Just wanted to confirm and see how the construction of subway is going to be in the neighborhood of Royal Orchard .

Can you please send me the route map which shows what points will the drilling be done ?

Thank You in advance.

Have a good day.

--

Thanks and Regards

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From: [York Region](#)
To:
Cc: ["Councillor, Keith Irish - Markham"](#)
Subject: RE: Proposed Borehole Drilling on Banquo Road
Date: Friday, September 3, 2021 4:00:06 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

My sincere apologies for the delay in replying to your email from August 19th. To clarify, my name is Allie and I am a member of the Community Engagement team for the Yonge North Subway Extension. Since Wood is a subconsultant for Metrolinx, community concerns are handled by our Community Engagement team.

Geotechnical investigations have begun in the Royal Orchard community. The planned geotechnical work on Banquo Street was rescheduled due to delays regarding One Call markings, which represent the locates for buried infrastructure (the water, gas, phone/internet lines). Those markings will be followed by crews on site to ensure no interaction with our drilling equipment. This work has been rescheduled to start as early as September 8 and we anticipate it will be completed in October. You can find a construction notice with more detailed information that was delivered to residents here: <http://www.metrolinx.com/en/greaterregion/projects/docs/ynse/YNSE-RoyalOrchard-Geotech-071521.pdf>.

As previously mentioned, safety is a critical priority for Metrolinx, and there will be regular safety inspections conducted to ensure compliance with all local and provincial safety regulations, including local bylaws. All crews will be in compliance with the Ontario Occupational Health and Safety Act and the work permit provided by the City of Markham. In regard to St. Anthony's, we are working closely with the school to ensure the safety of the school and daycare students and staff while this work is being conducted. In regards to traffic, signage will be in place throughout the work and traffic control personnel will be on site to keep traffic moving safely and efficiently.

We understand that we are working in a residential neighbourhood and we will take all precautions to minimize any disruption. Our Community Engagement team can be reached any time at either YongeSubwayExt@Metrolinx.com or 416-202-7000 and we would be happy to meet with you at any point, either virtually or in person, to answer your questions.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



From:

Sent: Friday, September 3, 2021 9:02 AM

To:

Cc: kirish@markham.ca

Subject: Proposed Borehole Drilling on Banquo Road

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Dear

Pursuant to our emails of August 17 and August 19 (still unanswered), we are reiterating our request for a safety plan for the proposed drilling on Banquo Road. The items mentioned in the correspondence remain a matter of serious concern, especially since the drilling that has now started on Shieldmark Crescent is audible from inside our home on Banquo Road.

As I expect you are aware, the drilling on Banquo Road that was scheduled to commence on August 23 has not started nor have residents been advised about when it is likely to begin. This lack of communication is clearly an act of bad faith and fails to demonstrate community engagement. Moreover, this uncertainty, coupled with the upheaval and impact that the drilling will have on the neighbourhood, further heightens the stress and anxiety that the residents are feeling. Lastly, as the school year approaches, parents will again be parking on Banquo Road and Kirk Road for student drop-off and pick-up. Last year, we witnessed a significant increase in the number of cars because of COVID as more parents opted out of bussing in favour of driving their children to school themselves. This trend is indicative of how imperative it is to have traffic and safety management plans in place.

In closing, we again ask that you provide a safety plan for the proposed drilling activities on Banquo Road.

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From: [York Region](#)
To:
Cc: [York Region](#)
Subject: RE: Proposed Drilling on Banquo Road
Date: Wednesday, September 8, 2021 3:57:48 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

Thank you for your email. We'd like to connect with you over the phone to better understand your concerns and answer your questions. We have not received the voicemails you referenced, so we'd like to know more about those in case of an issue with the service, and of course any noise you've heard in your neighbourhood in the early morning. We can also discuss the recourse policy that Metrolinx has for property damage.

In regards to the safety plan and work hours, since the drilling sites are temporary and move from location to location within the neighbourhood, the safety plan for the geotechnical investigations is outlined under the established provincial and municipal safety regulations. Additionally, we are conducting regular inspections to ensure that our crews comply with all regulations, including municipal noise bylaws. Our working hours are 9:30 a.m. to 3:30 p.m., and our crew does not arrive on site until 9 a.m., as specified by the permit issued to us by the City of Markham.

The geotechnical field investigations will be performed only on the public roadway and within the City-owned portions of the boulevards, and we do not expect there will be any impact to private property. If you have any questions or concerns related to this work and your property, our Community Engagement team is always available. In the unlikely event that there is an impact, we will work with you to submit a formal claim with Metrolinx.

We would like to discuss your questions further over the phone to ensure we fully address any concerns you have about the geotechnical work being performed in your neighbourhood. Would you be willing to provide me with a phone number and time that would be best to reach you?

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:

Sent: Wednesday, September 8, 2021 11:00 AM

To:

Cc: kirish@markham.ca

Subject: Proposed Drilling on Banquo Road

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Dear

In response to Allie McHugh's email of September 3, 2021, we are again reiterating our request for the inclusion of a formal safety plan for the proposed borehole drilling on Banquo Road.

While Ms. McHugh's email mentions regular safety compliance inspections to ensure compliance with local and provincial safety regulation, including local bylaws, as well as compliance with the Ontario Occupational Health and Safety Act, it does not address specific concerns about damage to residents' properties and what recourse is available in the event of damage caused by the proposed drilling, questions that were raised in our emails of August 17 and August 19. Despite the assertion to take precautions to minimize any disruption, noise is already an issue since the drilling on Shieldmark is audible from inside our home before 8 AM.

Furthermore, the link to the construction notice, which was in the form of the pdf file dated July 15 and, therefore, no longer current, was not delivered to us. Upon consulting with neighbours, specifically neighbours in front of whose homes the drilling is slated to take place, we discovered that they, too, had not received this notice. When the drilling scheduled to commence on August 23, 2021, did not start, neighbours were left in the dark and not provided with any details about when it would commence.

Metrolinx purports to be committed to community consultancy and engagement. Consultancy and engagement thus place the onus on Metrolinx to make information directly and readily available to the community. Residents should not have to be hunting it down. As stated in our earlier email, one cannot assume that absolutely everyone has access to or avails oneself of computer technology, or is particularly adept at or comfortable using it. Additionally, multiple telephone messages left with Metrolinx in an effort to obtain information have gone unanswered and further demonstrate a lack of communication and community engagement, as well as Metrolinx's continued practice of acting in bad faith. Metrolinx remains resolute in its determination to proceed with its Option 3 despite community and political opposition, as both Markham and Vaughan city councils have voted to reject this option - an option designed to serve potential future residents of unbuilt condominiums and not the existing Royal Orchard community. Metrolinx

continues to turn a deaf ear to the Royal Orchard community as it proceeds with its plan to gut the neighbourhood and tunnel directly beneath people's homes.

In closing, we reiterate our request for a formal, written safety plan for the proposed drilling activities on Banquo Road.

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From: [York Region](#)
To:
Subject: RE: Yonge Subway extension
Date: Wednesday, September 15, 2021 3:49:22 PM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Thank you for reaching out and for your patience.

The Yonge North Subway Extension will transform the commute in York Region, North York and beyond by extending the TTC's Line 1 service north from Finch Station to Vaughan, Markham and Richmond Hill. The latest plans propose four stations along an extension of roughly 8 kilometres.

Our goal is to ensure we bring transit to the Region, while limiting impacts to homes, businesses and communities as a whole. The precise route is currently being refined and we will have more detailed information in the coming months. As I mentioned in my previous email, the investigative work happening now includes collecting soil and water samples in many different sites in the Royal Orchard community, specifically to understand local conditions so that we can further refine our plans to build the subway even deeper, and under fewer homes.

We are preparing an addendum to the existing environmental assessment (EA) that will cover off any changes to existing conditions since the initial EA was completed in 2009, and evaluate the updated route. This involves studying things like noise and vibration, soil and groundwater quality, the natural environment (including any impact on plant and animal life), and land use, and will build off the work done on previous environmental studies.

We expect to issue a draft environmental report in 2022 and the community will have an opportunity to review and provide comments on the findings, which will include reports on predicted levels of noise and vibration and help inform what solutions will be put in place to help keep things peaceful and quiet in your neighbourhood.

In regards to noise and vibration, Metrolinx uses provincial guidelines to monitor and assess the noise and vibration associated with the operation of new transit lines, as well as facilities that support them like bus terminals, station entrance buildings, and train storage facilities.

Metrolinx has also adopted the vibration standards from the Federal Transit Administration in the United States. These standards are used extensively throughout the US and Canada for transit projects. If noise and vibration levels are predicted to exceed these guidelines while the extension is in service, a wide array of solutions are available for Metrolinx to include in the design of the project to limit those impacts.

Noise and vibration levels are not expected to exceed the standards, as the subway will be designed to keep ground-borne noise and vibration within the established limits. When it comes to minimizing noise caused by trains traveling through the tunnels (ground borne noise and vibration), Metrolinx

will adhere to the guideline limit of 35 dBA (a unit of measurement that best reflects how sound is perceived by the human ear) for ground-borne noise. This is roughly the same level of sound you could expect in a library.

We are committed to keeping you informed. You may be interested in subscribing to our newsletter for regular project updates, including information on the EA, and you can sign up [here](#).

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

From:

Sent: September 13, 2021 10:08 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Re: Yonge Subway extension

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Dear Allie,

Thanks for keeping me informed.

Best wishes,

On Sep 13, 2021, at 9:45 AM, York Region <YorkRegion@metrolinx.com> wrote:

Good morning,

Thank you for reaching out. I'm writing to let you know that we received your email and are looking into your questions. I will be back in touch soon with more information.

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

<image001.png>

-----Original Message-----

From:
Sent: September 12, 2021 12:15 PM
To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: Yonge Subway extension

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To whom it may concern,

I live in Thornhill. I wish to express my extreme distress at plans to divert the Yonge Street subway extension to a route that takes the line through residential neighbourhoods, including two elementary schools, and the ecosystem and associated parks of the East Don River. I am fearful of the noise and vibration that will accrue from such a route and the impact they will have on the structural integrity of homes, the livability of the neighbourhood, and the health of the ecosystem. What is particularly baffling is why you would even consider building a subway line outside of

the natural corridor that already exists for it, namely Yonge Street. There is simply no need for the disruption that Option 3 will entail.

I would be grateful if you would send me information about your experience building subway lines through residential neighbourhoods. I also would like to see quantitative information about the noise and vibration levels that would be experienced by the neighbourhood should Option 3 be built, and especially the long-term impact of vibrations on structures. Furthermore, I would also like to see the studies you have undertaken to assess the impact of the line on the plant and animal life of the East Don River parklands.

Thank you for your assistance.

Your truly,

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From: [York Region](#)
To:
Subject: RE: Request of a Site Safety Plan and more info on Metrolinx "Early Works,"
Date: Wednesday, September 15, 2021 4:21:23 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

Thank you for reaching out. We also received the email sent to our subconsultant, Wood. As a subconsultant, Wood does not engage directly with the community and all questions and concerns should be directed to our Community Engagement team at YongeSubwayExt@Metrolinx.com.

In regards to the safety plan, since the drilling sites are temporary and move from location to location within the neighbourhood, the safety plan for the geotechnical investigations is outlined under the established provincial and municipal safety regulations. Additionally, we are conducting regular inspections to ensure that our crews comply with all regulations, including municipal noise bylaws.

Safety is critical to everything we do at Metrolinx. Regular safety inspections of the drilling sites ensure compliance with all local and provincial safety regulations, including local bylaws. All crews are in compliance with the Ontario Occupational Health and Safety Act and the work permit provided by the City of Markham. Signage is in place at each drilling site and traffic control personnel are present to keep vehicles and pedestrians moving safely and efficiently. To ensure the safety of road users and construction workers, the work area is clearly marked with cones when drills are in place. Drilling has been completed on Shieldmark Crescent, but as we move to other streets in the neighbourhood we will ensure ample space for traffic and pedestrians to pass through from a safe distance.

We are committed to keeping you informed, and to building a subway extension that is the best possible fit for the communities it will serve. You may be interested in subscribing to our newsletter for regular project updates, and you can sign up [here](#).

Please let me know if you have any further questions. We can be reached any time at YongeSubwayExt@Metrolinx.com or 416-202-7000.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:

Sent: September 15, 2021 10:11 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: Request of a Site Safety Plan and more info on Metrolinx "Early Works,"

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Community Engagement Team at Metrolinx,

Can you please forward me a traffic control safety plan as well as records of training for your workers and sub-contractors? The traffic control signage for work at a bend in the road did not seem adequate. (Shieldmark Crescent)

Also please forward me your Safety Plan/Method of Procedure for the drilling activities.

I am concerned about the potential for:

- Spills
- Noise & Vibration (typical noise from the drilling work is hammering and diesel engines).
- Potential hazard gases from underground and equipment used
- Traffic obstruction & safety
- Heavy equipment in a residential area
- Drilling waste

Kind regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: FW: Address of High Tech Station/Bridge Station
Date: Tuesday, October 5, 2021 12:23:36 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Silvia,

Apologies there are a couple of correspondences I forgot to bcc you on. Sending over now.

Thanks,
Allie

From: York Region
Sent: September 28, 2021 3:01 PM
To:
Subject: RE: Address of High Tech Station/Bridge Station

Hi ,

Thank you for your question. Bridge Station will be built at surface level between Highway 7 and Highway 407 and will also provide an easy transfer to the Richmond Hill GO train because it will be connected to the existing Langstaff GO station.

The previously proposed Richmond Hill Centre Station has been tentatively re-named High Tech Station, and would move slightly south-east of the original site. It would also be built at surface level, beneath the bridge along High Tech Road that spans the CN rail corridor.

Bridge and High Tech significantly improve access to frequent rapid transit and are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:

Sent: September 26, 2021 6:58 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Address of High Tech Station/Bridge Station

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Hi,

I am interested to know the approximate location of the bridge station & high-tech location. Is the bridge station closer to existing Langstaff Go Bus station? and High Tech around the existing VIVA transit center at HWY 7 or further north?

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From: [York Region](#)
To:
Subject: FW: YSNE=Clark Station-Information
Date: Wednesday, November 17, 2021 9:59:27 AM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: York Region
Sent: November 16, 2021 2:24 PM
To:
Subject: RE: YSNE=Clark Station-Information

Hi,
Thank you for reaching out and thanks for your patience.

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. Subway station designs require coordination with various stakeholders, and review many considerations including existing infrastructure, utilities, ground conditions, and impacts to the road network. We are in the early design stages for Clark Station, and we're working to confirm the locations of the entrances.

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 Clark Station and transit connections when the Preliminary Design Business Case is finalized.

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling, including bike parking and pedestrian pick-up and drop-off.

We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt).

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: York Region
Sent: November 9, 2021 12:02 PM
To:
Subject: RE: YSNE=Clark Station-Information

Hi,
Thank you for your email. I'm writing to let you know that we received your questions and will get back to you soon with more information.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:
Sent: November 8, 2021 4:20 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Fw: YSNE=Clark Station-Information

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Subject: YSNE=Central=Clark Station-Information

Dear Customer Service or Steve Collins:

A. Which corner will this station be located on-north or south east side of Yonge?
Will it have underground connection to Clark West buildings?
Will station be only or partial on the surface for YRT & VIVA connection?
Will it be part of building-ie. Wellesley, York Mills, Davisville? or by itself?
Will it be partial underground-ie..Lawrence West? or only on surface?

B. Will busses loop counterclockwise or clockwise using Glen Cameron?
How many blocks east of Yonge will they go before turning back on Clark to Yonge?

C. Will there be new high-rise buildings on Clark East or Dudley?

Will there be bike or uber/taxi or Mobility facilities?

D, Will YRT 23 or Orange or Promenade Express serve Promenade Precinct
along with YRT 5 & 77?

Will YRT 23 follow present route to Steeles station or go to Clark Station? (space/cost)

Will YRT route 3 be divided at Yonge-north to Royal Orchard,/RHCC or west to York University?

Will YRT 2 loop here or at Steeles? Will some runs go to Clark and others to Steeles? (space & cost)

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension Questions
Date: Monday, November 22, 2021 3:16:59 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Thanks for reaching out about the Yonge North Subway Extension.

The route we're moving forward with runs underground along Yonge Street and curves away from Yonge to the proposed subway tunnel portal south of Langstaff Road. The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information on the route in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

For construction, we anticipate that the main construction work on the project will begin in late 2023, with a target in-service date by 2030, after the Ontario Line is in service.

Crews have already started collecting ground samples from areas along the route in order to gather information that will be essential to the planning and design of the extension's structures and tunnels. We will have more information about construction timelines as we progress through the next phase of planning and design.

We will also have more detailed information to share about potential impacts and the solutions we'll be putting in place in the coming months, as further design work is refined and we conduct and consult on environmental assessments. We are currently preparing an addendum to the existing environmental assessment (EA) that assesses any changes to existing conditions since the initial EA was completed in 2009, and evaluates the updated route. A formal consultation report will be a part of the draft addendum, which we expect to issue early next year. This involves studying things like noise and vibration and will build off the work done on previous environmental studies.

If you'd like to stay up-to-date on the latest news about the project, I encourage you to sign up for our newsletter [here](#).

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:

Sent: November 21, 2021 6:50 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Yonge North Subway Extension Questions

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Good evening,

First off I think we always need more transit in our growing city and I appreciate all of the hard work that goes into a project like this.

I have a few questions regarding the route of the subway extension.

How close will the tunneling be to 60 Royal Orchard Boulevard, Thornhill, ON

When is the construction scheduled to start in that area roughly and finish?

Will it be all tunneling under the route in that area?

What type of interruptions can be expected for example noise and vibration or extra traffic?

Any answers will be appreciated.

Thank you for your time.

Regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: RE: Yonge North Subway Extension Questions
Date: November 22, 2021 3:16:59 PM
Attachments:

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Thanks for reaching out about the Yonge North Subway Extension.

The route we're moving forward with runs underground along Yonge Street and curves away from Yonge to the proposed subway tunnel portal south of Langstaff Road. The precise route of the Yonge North Subway Extension will evolve as planning work continues. We expect to have more detailed information on the route in the coming months as further design work is refined and we move forward with environmental assessments, but our goal will be to minimize impacts to communities as much as possible as we deliver major transit benefits to them.

For construction, we anticipate that the main construction work on the project will begin in late 2023, with a target in-service date by 2030, after the Ontario Line is in service.

Crews have already started collecting ground samples from areas along the route in order to gather information that will be essential to the planning and design of the extension's structures and tunnels. We will have more information about construction timelines as we progress through the next phase of planning and design.

We will also have more detailed information to share about potential impacts and the solutions we'll be putting in place in the coming months, as further design work is refined and we conduct and consult on environmental assessments. We are currently preparing an addendum to the existing environmental assessment (EA) that assesses any changes to existing conditions since the initial EA was completed in 2009, and evaluates the updated route. A formal consultation report will be a part of the draft addendum, which we expect to issue early next year. This involves studying things like noise and vibration and will build off the work done on previous environmental studies.

If you'd like to stay up-to-date on the latest news about the project, I encourage you to sign up for our newsletter [here](#).

Best,
Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073

From:

Sent: November 21, 2021 6:50 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Yonge North Subway Extension Questions

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Good evening,

First off I think we always need more transit in our growing city and I appreciate all of the hard work that goes into a project like this.

I have a few questions regarding the route of the subway extension.

How close will the tunneling be to XXXX.

When is the construction scheduled to start in that area roughly and finish?

Will it be all tunneling under the route in that area?

What type of interruptions can be expected for example noise and vibration or extra traffic?

Any answers will be appreciated.

Thank you for your time.

Regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: York Region <YorkRegion@metrolinx.com>
Sent: December 3, 2021 11:00 AM
To:
Subject: RE: Yonge North Subway Extension Inquiry

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

Thank you for your patience and understanding.

Input from municipal and regional planners informed the development of the Initial Business Case and supplementary analysis. The insight we gathered from our partners helped us thoroughly understand the growth planned in each community served by the extension, and how that development will affect transit needs in the future. We'll be working closely with our partners as the design and planning process as it moves forward.

Bridge Station's location is between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways.

The Ontario government is proposing to build two vibrant communities at Bridge and High Tech stations – along the Yonge North Subway Extension – that would help create more housing, more jobs and space for recreation and leisure within walking distance of the TTC's extended Line 1. Consultations with the City of Richmond Hill, the City of Markham, the City of Vaughan and York Region are currently underway.

The provincial government will be exploring development opportunities through the Transit-Oriented Communities program as part of the planning process. Infrastructure Ontario, with the Ministry of Transportation is leading the Transit-Oriented Communities Program as it relates to the "New Subway Transit Plan for the GTA," part of the government's smart, forward-thinking plan to build new, sustainable transit.

Local municipalities should be contacted regarding information on land use policies and Secondary Plans.

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. Subway station designs require coordination with various stakeholders, and review many considerations including existing infrastructure, utilities, ground conditions, and impacts to the road network.

We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at Metrolinx.com/YongeSubwayExt.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

M: 416.277.0081



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: December 2, 2021 9:33 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: RE: Yonge North Subway Extension Inquiry

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Hi Allie,

Just following up on the inquiry regarding the Yonge North Subway Extension in the previous email.

I would just like to confirm that I have a correct understanding of the following:

- Since Metrolinx is the Project Manager for this project, they will have to consult with York Region and the lower tier municipalities prior to any changes being downloaded into the regional and local planning policies and plans.
- The Option # 3 alternative places the Bridge Subway Station between Highways 7 and 407, west of the Langstaff GO.
- Lands within the Transit Oriented Community will be subject to comprehensive plans that shall determine the types of densities that will be permissible for separate lots.

Likewise, if you have any resources related to:

- If Markham's Langstaff Gateway Secondary Plan would be subject to an update in accordance with Metrolinx's Option #3 route for the extension?
- What are the next steps for the various stakeholders involved? The Province, Metrolinx, York Region, the various involved lower tier municipalities, and the land owners.

Any information or clarity on the above would be highly appreciated. Happy to discuss this via email or you can also reach me at.

From: York Region <YorkRegion@metrolinx.com>

Sent: November 24, 2021 2:45 PM

To:
Subject: RE: Yonge North Subway Extension Inquiry

Hi,
Thanks for reaching out about the Yonge North Subway Extension. I'm writing to let you know we received your email and I'll get back to you soon with more information.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:
Sent: November 23, 2021 4:27 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yonge North Subway Extension Inquiry

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Dear Metrolinx YNSE Team,

I am a recent graduate from Ryerson's Planning program and had a few planning questions regarding the Yonge North Subway Extension that perhaps you had some insight on. Any information or resources would be highly appreciated. Thank you in advance.

I would just like to confirm that I have a correct understanding of the following:

- Since Metrolinx is the Project Manager for this project, they will have to consult with York Region and the lower tier municipalities prior to any changes being downloaded into the regional and local planning policies and plans.
- The Option # 3 alternative places the Bridge Subway Station between Highways 7 and 407, west of the Langstaff GO.
- Lands within the Transit Oriented Community will be subject to comprehensive plans that shall determine the types of densities that will be permissible for separate lots.

Likewise, if you have any resources related to:

- If Markham's Langstaff Gateway Secondary Plan would be subject to an update in accordance with Metrolinx's Option #3 route for the extension?
- What are the next steps for the various stakeholders involved? The Province, Metrolinx, York Region, the various involved lower tier municipalities, and the land owners.

Any information or clarity on the above would be highly appreciated. Happy to discuss this via email or you can also reach me at.

Best regards,

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: York Region <YorkRegion@metrolinx.com>
Sent: Tuesday, December 14, 2021 12:20 PM
To:
Subject: RE: Train vibration

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi ,

Thank you for your patience and understanding.

Yonge North Subway Extension extends service roughly 8 km north from Finch Station in Toronto to north of High Tech Road in Richmond Hill. The route head north beneath Yonge Street from Finch Station before it curves east away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road at the CN railway corridor. Parkway Avenue is at least 150 meters west of Yonge Street, and therefore is far enough removed to experience any real impacts.

Metrolinx is looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension.

We are preparing to release an update to the environmental assessment for the project in the new year, which will contain more detailed analysis on this specific route. This route will also be the basis for the analysis we complete for the Preliminary Design Business Case, which is also tracking for release later in 2022.

The Yonge North Subway Extension is a long-awaited project that will bring faster transit to more people across York Region and Toronto. It is a vital piece of the transit network that we are building across the region and will connect communities and people for decades to come.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: December 10, 2021 7:36 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Re: Train vibration

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Hello

Thank you very much for your follow up.

Can I ask how soon I will hear from you? My condition will expire on Tuesday December 14.

I would appreciate your help,

On Dec 10, 2021, at 2:50 PM, York Region <YorkRegion@metrolinx.com> wrote:

Hi,

Thank you for reaching out. I'm writing to let you know that we received your email and will get back to you soon with more information.

Best,

Allie McHugh

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

From:

Sent: December 8, 2021 11:23 PM

To: York Region <YorkRegion@metrolinx.com>

Subject: Train vibration

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Hello

I hope you are doing well.

I am considering buying a property in Parkway ave, Vaughan (Thornhill). I would like to know if the properties in that street will have the vibration from the YNSE ?

Also if the tunnel would be on the east side or west side of the yonge street at this location.

I really would appreciate your professional opinion on this.

Kind regards

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: York Region <YorkRegion@metrolinx.com>
Sent: December 14, 2021 6:29 PM
To:
Subject: RE: Keep the Subway on Yonge project

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Thank you for your patience and understanding.

Over the past eight months, we have engaged with municipalities and consulted with communities, including the Royal Orchard neighbourhood in Thornhill. Members of the community have shared concerns about updated plans that shift the route of the subway extension off of Yonge Street in the northern segment of the line and have asked how we will make sure that the new subway service does not become a disruption to the community.

In response to that feedback, and through our well-established process for improving designs as we advance our transit projects, Metrolinx has refined plans for the subway extension that will result in deeper tunnels and a route that travels under far fewer residential properties in the Royal Orchard community than the previous route. The changes mean the subway tunnels will follow a route that travels mostly under Bay Thorn Drive wherever possible once they turn east from Yonge Street to connect with the rail corridor. We do not anticipate to go under any properties on Normark Drive.

If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case. After that, Metrolinx 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 aim is to make sure there are no significant differences between the levels of noise and vibration experienced in the Royal Orchard community today compared to when the extension is up and running. We're going to be using noise and vibration solutions for the project that are proven to work. A big benefit is that they'll be based on modern and up-to-date industry standards, which have significantly improved since the first subway lines in the GTA were built many decades ago.

Metrolinx has started reaching out directly to Royal Orchard community members whose properties are directly above the extension and will continue to support them as planning and design work continues.

The Metrolinx project team will host two virtual open houses: **Thursday, December 16** and **Wednesday, January 5**, to hear your thoughts and answer your questions. You can sign up for the upcoming virtual open house via our [website](#).

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3


While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: December 10, 2021 9:41 AM

To: York Region <YorkRegion@metrolinx.com>

Subject: Keep the Subway on Yonge project

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Hello:

Are any properties on Normark Drive (Thornhill) being affected by the Metrolinx project?

Please advise.

Thank you.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: RE: FW: refined Yonge-North Subway Extension - December 16, 2021
Date: Thursday, January 20, 2022 6:09:40 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Thank you for your patience and understanding.

Metrolinx will implement a range of practical, modern railway technological solutions to address noise and vibration. These solutions were not available decades ago when most of the Greater Toronto Area's existing subway lines were built. These new solutions have been tested around the world, and recently, in Toronto to extend the western leg of Line 1 to Vaughan. We are pleased to be implementing this world class technology right in your neighbourhoods. We are investing in the same railway technology where trains run on tracks that are dampened and where the passing of a train in the tunnel is comparable to an average whisper. We will do everything we can do to make sure people who live along the subway extension barely notice the subway service.

Subways around the world, including in the Greater Toronto Area (GTA), travel underneath homes, opera houses, condominiums, and businesses all the time. In addition, the tunnels along the Yonge North Subway Extension will be deeper underground than in many areas of Toronto's existing subway network.

In the coming months, we will also offer an immersive, interactive noise and vibration simulation that will let you hear for yourself what it will sound like when a subway train passes below homes. These audio and video demonstrations are based on our recordings of existing sound levels inside homes in Royal Orchard and will bring to life how our proposed modern noise and vibration solutions will make future

subway operations nearly imperceptible. We're looking forward to sharing more details with you.

In regard to damages to your property over time, Metrolinx has a claims process in the event of potential damages as a result of our construction. Ahead of any construction, Metrolinx would offer a pre-condition survey to property owners within a project's area to assess and document its current pre-construction condition. This survey is an industry standard used to set baseline conditions of properties located in close vicinity to a construction site. If you submit to Metrolinx a claim for damage to your property as a result of our construction, the pre-construction survey would demonstrate your property's original state.

In regards to Royal Orchard Station, there are four confirmed stations at Steeles, Clark, Bridge and High Tech, and, as you may have heard, the province is working with municipal partners to enable the extension to reach more people and meet the needs of current communities and future generations. Specifically, the province is prepared to provide the funding that will expand the scope of the project to five stations using proceeds from the Transit-Oriented Communities program to offset the additional costs. We look forward to working with the province and York Region to explore opportunities for including additional stations along the extension, which will build stronger connections, attract more new daily riders, and support sustainable and healthy communities.

Metrolinx plans to release the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) soon. I will send you a follow up e-mail with a link to EPR Addendum once it is released. This report will provide greater detail on the project, and there will be an opportunity for the community to review and comment on its findings.

Please let me know if you have any further comments or questions.

Regards,

Zar

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: January 14, 2022 6:06 PM

To: York Region <YorkRegion@metrolinx.com>

Cc: Maria Doyle <Maria.Doyle@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Charlie Hoang <charlie.hoang@ibigroup.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Royal Orchard Ratepayers Association <royalorchardra@gmail.com>; Lantsman, Melissa - M.P. <melissa.lantsman@parl.gc.ca>; gila.martow@pc.ola.org; Councillor, Keith Irish - Markham <kirish@markham.ca>; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; joe.dipaola@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; maurizio.bevilacqua@vaughan.ca; mario.ferri@vaughan.ca; gino.roasti@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; regional.clerk@york.ca; Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; mayorscarpitti@markham.ca; dhamilton@markham.ca; jheath@markham.ca; joeli@markham.ca

Subject: Re: FW: refined Yonge-North Subway Extension - December 16, 2021

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Good evening Zar,

Thank you for your acknowledgement.

From your email, I gather that the information provided in the Jan 13,2022 4:13 PM was not confirmed yet. I look forward to receiving accurate information as soon as they become available.

I was also informed that Royal Orchard is now entitled to have a station; however, this is worth noting that this new release does not solve our concerns with regards to noise and vibration, damages to the properties over the time etc. and they remained unresponded until now; again The Yonge subway belongs to Yonge.

I look forward to your response with a copy of the above- mentioned reports.

Thank you,

Kind regards,

On Fri, Jan 14, 2022 at 2:16 PM York Region <YorkRegion@metrolinx.com> wrote:

Hello

I am writing to let you know that I have received your email and will be back in touch as soon as I have more information to share.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: January 13, 2022 9:51 PM

To: York Region <YorkRegion@metrolinx.com>; Maria Doyle <Maria.Doyle@metrolinx.com>;
Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Charlie Hoang
<charlie.hoang@ibigroup.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>

Cc: Royal Orchard Ratepayers Association <royalorchardra@gmail.com>; Lantsman, Melissa - M.P.
<melissa.lantsman@parl.gc.ca>; gila.martow@pc.ola.org; Councillor, Keith Irish - Markham
<kirish@markham.ca>; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca;
joe.dipaola@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca;
maurizio.bevilacqua@vaughan.ca; mario.ferri@vaughan.ca; gino.roasti@vaughan.ca;
linda.jackson@vaughan.ca; mayor@townofws.ca; regional.clerk@york.ca;
Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca;
mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; mayorscarpitti@markham.ca;
dhamilton@markham.ca; jheath@markham.ca; joeli@markham.ca

Subject: Re: FW: refined Yonge-North Subway Extension - December 16, 2021

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Good evening Zar,

Thank you for your email; please see below for my comments:

- According to your email, it's been alleged that the vibration will be below what humans can hear; however:
 1. Firstly, this is only an allegation; if it's true, why has Metrolinx not posted the noise and vibration report yet? Why has Metrolinx obtained exemption to proceed without approved Environmental Assessment?
 2. Secondly, our concerns are not only what humans can hear! Our concerns are also the damages that will be made to the affected properties over the time. When we talk about subway, we are not looking at a short-term project; it is a lifetime project running underneath the properties as long as they last; therefore, if community's safety and privacy is a concern for Metrolinx-as claimed in below email, it would rather reconsider the route not being underneath people's properties at all.
- In the same email, you mentioned that **the adjusted route presented in Jan 5th, 2022 is the route Metrolinx is moving forward with**: who has approved it? According to our information, the proposal is still under consideration; the Royal Orchard community is opposed to it and all cities thought the north bond (such as Richmond hill, Aurora, etc.) will be against it as it will permanently remove the subway from their future progression. Please provide us with the details of the approved party and the accurate date of the subject approval.

Finally, from the tone of the below email and meeting on Jan 5th,2022, it seems that Metrolinx is under the impression that since the refined Yonge-North Subway Extension proposal is affecting fewer properties, it is a done deal! But having fewer properties doesn't mean that it has less importance in the community. In theory twenty homes is for sure better than forty, but in practice, it should in fact be under any home. I would like to bring to your attention **that the new refined Yonge-North Subway Extension will not solve the main concerns of the community; instead, it only moves the affected area from one to another!** Any alignments that go beneath homes, creek/ravine and school makes absolutely no sense when there is a perfect and better way- straight up Yonge street.

Looking forward to hearing back from you,

kind regards,

On Thu, Jan 13, 2022 at 4:13 PM York Region <YorkRegion@metrolinx.com> wrote:

Hello

Thank you for your patience and understanding.

Please find attached January 5 Virtual Open House Presentation Deck.

We're looking at a wide array of proven noise and vibration solutions for the project, including resilient fasteners, floating slab and ballast mats to help cushion the tracks and reduce noise and vibration. Rail dampers can also be used to help reduce the noise from passing trains. These types of solutions have been used around the world, including on the recently completed Toronto-York Spadina Subway Extension. We will have more detailed information about the solutions we'll be putting in place in the coming months as further design work is refined and we conduct and consult on environmental assessments.

Noise and vibration levels in the Royal Orchard community were already expected to be extremely low with no significant differences from today's levels, and these adjustments will make them even lower. Ongoing ground studies and environmental assessments in the Royal Orchard community will inform project designs and help deliver the best solutions for local neighbourhoods.

Our early studies show that by using available, proven technology, vibration levels are predicted to be below what humans can feel. We estimate that noise levels will be nearly imperceptible, about as quiet as the average whisper or rustling leaves in the distance.

We would never move ahead with a design that isn't safe for our neighbours, our customers and our employees. The detailed studies and all the consultations we're doing right now will help us make sure we put all the right noise and vibration solutions in place so there are no significant differences between what's experienced in the Royal Orchard community today and what will be experienced when the extension is in service. We want to make sure the neighbourhoods we serve will stay peaceful and quiet, and remain sought-after places to live in.

The adjusted route presented during the Jan 5 Virtual Open House is the route we are moving forward with; the details of the plans may change as we advance through the next stages of planning and design. We are preparing to release an update to the environmental assessment for the project at the end of January, which will contain more detailed analysis on this specific route.

We're committed to sharing the latest updates of our plans with the community. To stay up-to-date on the latest information about the project, I encourage you to sign up for our e-newsletter at [Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

Sincerely,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



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Good afternoon Metrolinx team,

This is the residents of. We are writing to you as we have concerns about the refined Yonge-North Subway Extension released on December 16, 2021 (the Orange Line):

We attended the most recent meeting on January 5, 2022 and witnessed your outlined subjects, but as a homeowner of the affected properties, we have a lot of concerns about the noise and vibration.

The noise and vibration are the most important effects on my property and the maps presented in the subject meeting were zoomed out in a way that we were not able to verify the details such as exact location of the tunnels, exact depth under our property, the expected vibration etc. The subject report was expected to be published in the referenced website which is still outstanding.

For clarity purposes, we would like to have a copy of the noise and vibration assessment for this project -aside from any actual or potential exceptions that might be or have already been obtained from EA (Environmental Assessment process).

Please provide us with a copy in your earliest convenience so that we can have it reviewed and analyzed in a timely manner.

Thank you,

Kind regards,

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [York Region](#)
To:
Subject: RE: Royal Orchard/Yonge St Metrolinx
Date: Friday, January 21, 2022 5:57:09 PM
Attachments: [image001.png](#)
[voh- jan 5 - presentation - final.pdf](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

It was great talking to you as well. I will connect with you regarding our next virtual open house once we have a confirmed date.

You mentioned that you attended one of our virtual open houses in May, 2021. Our most recent virtual open house took place on January 5. Please find attached a copy of the deck that was presented. We understand not all community members can attend our open houses so these meetings are recorded. You will be able to watch Jan 5 VOH [here](#).

If you'd like to stay up-to-date on the latest news about the project, including construction timelines, I encourage you to sign up for our newsletter [here](#).

If you require any further information, feel free to contact me.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: January 21, 2022 5:09 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Royal Orchard/Yonge St Metrolinx

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Hi Zar,

Thanks for your phone call yesterday with regards to our concerns about the Royal Orchard/Yonge St Metrolinx.

Please email me the dates of the future virtual link meetings.

Thanks!

Kind regards

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From: [York Region](#)
To:
Subject: RE: Concerns Re: Metrolinx Green Alignment
Date: Monday, January 24, 2022 10:21:59 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Likey and Steve Segal,

Thank you for contacting Yonge North Subway Extension Team. I am writing to let you know we have received your email.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:

Sent: January 24, 2022 5:27 PM

To: Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; MayorScarpitti@markham.ca; DHamilton@markham.ca; jheath@markham.ca; JLi3@markham.ca; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; joe.dipaola@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; mayor@townofws.ca; maurizio.bevilacqua@vaughan.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; York Region <YorkRegion@metrolinx.com>

Cc: regional.clerk@york.ca; 'Keith Irish - Markham' <kirish@markham.ca>; Gila.Martow@pc.ola.org; Caroline.Mulroney@pc.ola.org; stan.cho@pc.ola.org; melissa.lantsman@parl.gc.ca

Subject: Concerns Re: Metrolinx Green Alignment

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Dear York Regional Councillors:

In response to the email correspondence of January 19, 2022, from the Office of the Regional Clerk, we wish to confirm our desire for our original correspondence, submitted for the meeting of January 13, 2022, to be included at the Special Meeting of the Regional Council scheduled for February 3, 2022. We also respectfully request that today's correspondence also be included given the announcement about the inclusion of the Royal Orchard (RO) station just a few short days after the January 13 meeting.

While the announcement of a RO station may sound like welcome news, it is not the case if the Yonge North Subway Extension (YNSE) involves tunnelling under schools, houses—no matter the number of homes or properties—and green spaces, especially while questions about cumulative environmental health and safety concerns, noise and vibration, location of emergency subway exits and ventilation shafts remain unknown, not to mention Metrolinx's total lack of experience in tunnelling under a residential community using the proposed technology. Despite all the upheaval and unknowns, on multiple levels, of the Green Alignment, the revised option 3, including the safety impacts of a rumbling subway just 11 metres away from where children play and learn for the sake of a mere 2-minute faster commute, the closing remarks at the January 13 meeting appeared to be a ringing endorsement of the Green Alignment, as attendees were reminded that Metrolinx has put in the work.

We, however, feel that keeping the subway on Yonge is the better option. The situation is akin to a drug that after many years in the development stage must be totally abandoned in the clinical trial phase or even after it has been brought to market because it is too problematic and the benefits do not outweigh the risks. In this case, one does not have to start from scratch because a known viable option does exist, namely staying on Yonge, and the groundwork has already been done. If we may borrow another example from the pharmaceutical industry to serve as an analogy, which would you prefer: a drug given via the IV route involving travel time to a clinic to establish venous access under required medical supervision for delivery of the medicine or that very same drug given subcutaneously, i.e., beneath the skin, via an equally effective established delivery method that produces the same therapeutic benefits and can be self-administered in an at-home setting with less waste and greater overall benefits.

In closing, we respectfully request that you oppose the Green Alignment and revert to a subway extension that travels underground straight up Yonge St., has community and political support, and, overall, better serves current and future residents.

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From: [York Region](#)
To:
Subject: RE: Royal Orchard/Yonge street Infrastructure
Date: Tuesday, January 25, 2022 12:48:32 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

I hope you and are doing well.

I see you have sent your inquiries to Sofia last Friday at approximately 5PM. I can tell you from personal experience that sometimes it takes a few days to gather relevant information from other departments to respond to an inquiry.

If you have any additional questions, please feel free to reach out.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: January 25, 2022 10:06 AM
To: York Region <YorkRegion@metrolinx.com> **Subject:**
Fwd: Royal Orchard/Yonge street Infrastructure

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Hi Zar,

Please forward my email below sent to 21 January to Sofia as I have not had any response from her about the Infrastructure.

Thank you!

Kind regards

----- Forwarded message -----

From:

Date: Fri, Jan 21, 2022 at 5:05 PM

Subject: Royal Orchard/Yonge street Infrastructure

To:

Hello

My husband Prof Wilson and I live across from Royal Orchard/Yonge St and would like your input on the status of the proposed 4 buildings (Condos) for the area presently occupied by Basics and other stores in the strip mall. We had received flyers in 2020 about 59, 39, 36 and 23 storey condominiums to be built in that area.

Please advise if the project is still underway or has it been shelved. We were told by a Metrolinx representative to contact you about this.

Thanks for your quick attention to this matter.

Kind regards

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From: [York Region](#)
To: [Julia Kun](#); [Maria Zintchenko](#); [Jessica Neto](#)
Cc: [Azim Ahmed](#); [Nick Faieta](#)
Subject:
Date: Thursday, March 10, 2022 12:53:47 PM
Attachments:

Hi,

was a deputant at February 3 York Region Council Meeting. Attached is his presentation to the council.

Thanks,

Zar

I am a psychologist, registered with the Ontario College of Psychologists and I presently teach at York University.

I was employed by Ontario's Ministry of Labour to deal with issues of occupational health and safety for 12 years.

In the course of my duties at the MOL, I was asked to assess occupational settings in which noise and vibration might be likely to endanger workers.

I have presented to the Canadian Acoustical Society annual convention on the topic of noise as a stressor.

Like the rest of my community, I was shocked to hear Metrolinx was planning to place the subway extension under our homes and community. This was particularly shocking given my awareness of the impact of vibration and noise.

Noise and Vibration:
Not just an annoyance but a
Health and Safety Risk



Data on health and safety risks regarding whole body vibrations (WBV) and noise associated with subway--not found?

- Does Metrolinx have such data?
- If not, why?
- If yes, where is it?

How Whole Body Vibration and Noise affects us

At least several way:

- **Sound and emotions** (music and vibration influence how we feel)
- **Vibrations and sound serves to alert and warn**
- **Scratch (the chill reaction) →**

NO!

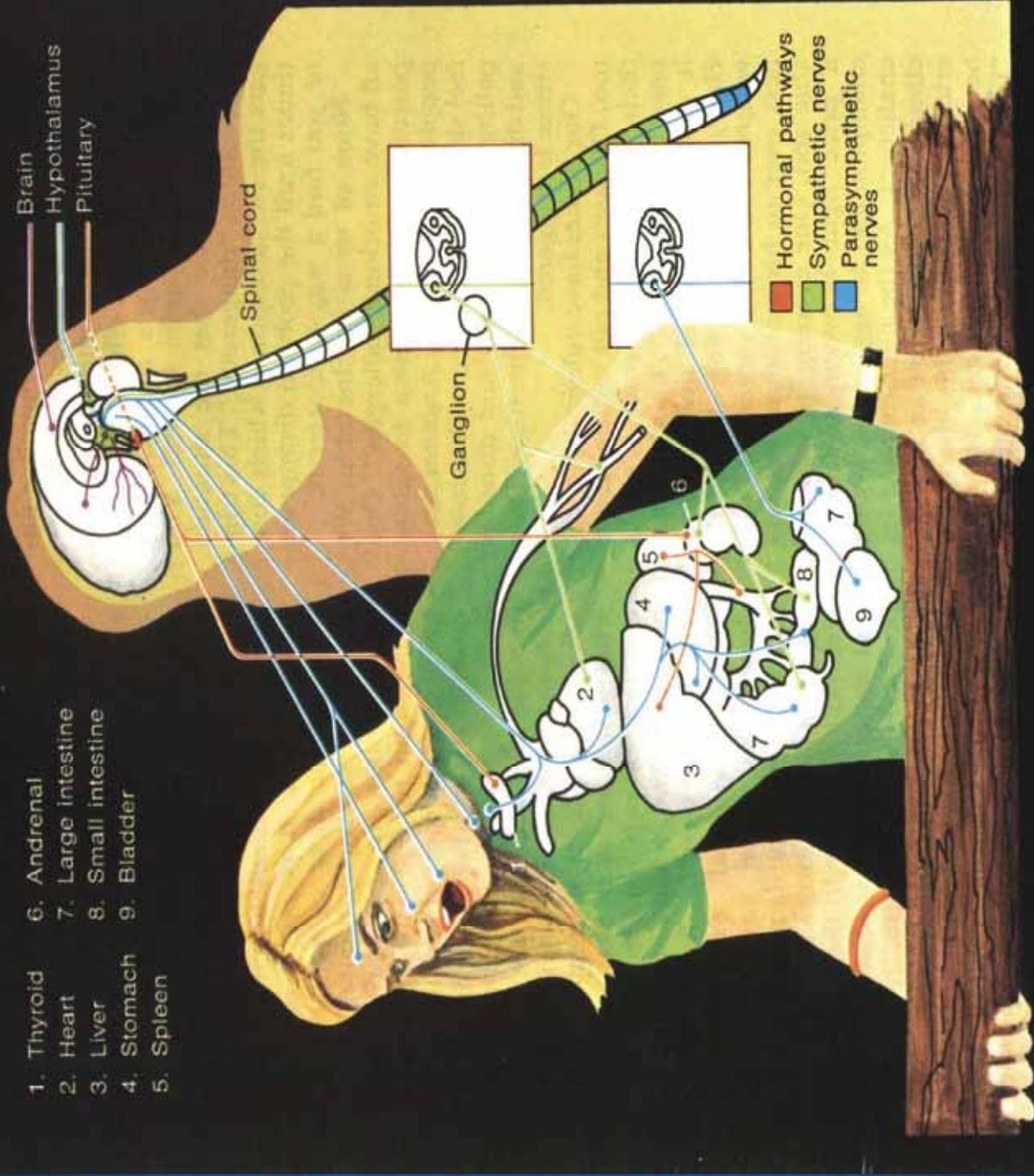
Whole Body Vibration/Noise

Automatic reactions

- chill reaction
- orienting response (novelty reflex)
- startle reflex
- stress response→

Reaction: Fight or Flight

1. Thyroid
2. Heart
3. Liver
4. Stomach
5. Spleen
6. Adrenal
7. Large intestine
8. Small intestine
9. Bladder



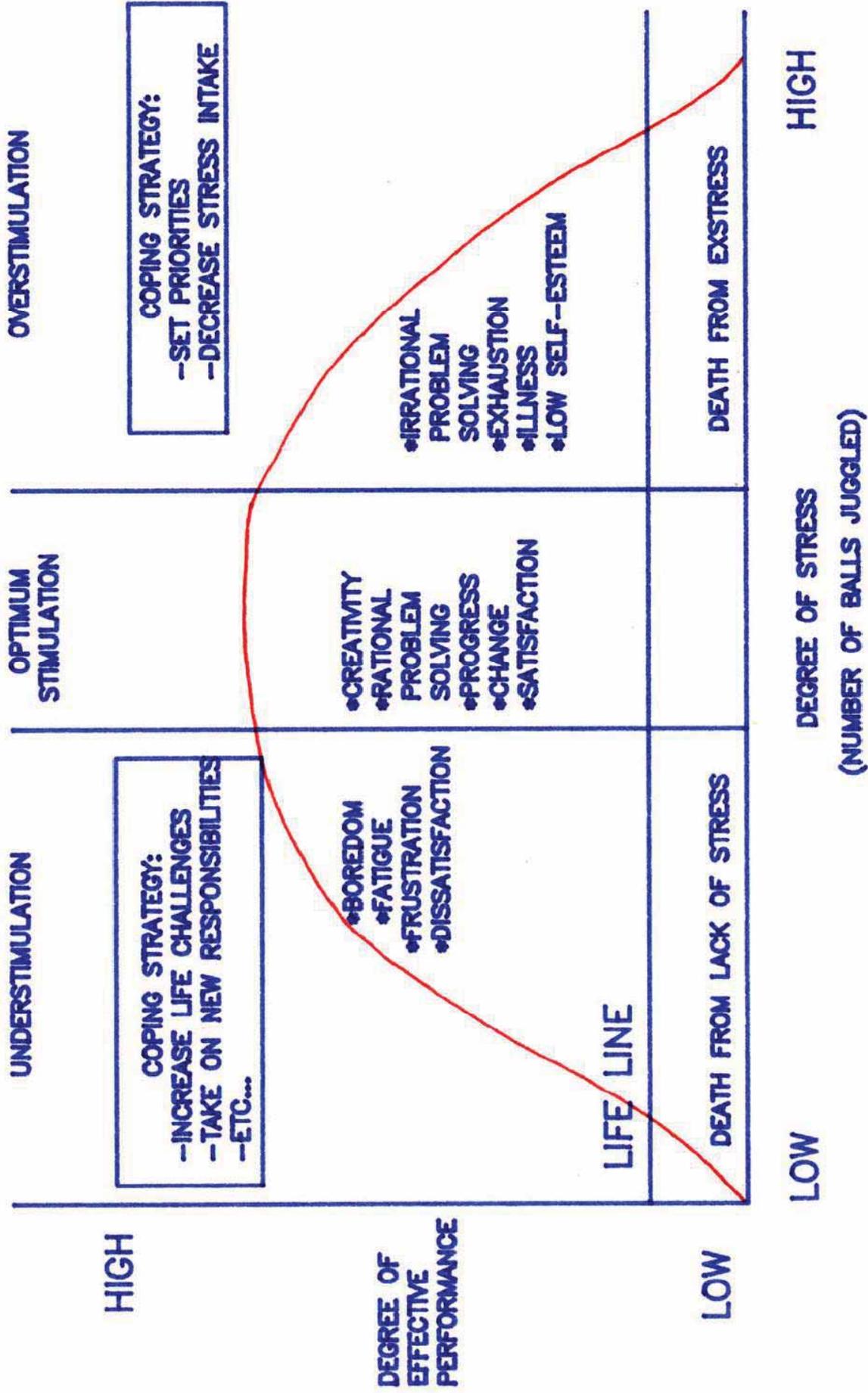
mobilization to action

Automatic responses triggered by noise and vibration

born out of need to react to threats such as:

- the approach of predators
- stampedes
- earthquakes
- volcanic eruptions
- etc.

Stress and Performance: The Inverted U



Noise as a Stressor

- noise and performance (the inverted U)

(Baumeister study)

- Noise and health disorders:
 - Hearing loss
 - Psychological (anxiety, ADHD, etc.)
 - Cardiovascular
 - Gastrointestinal
 - Neurological
 - Fetal abnormalities

Whole-Body Vibration: occupational exposure

Smith and Leggat Hazard Prevention 2005

Note: 24/7 exposure
not just occupational

“Benign” or “short-term”
effects only *if one can
escape and recover from
exposure*

Acute Effects (short-term exposures)

- Benign physiological effects such as:
 - increase in heart rate
 - hyperventilation
 - headache
 - loss of balance
 - motion sickness
- Muscle fatigue
- Discomfort
- Effects on motor performance
- Effects on cognitive functions involving demanding tasks
- Effects on speech
- Effects on vision, producing difficulties reading instruments and performing visual searches

Chronic Effects (long-term exposures)

- Degenerative disorders of the spine, especially the lumbar and thoracic spine
- Spinal disc disease and failure
- Low back pain
- Disorders of the gastrointestinal system (e.g., suppression of gastric function)

“Whole-body vibration is an important risk factor for occupational illness and injury.”

Whole-Body Vibration, Smith and Leggat, (Hazard Prevention 2005)

Occupational exposure
vs.
home and community 24/7 exposure

Selected health risks caused by long-term, Whole Body Vibration

Dozent Dr. sc. med. Helmut Seidel
American Journal of Industrial Medicine 1993

Long-term WBV exposure

- female reproductive organ issues (menstrual disturbances, anomalies of position)
- disturbances of pregnancy (abortions, stillbirths).
- hearing loss
- degenerative changes of the spine
- animal experiments suggest harmful effects on the fetus

Health effects associated with occupational exposure to hand-arm or Whole Body Vibration

Kristine Krajnak

Journal of Toxicology and Environmental Health, 2018

- increased risk of **musculoskeletal pain** in the back, neck, hands, shoulders, and hips.
- may also contribute to the development of
 - **peripheral and cardiovascular disorders**
 - **gastrointestinal problems**
 - **certain cancers**

Other symptoms found in relation to WBV exposure:

- impaired performance
- fatigue
- stomach problems
- headache
- loss of balance
- "shakiness"

Children and Noise/Vibration:

Stephen A Stansfeld, Mark P Matheson
British Medical Bulletin, 68 (1), 2003, Pages 243–257

Increased behavioural problems:

- emotional symptoms
- conduct problems
- hyperactivity
- increased impact on vulnerable or sensitive children

Irreversible negative consequences regarding
cognitive functions

Noise/Vibration and children:

Stephen A Stansfeld, Mark P Matheson
British Medical Bulletin, 68 (1), 2003, Pages 243–257

Irreversible negative consequences regarding cognitive functions including:

- central processing
- language comprehension
- deficits in sustained attention
- visual attention
- poorer auditory discrimination and speech perception
- poorer memory requiring high processing
- poorer reading ability
- lowered school performance on national standardized tests

Adaptation?

- One needs to suppress several automatic reactions to improve performance. One may say, “I don’t hear the noise or feel the vibration” **BUT** your body reacts.
- Clear and measurable evidence shows we react to these sounds and vibrations *physiologically* and it takes **effort** to suppress these automatic reactions.
- The chronic nature of exposures and the continual effort to suppress reactions to the exposures *both* contribute physiological and psychological harms.

The impact of 390? trains per day under a community:

- New mother breast-feeding a child. She tries to relax but the vibration results in tension, the baby reacts to tension, cries and withdraws.
- Young student with ADHD tries to study but is distracted by vibrations.
- A child put down to sleep but feels the “monster under the bed”
- Anyone trying to get to sleep and feeling the vibrations every couple of minutes
- Vulnerable populations such as those with various disabilities and conditions making them sensitive to vibration (e.g., children, muscular-skeletal disorders, high blood pressure/CVD, autism, anxiety, etc.).

From: [York Region](#)
To:
Subject: RE: Request for Archaeological Risk Management Plan
Date: Tuesday, March 29, 2022 9:37:26 AM
Attachments: [image001.png](#)

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Hi

Thanks for clarifying your request and my apologies for the delay.

The archeological assessment report is the latest archeological information for the project, and we've published it online. The archeological risk management plan would be created by the contractor once they're on board, which won't happen for some time yet. We are still in the planning and design stage for the Yonge North Subway Extension and have not yet selected a contractor for the project.

Moreover, the archeological risk management plan is owned by the contractor, and it would be shared at their discretion since information within those plans can be commercially sensitive. But when a contractor comes on board and creates the plan, we'll definitely ask if its data can be shared with the community.

If you'd like to stay up-to-date on the project and upcoming milestones for the subway extension, I encourage you to sign up for our newsletter [here](#).

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH

Community Engagement and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From:
Sent: March 18, 2022 10:59 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Request for Archaeological Risk Management Plan

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Allie

I wanted to double check that you received my request for information.

Many thanks

On Mar 16, 2022, at 6:46 PM, wrote:

Hi Allie

Thank you very much for the information and for responding so quickly.

But, no. I am not looking for an archaeological assessment report. I am looking for an "Archeological Risk Management Plan".

This is a document that Metrolinx requires when contracting work. As part of the contracting review process there are environmental obligations and Metrolinx requires an "Archeological Risk Management Plan".

I understand that an "Archeological Risk Management Plan" is required for every Metrolinx project that includes environmental obligations.

I would like to have a copy of one of these "Archeological Risk Management Plans"

Many thanks

On Mar 16, 2022, at 4:45 PM, York Region <YorkRegion@metrolinx.com> wrote:

Hi

I'm reaching out because we received your inquiry regarding the Archeological Risk Management Plan. Are you looking for archeological studies for the Yonge North Subway Extension project? We published the

Environmental Project Addendum for the Yonge North Subway Extension on February 10th, and you can view the full report on our site, Metrolinx Engage, under [Environmental Studies](#). An Archeological Assessment Report is available as part of the addendum, and you can find the pdf of that report [here](#).

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH

Community Engagement and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

<image001.png>

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

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Appendix I.5 – Community Interest Groups Consultation

Notification of Initial Business Case Release – March 18th, 2021

From: [York Region](#)
To:
Subject: Yonge North Subway Extension Updated Plans Released

Dear ,

Metrolinx is pleased to announce that we have now released the Initial Business Case (IBC) for the Yonge North Subway Extension (YNSE). Our updated plans for this project are [now available](#).

Yesterday's release of an updated business case is an important step forward for the project, which calls for roughly eight kilometres of new subway service on Line 1, extending north from Finch Station to Richmond Hill. A flagship project in Metrolinx's innovative Subway Program, these new Yonge North Subway Extension transit connections will open up new travel possibilities in every direction across the region's growing transit network.

Our latest analysis reveals how this project will serve the heart of major growth centres and significantly cut travel times – creating a critical and long awaited extension of our transit network. The extension will save commuters as much as 22 minutes on a trip from York Region to downtown Toronto. As well, during construction the Yonge North Subway Extension is expected to support the equivalent of 4,300 full-time jobs each year.

We are committed to continually engaging with you and the Korean Canadian Business Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
To:
Subject: Yonge North Subway Extension Updated Plans Released

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We are committed to continually engaging with you and the Markham Board of Trade as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
To:
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We are committed to continually engaging with you and the Grandview Residents Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
To: Yonge North Subway Extension Updated Plans Released
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We are committed to continually engaging with you and the Royal Orchard Ratepayers Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
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We are committed to continually engaging with you and the Village of Richmond Hill BIA as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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We are committed to continually engaging with you and the Richmond Hill Board of Trade as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

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Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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We are committed to continually engaging with you and the Thornhill Conservation District Ratepayers Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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We are committed to continually engaging with you and the Thornhill Green Ratepayers Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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We are committed to continually engaging with you and the Springfarm Ratepayers Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
To:
Subject: Yonge North Subway Extension Updated Plans Released

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We are committed to continually engaging with you and the Thornhill Golf and Country Club as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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We are committed to continually engaging with you and the Ward One South Thornhill Residents group as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
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We are committed to continually engaging with you and the Vaughan Chamber of Commerce as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
To:
Subject: Yonge North Subway Extension Updated Plans Released

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We are committed to continually engaging with you and the Willowdale Central Ratepayers Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

From: [York Region](#)
To:
Subject: Yonge North Subway Extension Updated Plans Released

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We are committed to continually engaging with you and the West Willowdale Neighbourhood Association as we progress through this project. Our team will be in close contact as we'll be hosting offering briefings and virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we are happy to meet with you.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

Royal Orchard Ratepayers Association (RORA) – March 31st, 2021

Event Summary: YNSE Briefing with Royal Orchard Ratepayers Association (RORA)

Wednesday March 31, 2021

4:30pm-6:30 pm

Teleconference (MS Teams)

RORA

City of Markham

Councillor Keith Irish

Metrolinx

Raj Khaterpal

Stephen Collins

Azim Ahmed

Nick Faieta

Michael Paolucci

OVERVIEW

In the lead up to the April 7 Virtual Open House for the Royal Orchard community, Metrolinx offered the Royal Orchard Ratepayer Association (RORA) an introductory and informal briefing on the project.

QUESTIONS AND COMMENTS

Q – We want greater clarity on the overall plan. Where did Option 3 come from?

A – The business case process is an incremental one that changes as our project makes it through the delivery cycle. It starts from the high-level planning studies and into the IBC phase. In our IBC we assessed 3 options including the option from the 2009 York Region EA.

Q – I remember in the past there was an environmental assessment for this project. I don't remember seeing this alignment in the plans.

A - In 2009 an Environmental Assessment was completed by York Region and TTC. When the YNSE came under Metrolinx's responsibility we looked at a long list of alternative alignments to achieve overarching goals of the project to connect the key nodes in alignment. Namely, the Steeles hub and the Urban Growth Centres at Langstaff Gateway and Richmond Hill Centre.

Q – Given Option 1 had a completed environmental assessment were other environmental studies completed for Option 3?

A – We do not complete environmental studies as part of the Initial Business Case. We assess the financial, economic, and deliverability cases through the IBC. But, as part of our current phase of work we must complete a full addendum and update to the 2009 EA.

Q – You've mentioned Option 3 refinement will remove challenges of tunneling under Holy Cross. Why are you prioritizing these challenges over running and building a subway under a residential community?

A – There are challenges and sensitivities to both. We recognize it is something of concern in either case. For Holy Cross, there are sensitivities to the owners and the descendants of those interred in Holy Cross Cemetery. With Option 3 Refinement we are looking to minimize challenges going under the cemetery and reducing the impact to the community by setting the tunnel deeper.

Q – Where exactly does the tunnel come up?

A – It comes up from below ground north of Holy Cross, just south of Langstaff. Following this we reach grade surface by the time we reach the highways.

Q – If you went 300 metres further up and only went under the cemetery could you still make it to the GO Station?

A – There were many alignments we looked at in addition to these 3 in the pre-IBC phase. We are committed to share the optioneering with the community to walk through these questions.

Those options didn't enable us because of how tight you could turn the subway and the ability to raise the grade from being above and below ground. These alignments didn't work to reach the objectives we were looking to achieve.

Q – Is this alignment to the point where you can look at the houses impacted?

A – The alignment is dimensionally correct but we're in IBC period and early design will evolve as we refine our plans

Q – It's a long stretch under our neighbourhood and I'm going to presume we're not going to be a station at Royal Orchard

A – We are protecting for stations at Cummer, Clark and Royal Orchard either during the initial build of YNSE or for the future. Right now, there is funding for one of them.

Q - How many emergency exits are going to be required and where will you put them?

A - Between the portal and Royal Orchard there needs to be 2 emergency exit buildings. We haven't selected the locations, but we are looking into it. We are looking to utilize public land as much as possible to find sections that are least intrusive community.

Q – What about the ventilation grates?

A – We need to have ventilation integrated in our design but we haven't landed on where they need to be. We will work through this item with the community. Our team will commit to giving you a schedule and ultimately a clear picture of when we'll need to talk about the locations of these sites.

Q – I didn't envision the emergency exit would be a building. Is it an actual structure?

A – A stairway from the tunnels up to the ground surface with an enclosure. Its not a building like a house, it's a minimum size overtop.

Q – I've seen one from the TYSSE and it is quite large. You'd have to tear a house down to fit this in.

A – We want to place them in lands already in public ownership. Looking to locate these in sections that aren't in existing sections/residential.

Q (Keith Irish) – The end of the line station is the keystone to determining the alignment. If you combined them you'd change the route.

A – If we combined the two we found that the capacity of that single station to service rapid transit services was overflowing that single station and established Bridge Station to complement our major transit hub at High Tech.

Q (Keith Irish) – CN Railway is very protective of their ROW. What discussions have you had with CN and how agreeable are they to tunneling under their tracks and running beside them?

A - We started working with CN over the last 7 months on technical aspects and the commercial side. We are working with them in a collaborative way to make it happen.

Q (Keith Irish) - So is there no agreement? You've launched a project, upset a community and don't have anything in place to make it a reality yet.

A – We don't have project agreement yet, but we are positive we will come to a successful outcome with CN.

Thornhill Golf Club – April 7th, 2021

Event Summary: YNSE Briefing with The Thornhill Club

Wednesday April 7, 2021

11:00am - 12:00 pm

Teleconference (MS Teams)

The Thornhill Club

Joe Murphy

Metrolinx

Nikhil Lobo

Azim Ahmed

Marcela Miranda

Nasim Bozorgmehr

Michael Paolucci

OVERVIEW

Following the release of the YNSE IBC, Metrolinx offered The Thornhill Club an introductory briefing and technical walkthrough of our plans. The Thornhill Club is a golf and country club on the west side of Royal Orchard and Yonge Street. As part of the reference alignment we are proposing to run a portion of the YNSE underground their facilities.





Richmond Hill Board of Trade – May 5th, 2021

Meeting Summary: Richmond Hill Board of Trade Meeting
Tuesday, May 5, 2021
8am-9am
External Zoom Link

Attendees

Metrolinx

Stephen Collins, Program Sponsor, Yonge North Subway
Azim Ahmed, Manager, Community Relations, Yonge North Subway

Summary

The Richmond Hill Board of Trade (RHBOT) invited Metrolinx to speak to a project update on the Yonge North Subway Extension. The presentation includes the rationale for the currently proposed alignment, key benefits that the extension will bring, overarching projections, and communications and community relations initiatives.

The RHBOT had a favourable response, and shared excitement for the eventual arrival of the YNSE.

Q & A

How far apart are High Tech and Richmond Hill Centre stations from one another?

This is a much-needed infrastructure boost for the city!

Where are we potential discussions with developers for transit oriented development proposals?

Would you consider branding the stations?

What is the likelihood of a future subway extension?



Keep York Moving – May 6th, 2021

From: Azim Ahmed <Azim.Ahmed@metrolinx.com>

Sent: May 7, 2021 1:11 PM

To: Community Relations and Communications
<CommunityRelationsandCommunications@metrolinx.com>

Cc: Stephen Collins <Stephen.Collins1@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>;
Nasim Bozorgmehr <Nasim.Bozorgmehr@metrolinx.com>; Jamshaid Muzaffar
<Jamshaid.Muzaffar@metrolinx.com>; Adrian Piccolo <Adrian.Piccolo@metrolinx.com>

Subject: Yonge North Subway Extension (YNSE) Event Summary: Meeting with Keep York Moving

Meeting Summary: YNSE Keep York Moving Briefing on Clark Station Analysis

Thursday May 6th, 2021

3:00 p.m. – 4:00 p.m.

Virtual (MS Teams)

Attendees

Keep York Moving (KYM)

Elected Officials

Frank Scarpitti, Mayor of Markham

Jim Jones, Regional Councillor, Markham

Alan Shefman, Councillor, Vaughan

Metrolinx

Rajesh Khetarpal, Vice President (A), Community Engagement (905+)

Stephen Collins, Program Sponsor, Yonge North Subway Extension

Nikhil Lobo, Sponsor, Yonge North Subway Extension

Jamshaid Muzaffar, Manager, Modelling and Geomatics

Nasim Bozorgmehr, Senior Advisor, Rapid Transit Planning

Jackie Czajka, Sr. Manager Community Engagement, York & Simcoe (A)

Azim Ahmed, Manager, Community Relations, Yonge North Subway Extension

Michael Paolucci, Community Relations & Issues Specialist, Yonge North Subway Extension

Spring Farm Ratepayers Association

Flamingo Ratepayers Association

Ward 1 South Thornhill Residents Inc.

Grandview Residents Association (GARA)

Others

Summary

Metrolinx provided a briefing to Keep York Moving, which is an amalgam of various ratepayer groups in Thornhill (Markham and Vaughan). The group approached Metrolinx to provide them with a briefing on our Yonge North Subway Extension (YNSE) neighbourhood stations analysis process with a specific look at the prospective Clark Station.

Q&A

Jordan Max – Will the neighbourhood stations be “whistle stops” or will they connect to local YRT/VIVA buses?

A – The stations will definitely include connections to local and regional bus routes, and in fact is a major driver for the business case for all of our prospective neighbourhood stations.

– Will Clark station be penalized with a two-fare wall modelled, whereas Cummer does not have that disadvantage?

A – We are going with the existing fare structure that is in place at the time of service (2030), and defer to the TTC on that. However, for our planning and analysis for ridership projections, it is in our interest to do away with the fare wall as well.

– Will there be bicycle parking available at a Clark Station? Passenger

drop-off?

A – It is in our planning for bicycle parking, we just do not know the size or scope at this point. For passenger drop-off, it was not in the original plan. However, through our consultations we have heard from the municipalities that this is important, and so we are reviewing in our study.

– Was land use planning used for the Clark catchment area?

A – Land use planning includes projected growth, and future work will involve significant collaboration.

– Will the 2021 Census population and figures be factored in?

A – We do generally update our data when the census data comes in. But usually a bit of a gap, as we only recently incorporated the 2016 census.

– When will Metrolinx finalize its neighbourhood stations decision?

A – It is currently being studied as part of the Preliminary Design Business Case (PDBC). The decision will be made before the end of 2021.

- Are there any developers around Clark Station currently in engagement with Metrolinx?

A – Have not engaged or been approached by any developers for Clark Station at this point.

– Would you accept our community coalition survey data, and incorporate into your study?

A – Short answer is yes, we will. The other answer is where we will use it. We would not include it in our Economic Case, but would use it to help inform as additional data for our Strategic Case.

– Will there be parking at Clark Station?

A – There is no vehicular parking planned for a prospective Clark Station.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

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Improving the Business Case for Clark Station
Highlights from Keep York Moving-Metrolinx Meeting, May 6, 2021

C:/KYM-ClarkStnmeeting2021-05-03

(26 attendees – Directors of local Ratepayer Groups, Elected Officials, KYM reps and Metrolinx reps)

1. Summary of Initial Business Case (IBC) on Clark Station

- 8100 residents, 1900 jobs within 10-minute walking distance (2041)
- 1560 boardings and 810 alightings in peak hour (2041). Higher than Cummer or Royal Orchard
- Benefits exceed costs, as they do with Cummer also

2. Questions and Comments on Land Use Assumptions

- Consistent with other IBCs, Metrolinx used a “2041 Market Land Use Forecast”, which is standardized approach “applying market-trend based future land use projections which conform to the Growth Plan region level targets while allocating growth based on several factors including observed trends, development potential and designated growth areas.”
- Sensitivity analysis were run on 3 alternative cases:
 - 2041 Consultant Projections – updated projections by Metrolinx consultant
 - 2041 York Region Projections – as provided by York Region
 - 2041 City of Toronto Projections – as provided by Toronto (for Cummer)
 - Results changed line ridership only moderately. e.g. Clark boardings increased to approximately 1800 in peak hour using York Projections
- Preliminary Design Business Case (PDBC) will look at 3 cases:
 - Metrolinx Market Land Use Forecast
 - Most likely development level (estimated by their consultant)
 - Land Use scenario requested by Region and Municipalities
 - Consultations between MX, local municipalities and MX are currently underway. PDBC slated for completion by end 2021, so will need by summer to include in the modeling

3. Questions and Comments on Mode of Travel Assumptions

- IBC assumed small bus terminal (3 bays) for Clark, to accommodate YRT bus connections
- Due to the YRT/TTC 2-fare wall, YRT bus riders transferring to the subway are disadvantaged versus a similar trip at Cummer (one fare only). This hurts the comparative business case. Metrolinx will evaluate approaches to sensitivity testing on fare integration between YRT/TTC
- Bike Parking to be looked at – cycle track on Clark extends 10-minute active transportation distance
- Passenger pick up/drop off (Kiss and Ride) will be studied. They recognize there is a demand at neighbourhood stations. Will benefit exceed costs?
- Commuter parking – none at Clark or Steeles. But a comparison of Option 1 vs Option 2/3 showed significant ridership increase if commuter parking provided. Will be studied for Bridge/High Tech.

4. Next Steps

- KYM is working on a resident survey, to be completed end May. Metrolinx will receive the results as part of their strategic case.

Connecting the Community – May 25th, 2021

Meeting Summary: Connecting the Community
Tuesday, May 25, 2021
9:00am-10:00am
External Zoom Link

Attendees

Metrolinx

Azim Ahmed, Manager, Community Relations, Yonge North Subway
Kareen Awadalla, Community Relations and Issues Specialist, York & Simcoe

Summary

A community group from Richmond Hill that meets regularly invited Metrolinx to present a project update on the Yonge North Subway Extension. Due to it being immediately following a long weekend, the usually 50-strong group had only 11 members join in. However, the interest level on the subject was strong, and the CR team received a number of good questions. Positivity and enthusiasm for YNSE was high.

Q & A

When will the storage facility be complete?

Is the project plan incorporating numbers from the Richmond Hill City Plan?

How will you incorporate parking?

Richmond Hill Council Accountability Community Group – May 26th, 2021

Meeting Summary: Council Accountability Group
Wednesday, May 26, 2021
7:00pm-8:15pm
External Zoom Link

Attendees

Metrolinx

Stephen Collins, Program Sponsor, Yonge North Subway
Nick Faieta, Senior Manager, Community Relations, York & Simcoe
Azim Ahmed, Manager, Community Relations, Yonge North Subway
Kareen Awadalla, Community Relations and Issues Specialist, York & Simcoe

Summary

Presentation delivered to community group that meets monthly based in Richmond Hill. The group of about 50-60 members discusses regular community updates and news. Due to this presentation scheduled for the first morning after a long weekend, only 10 members were in attendance.

Q & A

Is the YNSE plan incorporating the Richmond Hill Growth Plan 2041?

How far are High Tech and Richmond Hill stations from one another?

How big will the Train Storage Facility?

Meeting Summary: Council Accountability Group
Wednesday, May 26, 2021
7:00pm-8:15pm
External Zoom Link

Attendees

Metrolinx

Stephen Collins, Program Sponsor, Yonge North Subway
Nick Faieta, Senior Manager, Community Relations, York & Simcoe
Azim Ahmed, Manager, Community Relations, Yonge North Subway
Kareen Awadalla, Community Relations and Issues Specialist, York & Simcoe

Summary

Presentation on the Yonge North Subway Extension was made following an invite from the Council Accountability Group. This is a group made up of resident's intent on increasing citizen awareness of the policies, actions, and impact of Richmond Hill's City Council.

The presentation included a project update, preview of the upcoming Environmental Studies, and the communications and community relations outreach strategy. The questions and feedback were positive, as there is palpable excitement in Richmond Hill for the YNSE's arrival. Approximately 55 people in attendance.

Q & A

Is the YNSE plan incorporating the Richmond Hill Growth Plan 2041?

How far are High Tech and Richmond Hill stations from one another?

How exactly will the Train Storage Facility look?

What is the likelihood of an extension in the future?

Where are the growth projections for Richmond Hill Centre and Langstaff derived from?

Is the Davisville Rail Facility a good comparable for how the Train Storage Facility will look?

Does the recent federal government funding announcement have an impact on project scope or number of stations?

Will the portion north of Highway 407 be underground?

Ladies Golf Club of Toronto - May 27th, 2021

From: [Michael Paolucci](#)
To: [Community Relations and Communications](#)
Cc: [Stephen Collins](#); [lisa lieu](#); [Azim Ahmed](#); [Nick Faieta](#); [Rajesh Khetarpal](#); [Leona Hollingsworth](#)
Subject: Event Summary: YNSE Briefing with The Ladies Golf Club of Toronto
Date: May 28, 2021 10:22:11 AM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Event Summary: YNSE Briefing with The Ladies Golf Club of Toronto

Thursday May 27, 2021

5:30pm – 6:30pm

Teleconference (MS Teams)

The Ladies Golf Club of Toronto

Metrolinx

Stephen Collins

Lisa Lieu

Azim Ahmed

Michael Paolucci

OVERVIEW

Metrolinx provided an introductory briefing on the Yonge North Subway Extension to the Ladies Golf Club of Toronto. The team answered the organization's questions and spoke about a coming PTE for our due diligence work.

COMMENTS

Q - In the original plan there was consideration to bridging the alignment over the East Don River. This would have had impacts to our property. How are you crossing the East Don River?

A – In the original concept, the subway was to go up from below grade and run on a bridge at the East Don River. When we took over the project we found tunnelling below the East Don River was more cost effective and this is what we are moving forward with.

MX Comment – As we complete our due diligence work, we'll need a PTE to survey your land. We are looking to do this come June. Understanding you have your members to consider, we'd like to send over a PTE agreement.

Joan Anderton – Understood. Please send the agreement to us and we can accommodate. Are you looking to have access to our entire property? Our front entrance is along Yonge but the main activity is further into off Yonge.

A – It would be closer to Yonge Street but we can share the specific locations with you.

Q – If construction is to start in 2024, would the work be coming up from Finch or down from Richmond Hill?

A – We're looking to start tunnelling in Langstaff Gateway area from the north and heading south.

Q – 2024 is our 100th anniversary which will be a big year for us at the club. A note for you to as you work through this project to be mindful.

A – Understood, thank you for letting us know.

Q – How will the construction disruption be compared to the Crosstown?

A – The tunnelling impacts will be minor on the surface. The impactful part of project will come with station building. We are still working to determine what stations will be in the project scope. When a final decision is made, we'll know about impacts better. Your club is far enough away from Royal Orchard or Clark, but we'd need to work closely to manage your access needs.

Q – We're more worried about traffic congestion on other major arterial roads and alternate routes people might use. Ultimately, with traffic we don't want members to miss their tee times.

A – In the event of a road closure we will make sure that we give as much advance notice as possible.

Michael Paolucci

Community Relations and Issues Specialist

Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6

T: 416-268-9446

Sign up to the York Region and Simcoe County e-newsletter [here](#)

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Royal Orchard Community Liaison Committee Meeting #1 – June 17th, 2021

Overview

Metrolinx and members of the Royal Orchard community held the inaugural meeting of the Community Liaison Committee (CLC) for the Yonge North Subway Extension.

The group discussed following topics:

- The organization of the committee going forward including the Terms of Reference
- Metrolinx's Noise and Vibration analysis with an overview of the latest mitigation technologies
- Geotechnical investigations Metrolinx will be performing field investigations between July and October.
- Next steps including Metrolinx scheduling a tour of locations along the TTC network to show the effect of noise and vibration mitigation in action.

Questions and Answers

Bridge and High Tech Station

Question - We are still unsure why High Tech Station can't be the future transit hub, rather than Bridge Station. These are in very close proximity to one another

MX - The proposed location of Bridge Station maximizes the project's benefits. There is an existing GO Station in that location, and it's along a bus corridor with existing services and a direct connection into road traffic. Moreover, Bridge Station would be close to the Langstaff Gateway Urban Growth Centre.

Making High Tech the transit hub would require existing rapid transit services to move away from their routes. Having those services running on their conventional routes is a strategic benefit to the current location of Bridge Station.

Question - Why do you need two stations when Steeles Station will account for greater customer boardings according to your Business Case?

MX - High Tech Station and Bridge Station will have two different functions. Bridge Station will be an intermodal hub with connections to transit services across the region. High Tech Station will be complimentary to Bridge Station serving the rapidly growing Richmond Hill Centre area.

The ridership projections in our initial business case are based on standard market-based land use forecasts. Based on our work with local municipalities, we know that development in this area may be higher than previous projections. We have incorporated those opportunities in our strategic case to compliment the economic case in our IBC.

Noise and Vibration

Question - How old is this technology?

MX - The floating slab system has been used for decades and has been used in Toronto for three projects. It is not new technology, but it is technology that has been proven effective on multiple projects.

Question - When will Metrolinx know which technology will be most appropriate?

MX - A combination of the options may be more appropriate. We are actively working to determine we have the right technology solution for the right locations.

Question - For the spring technology option, what is the life cycle for this option and how often would they need to be replaced? What experience does Metrolinx have with this type of technology.

MX - We have consulted with the TTC and are learning from their experience with regards to the floating slab technology and they confirmed that they continue to perform as when they were first designed. As for the spring system, we do not have experience with this technology, but we are consulting with our technical team that has experience with this system.

Maintenance costs will be included in the purchasing contract for any of the noise mitigation technologies.

Question - What about the noise and vibration levels during construction rather than operations?

MX - There are two aspects to construction noise and vibration. One is from the Tunnel Boring Machine - this is a transient noise that would come from the TBM moving below homes. The most noise and vibration would be coming from vehicles transporting materials through the tunnel to and from the TBM. Metrolinx is currently looking into how we'll mitigate the construction noise, but the analysis is still in progress, and results will be shared with the CLC once available.

Question - Rolling stock is important to curbing noise and vibration levels, but if Metrolinx doesn't have control on the rolling stock then how will this be effective?

MX - You are correct, rolling stock is important when it comes to controlling noise and vibration. As part of our contract for this project we will be procuring rolling stock. Once complete, the extension will include operations and maintenance.

Question - Why aren't you using dBA as a measure? Aren't you not measuring low frequencies?

MX - dB does not measure ultra low frequencies; however, we are conducting vibration modelling and analysis that measures dB as well that measures vibration levels.

Questions - Will the trains running from Bridge Station then connect to the Yonge Line and go to Union Station? Won't those still be aging trains?

MX - Yes, trains will service Line 1 from High Tech Station to Vaughan Metropolitan Centre Station passing through Union Station. Trains go through significant maintenance during their service life, and those costs are included in annual budgets and contracts.

Question - The TTC has had to deal with noise and vibration related to flat wheels and wheel squeal in 2020 that took almost a year to address. What guarantees will be put into place for preventative maintenance before it becomes an issue?

MX - We are working closely with the TTC on this point. The rolling stock for the extension will be a combination with the existing TTC fleet. Metrolinx will continue to work together with the TTC on the maintenance for the extension. Metrolinx will continue to closely monitor performance to ensure maintenance and performance standards are met.

Question - How are residents protected if these noise and vibration levels exceed projections?

MX - Metrolinx conducted a deep analysis of what the vibration levels will be post construction and into operations. We'll continue to work closely with the contractor to ensure that levels are met and if they do encounter complaints from residents, we will work to ensure that complaints are resolved.

Question - How will you grade the potential proponents when you are in procurement?

MX - Our selection criteria is transparent and will be made available to the public. The selection process will be a confidential one and will be closed between Metrolinx and the bidders.

Question - The tunnel graphic is not to scale and is not reflective of a 20-metre depth.

MX - Thank you for flagging this for us. We'll look to revise to provide a more accurate depiction of the depth of the tunnel and we'll include basements as well.

Geotechnical Investigations

Question - Will Metrolinx share the locations for the boreholes they'll be drilling?

MX - Community notifications will be sent out to residents once we are able to get approval from the City for the work.

Question - What will the noise levels be for these machines and will there be debris and dust on site?

MX - We will be working within the City's bylaws limits and only working during daytime hours. As well, site cleaning will be completed following drilling.

From: [Saltarelli, Amber](#)
To: [Coulter, Kevin C.](#); [Dumbrell, Laura](#)
Subject: FW: CLC York University Trip Update
Date: August 8, 2021 3:09:49 PM

FYI

From: York Region <YorkRegion@metrolinx.com>
Sent: July 2, 2021 11:21 AM
To:
Subject: CLC York University Trip Update

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear CLC members,

We hope you are keeping well. As you may recall, during our first CLC meeting on June 17, we discussed visiting the Schulich building on the York University campus to experience a first-hand account of noise and vibration impacts on the community living above the subway line there. We are currently in discussions with university staff in coordinating our visit in July or early August.

If you are interested in joining the trip, please indicate to us your availability over the last two weeks of July and first week of August. For instance, if there are any particular days or weeks you cannot make, and general time of day you prefer.

To summarize, we are likely looking at something during the weeks of:

July 19th-23rd

July 26th-30th

August 2nd-6th

We look forward to hearing from you and coordinating this instructive visit. In addition, we expect to have be able to share an updated Terms of Reference next week and look forward to continued discussion.

Thank you,

Vaughan Chamber of Commerce Annual General Meeting – June 21st, 2021

Yonge North Subway Extension

Vaughan Chamber of Commerce AGM

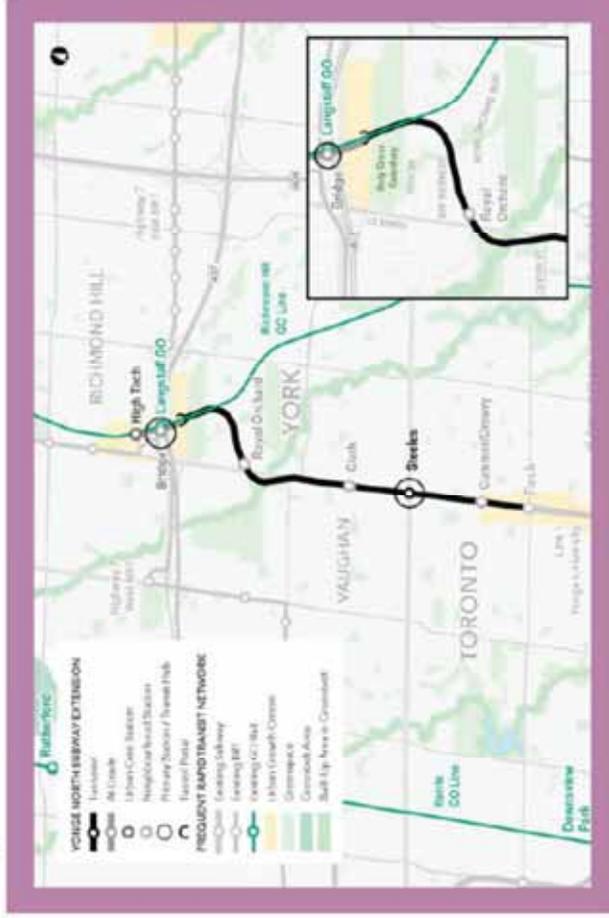


June 21, 2021



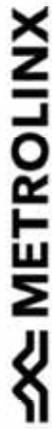
Yonge North Subway Extension

By the Numbers



- 
~8 km route
- 
4 new stations

Confirmed	Potential
<ul style="list-style-type: none"> • High Tech • Bridge • Steeles 	<ul style="list-style-type: none"> • Royal Orchard • Clark • Cummer
- 
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
- 
22 minutes saved travelling from York Region to downtown Toronto
- 
835,000 minutes saved on time spent commuting
- 
7,700 fewer km travelled during morning rush hour
- 
4,800 tonnes in yearly greenhouse gas emission reductions



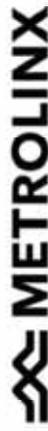
Yonge North Subway Extension

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:

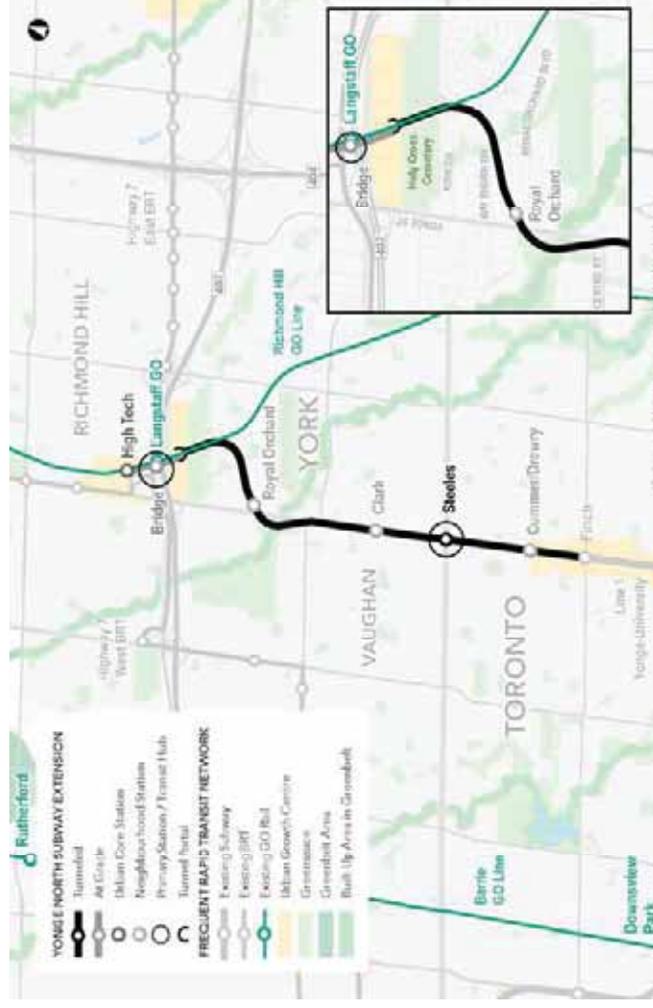


Yonge North Subway Extension

Tunnel Route and Depth

Through our Preliminary Design Business Case phase we are:

- Continuing to assess and refine the route and tunnel depths to reduce impacts on residential properties
- Completing geotechnical investigations to inform our analysis and allow for the development of specific solutions to address noise and vibration
- Reviewing options and solutions to address questions raised during community engagement



Yonge North Subway Extension

Environmental Assessment (TPAP) Addendum Studies

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○ Care facilities○ Parks• 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 Assessment (TPAP) Addendum Studies



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

Yonge North Subway Extension

Early Works

Early works are construction activities that are carried out in advance of main construction in order to reduce the risk of project delays and prepare specific sites for forthcoming work. As part of the Yonge North Subway Extension, the following early works will be undertaken to help prepare for the extension of Line 1 of the TTC subway to Richmond Hill.

Surface Segment

- Creation of a construction staging area and access road
- Temporary diversion of the existing CN tracks to avoid conflict
- Construction of temporary separation barriers along the CN corridor
- Installation of supportive temporary shoring structures to prepare the launch shaft site for planned work during main construction

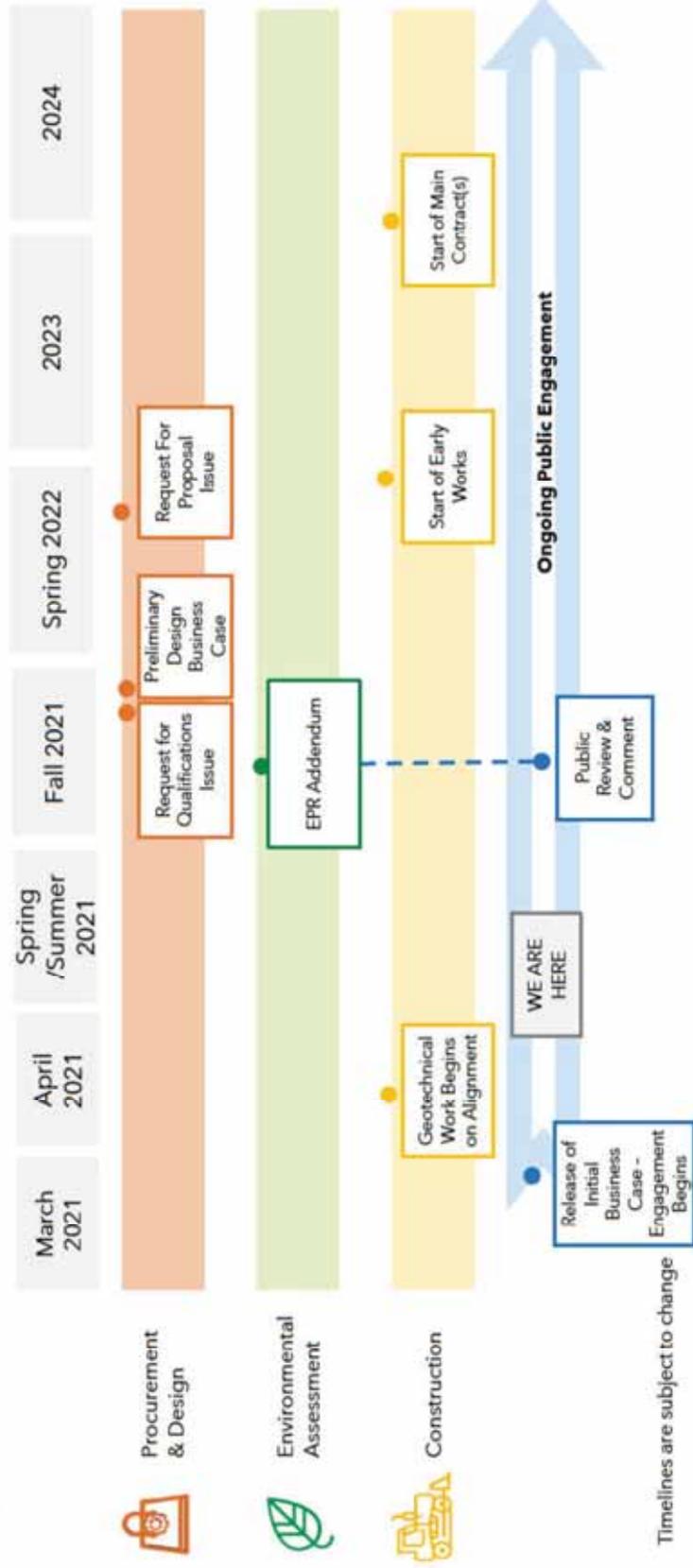
Finch Station Modifications

- Upgrading the rail track and systems within the track area
- Installing a new conduit duct bank to accommodate traction power cables from the existing substation to Finch Station
- Modifications to existing back of house rooms within the station



Yonge North Subway Extension

Project Timeline



Timelines are subject to change



Royal Orchard Community Liaison Committee

We are committed to keeping residents and businesses informed during every phase of the project, including launching working groups with community members and our project team called **Community Liaison Committees (CLC)**

The first CLC for the Royal Orchard community was held on Thursday June 17

- The Committee will be an organized venue to review designs, hear concerns, answer questions, and keep the community updated on the project at every turn.
- The Committee will meet once per quarter, with the option to occur more frequently as needed.
- Community members may include representatives from resident, tenant and/or ratepayer associations; local business owners; and local elected representatives.

Going forward, we will be launching other CLCs for different communities and topics relevant to the Yonge North Subway Extension.

Yonge North Subway Extension

Noise and Vibration Briefing & Tour

The Metrolinx team and international experts provided a noise and vibration briefing for municipal elected officials and senior staff to share:

- A ground borne noise and vibration overview
- An update on noise and vibration studies for YNSE
- International experiences

Attendees visited two locations on the existing TTC subway network.

- Line 4 - Sheppard (east of Leslie Station)
- Line 1 - Toronto York Spadina Subway Extension (York University - Schulich building)

Line 4 - Sheppard at Leslie



Line 1 - York University Schulich Building



Yonge North Subway Extension

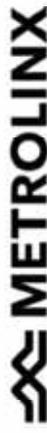
Share your feedback!

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**



Thank You



Yonge North Subway Extension

Geotechnical Field Investigations

Geotechnical field investigations in the Royal Orchard community begin July 2021, until approximately the end of October 2021.

- **When:** Daytime hours, on public property only including parks.
- **Where:** Royal Orchard community.
- **What does this mean:** Temporary lane reductions during the day, minor noise and vibration impacts.
- **Notice:** To be distributed to residents two weeks in advance of work beginning.

This is an important stage of the planning and design work for the Yonge North Subway Extension. We're trying to learn as much as we can about the ground, soil and groundwater quality conditions in the area. This work is necessary to inform our analysis and project plans.



From: [Azim Ahmed](#)
To: [Community Relations and Communications](#)
Cc: [Stephen Collins](#); [Adrian Piccolo](#); [Nikhil Lobo](#)
Subject: Meeting Summary: Yonge North Subway Presentation to Vaughan Chamber of Commerce
Date: June 23, 2021 3:33:55 PM
Attachments: [YNSE_Vaughan Chamber_June 21.pptx](#)

Meeting Summary: Vaughan Chamber of Commerce Annual General Meeting

Monday, June 21 2021

4:30pm-5:30pm

External Zoom Link

Presentation attached

Attendees

Metrolinx

Azim Ahmed, Manager, Community Relations, Yonge North Subway

Elected Officials

Vaughan Mayor Bevilacqua

Others

Mary Frances Turner – President, York Region Rapid Transit Corporation

Brian Shifman – President & CEO of the Vaughan Chamber of Commerce

Summary

The Vaughan Chamber of Commerce (VCC) invited Metrolinx to speak to a project update on the Yonge North Subway Extension (YNSE), at its AGM. The presentation includes the rationale for the currently proposed alignment, key benefits that the extension will bring, overarching projections, and communications and community relations initiatives. Metrolinx immediately followed a presentation made by Mary-Frances Turner of YRRTC, who spoke on general transit development in York Region, and previewed the YNSE.

The VCC had a favourable response, and shared optimism for the eventual arrival of the YNSE.

Q & A

What is the likelihood that we get fare integration in York Region? It is too costly for my son to travel from Humber College to where we live by public transit.

This is a great project that is a long time coming; when does construction begin?

Next Steps

Follow-presentation at next VCC AGM (2022)

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

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Desk: 416.202.5837 Mobile: 647.632.1769

Ratepayer Briefing on Steeles Station – June 24th, 2021

Yonge North Subway Extension

Project Introduction

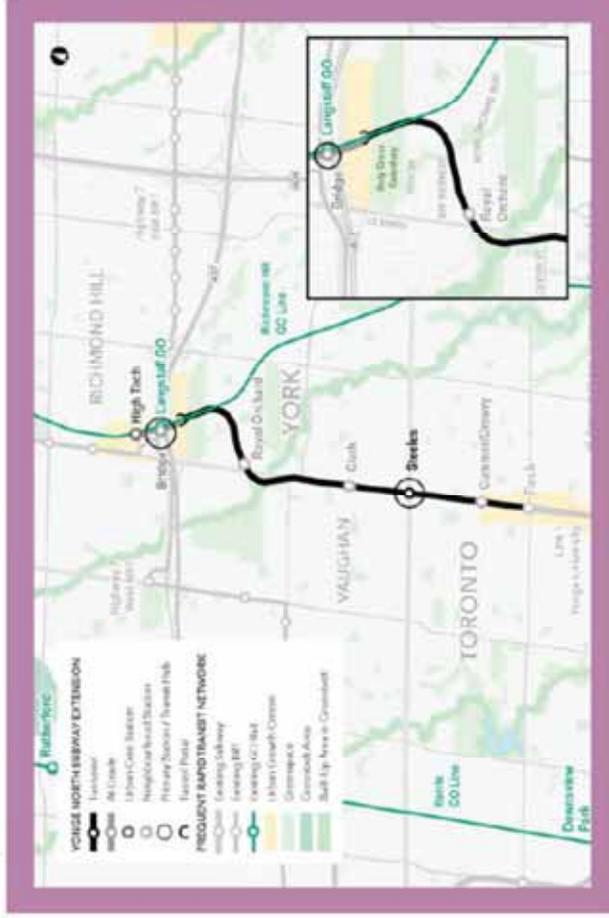


June 24, 2021



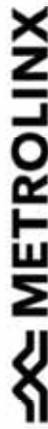
Yonge North Subway Extension

By the Numbers



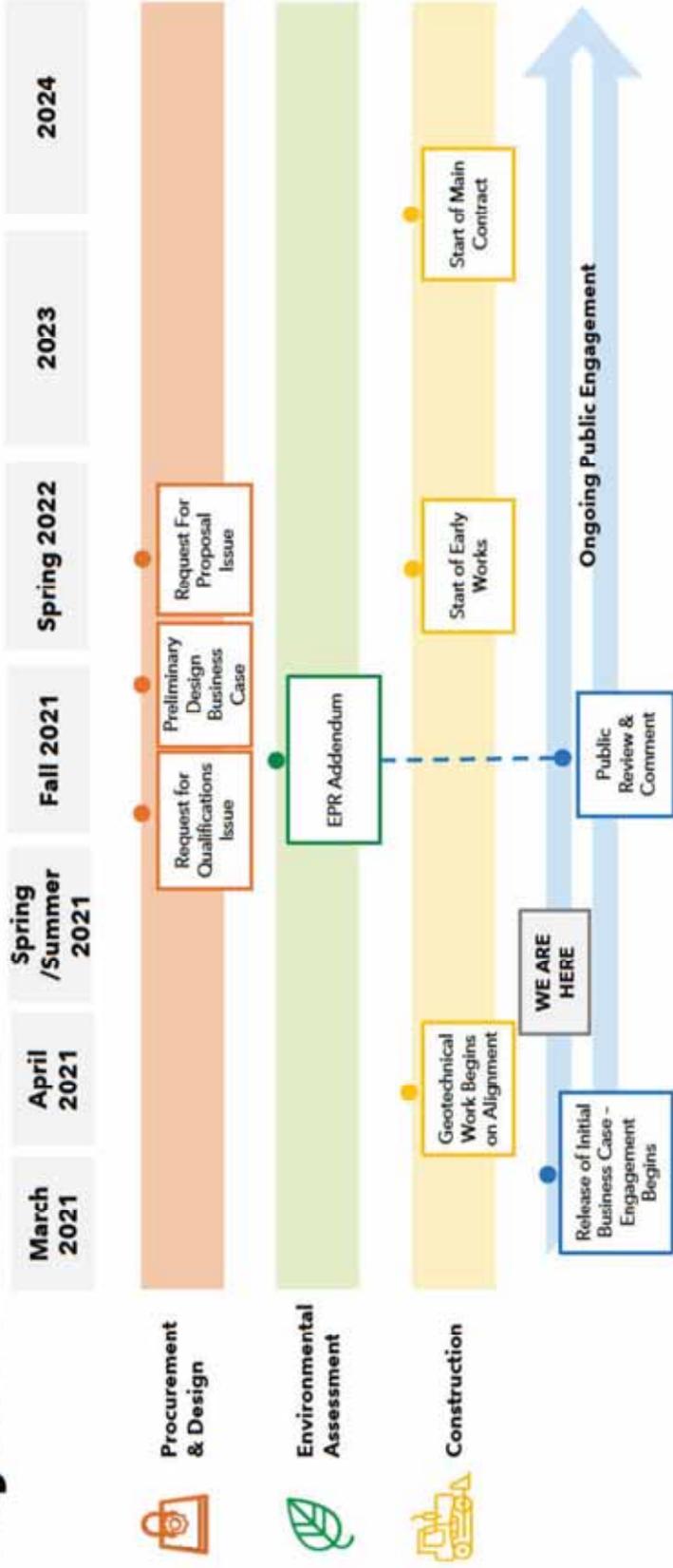
- ~8 km route**
- 4* new stations**
 - Confirmed**
 - Steeles
 - Bridge
 - High Tech
 - Potential**
 - Cummer
 - Clark
 - Royal Orchard
- 94,100 daily riders**
- 26,000 more people with in 10-minute walk to transit**
- 22,900 employees with in 10-minute walk to transit**

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

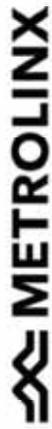


Yonge North Subway Extension

Project Timeline



Timelines are subject to change



Steeles Station Overview

- Multi-jurisdictional location; Toronto/York (Vaughan and Markham)
- Steeles Station will be a transit hub that delivers major benefits to the project
 - o Located along major east-west transportation corridor
 - o 5,100 Morning Peak Hour Riders by 2041
 - o Intermodal bus terminal with 9,200 daily bus transfers to Steeles Station by 2041
 - o Planned future rapid transit connection along Steeles Avenue
- Metrolinx is working with our regional and municipal partners to address:
 - o Coordination with the York Durham Sewage System (YDSS)
 - o Significant off-street bus facility within an emerging urban node

Preliminary Steeles Station Scope

- Minimum of two station entrances
- Station box
- Traction power substation
- Bus facility for TTC and York Region Transit service to be built at surface-level
- Para-transit drop-off
- Accommodate connection to future Steeles Avenue rapid transit service
- Integration between components of the station and surrounding land use/development

Aligning with Municipal Plans

Metrolinx is working closely with our municipal partners and taking into consideration all relevant existing and forthcoming plans for the area.

Existing Plans

- City of Vaughan's **Yonge Steeles Corridor Secondary Plan** - North Area (Approved by LPAT in 2020)
- City of Vaughan's **South Yonge Street Corridor Streetscape Master Plan Study** (2011)
- City of Markham's **Yonge and Steeles area study** (2008)
- City of Toronto's **Yonge Street North Planning Study** (2013)

Forthcoming Plans

- York Region's **Region-wide Official Plan review**
- City of Vaughan's **Yonge Steeles Corridor Secondary Plan** - South Area (Under Appeal to LPAT)
- City of Vaughan's **Yonge-Steeles Corridor Urban Design Study and Streetscape Plan**
- City of Markham's **Yonge Steeles Corridor secondary plan**
- City of Toronto's **Yonge Street North Transportation Master Plan**
- City of Toronto's **Amendments to North York Centre Secondary Plan**

Yonge North Subway Extension

What's Next?

- Further planning and design work, including Steeles Station design options
- Work with stakeholders, municipalities, and TTC to evaluate and determine design requirements
- Continue environmental assessment studies to evaluate proposed changes to the project
 - Updated Environmental Project Report to be finalized in Winter 2022.
- Continue project analysis through the Preliminary Design Business Case (PDBC), which will include:
 - Further detail on the benefits and scope of Steeles Station
 - Detailed designs for the station
 - Studies on connections to the future Steeles Avenue rapid transit line
 - Greater detail on land use sensitivities



Yonge North Subway Extension

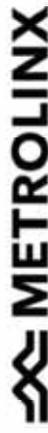
Share your feedback!

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**



From: [Michael Paolucci](#)
To: [Community Relations and Communications](#)
Cc: [Stephen Collins](#); [Nikhil Lobo](#); [Nasim Bozorgmehr](#)
Subject: Meeting Summary: Ratepayer Briefing on YNSE and Steeles Station
Date: Friday, June 25, 2021 11:43:29 AM
Attachments: [Ratepayer Presentation - Steeles Station FINAL.pdf](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Topic: Ratepayer Briefing on Steeles Station
Date: June 24, 2021
Time: 6:00 – 7:00pm

Attendees/Presenters

Stephen Collins	Metrolinx
Leona Hollingsworth	Metrolinx
Azim Ahmed	Metrolinx
Michael Paolucci	Metrolinx
Nasim Bozorgmehr	Metrolinx
	Springfarm Ratepayers Association
	Grandview Area Residents Association
	Grandview Areas Residents Association
	Ward One South, Thornhill
	Ward One South, Thornhill

Overview

The YNSE team provided several ratepayer groups in Thornhill an introductory presentation on Metrolinx's preliminary plans for Steeles Station. Following a brief presentation, the team answered questions about the station's scope, design, integration with adjacent development, and the location of the bus facility.

Questions and Answers

Q – Is it your intention to have the bus terminal as the dead end for buses that would normally be going down to Finch?

A – The objective is to get all those people off the buses and onto the subway earlier. Some of the routes may end up terminating at Steeles but there are other routes that may use it as a stop along their route. We're working with the service providers to understand what they'd need for bus platforms in the facility.

Q – How far below ground is the sewer system?

A – About 20 metres below ground. This would put it below the bottom of our tunnels.

Q – Do you have drawings of where the buses are going? There are many projects coming on Steeles and Yonge.

A – We are evaluating where on the intersection it's best to place the terminal so it's providing good services, integrated with development lands, and urban structures municipalities have. We want to make sure we are aware of what Markham wants to do and we're complimentary.

Q – How will the timing of the subway project work with the proposed Steeles Rapid Transit project you mentioned?

A – The RTP has identified the Steeles Ave RT as high performing considering the demands for transit along that corridor. The business case process could start as early as next year which would be the trigger to start the planning process of the project. But right now it's an unfunded project.

Q – I'm interested in the design of the bus facility. Will it be like the existing Finch Station?

A – From a scale standpoint, it would be 10-12 bus platforms, which is fewer than Finch. From an urban design standpoint, we're looking at integrating it with any development around it.

-

Q – Where in the timeframe of the construction would you be at Steeles? Would the tunneling be starting at north or south? How much disruption can we expect at this intersection?

A – We are assessing a single launch site at the Langstaff Gateway area working from north to south. The station at Steeles will be cut and cover and it'll be disruptive during construction. There will likely be significant impacts from construction, but we are committed to keeping the community informed as the project progresses.

Q – For the Ontario Line you do these great visual aids filled with building TOCs, vibrant and mixed-use developments. When can we see them come online for Steeles?

A – The Ontario Line is ahead of us but at Yonge and Steeles we will have the TOC program overlaid on top of it, and when design renderings are available we'll share them with you.

Q – We need to communicate better. We want to hear from you on what's correct. For example, we heard that MX purchased the Esso Station at Yonge and Steeles. Also, where will the kiss and ride go, won't it make Steeles more congested?

A – We did not purchase the Esso Station at Yonge and Steeles. We are currently not planning a pick up and drop off at Steeles. We want to prioritize access to subway through different modes rather than just driving.

Q – What is the role of MX in terms of protecting neighbourhood from the traffic that is going to come from the subway. We'd be naïve if we thought people don't drive to subway. What is role of MX in managing traffic coming into neighbourhood.

A – The municipality is the road authority and we'd be working with them. Decisions on how those roads will operate would rest with municipalities. We'll be there to support with the analysis if requested.

Q – Thank you MX for doing this. If this is about dialogue and not just about reacting, how can we assist you? Are there fundamental questions you want feedback on? Things that can help shape this more. Are there other things you want to ask this group for specific feedback.

A – We need to make sure we're doing a job that is supportive of the community. We are very early and at the introductory level. Stay involved, keep pushing. We are looking to host Community Liaison Committees where we can set a regular cadence of meetings and formalize conversations, share project details etc. Let us know if this is something you'd be interested in participating in.



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Willowdale Business Improvement Association – July 2nd, 2021

From: [Azim Ahmed](#)
To: [Community Relations and Communications](#)
Subject: Summary: YNSE meeting with Willowdale BIA
Date: July 23, 2021 3:05:18 PM

Event Summary: YNSE Briefing with Willowdale BIA

Thursday, July 22, 2021

3:00pm-4:00pm

Teleconference (MS Teams)

ATTENDEES

Metrolinx

Nikhil Lobo, Sponsor, Yonge North Subway Extension

Julia Kun, Project Manager, Environmental Programs and Assessment

Azim Ahmed, Manager, Community Relations, Yonge North Subway Extension

Elected Officials Staff

Markus O'Brien-Fehr, EA for Councillor John Filion

Willowdale BIA

OVERVIEW

The team met with the Willowdale BIA to discuss future plans for the YNSE, specifically future work at Finch Station and its impact to local businesses. Traffic considerations, parking, and tunnelling impacts were also discussed in this informal presentation and Q&A; our first with this particular stakeholder.

QUESTIONS and COMMENTS

Q – Bus connections for VIVA and TTC; they will be moved from Finch to where?

A – Nothing has been decided yet, but we do not anticipate any changes for the major bus routes. Some of the side routes may shift from Finch to Steeles station, however.

Q – What would the early works entail at Finch?

A – We will be replacing some of the rail tracks that are currently north of Finch, adding communications rooms. We do not anticipate the disruption other than to occasional weekend service.

Q – Over what time span would these service closures occur?

A – We are working with the TTC to ensure no major service times are impacted; we would anticipate a few weeks.

Q – Would the majority of the work occur below ground?

A – Majority of it yes, with some surface as well, which includes possibly some lane closures

Q – What efforts would be made to ensure minimal disruptions to local businesses?

A – We're taking this very seriously. We want to ensure that no access points are closed, and limiting any other access issues.

Q – Other than traffic, there are other considerations we would like to see an action plan for:

- Where will your trucks be parked?
- Will you mark out where the hoardings will be located?
- Will there be snow removal?
- Plan for street furniture access and removal of garbage construction bins

A – These are very worthy considerations, and we will ensure we communicate a plan with you prior to the awarding of the contract

Q – Can we have this action plan in writing before the contract is signed?

A – Yes.

Q – How will you inform businesses of upcoming work?

A – We do e-blasts, as well as the circulation of notices through groups such as yourself, Councillor Filion's office, MPP's office, and door-to-door drops for major disruptions. We would also be happy to meet regularly with groups such as yourself, and once COVID protocols allow, to meet local business owners in person.

Q – Where exactly will the tunneling take place near Finch?

A – We do not know the specifics as of now. However, we expect to know more in the fall, and will be sure to share with you.



NEXT STEPS:

Meet with Willowdale BIA again in September/October with updates. Set up regular cadence of quarterly meetings with group.

Azim Ahmed

Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx | 10 Bay Street, 17th Floor | Toronto | Ontario | M5J 2W3

Desk: 416.202.5837 Mobile: 647.632.1769

8111 Condo Board – July 12th, 2021

From: [Michael Paolucci](#)
To: [Community Relations and Communications](#)
Cc: [Rajesh Khetarpal](#); [Stephen Collins](#); [Adrian Piccolo](#)
Subject: Event Summary: 8111 Condo Board Public Meeting
Date: July 13, 2021 10:41:38 AM
Attachments: [IMG_0322.jpg](#)

Event Summary: 8111 Condo Board Public Meeting

Monday July 12, 2021

4:30pm – 6:30pm

8111 Yonge Street

Attendees: 21

8111 Condo Board Executive

-

Royal Orchard Ratepayers Association

-
-
-
-

Others

-
-

Metrolinx

- Stephen Collins
- Adrian Piccolo
- Nick Faieta
- Michael Paolucci

OVERVIEW

With the Province of Ontario entering Stage 2 in its re-opening plan, the YNSE team participated in an outdoor public meeting for 21 residents in the Royal Orchard community. The team presented our plans for the Yonge North Subway Extension to members of 8111 Yonge Condo Board and members of the Royal Orchard Ratepayers Association. Following the presentation, the team answered questions from the community on tunnel depth, noise and vibration, and the subway's proposed alignment.

COMMENTS

Q – Markham City Council and Vaughan City Council have both voted against Option 3.

What is MX's position when our local representatives say to look at other options?

A- Metrolinx is an agency of the Province of Ontario and we've been tasked with designing a project that maximizing benefits. We certainly hear your concerns and have taken note of what local councils have voted on. Our job is to do our best to come to places like this and provide facts as best as we have it.

Q – What is the point of your public consultation if you aren't going to change the project?

A – We are very early in the process and the IBC is the first step in the process which gives us a road map to work from. Much of the specifics of what we can do is still unclear as we must complete our geotechnical studies and the environmental assessment. Once we have

this information, we'll be in a better place to answer with more detail.

Q – If money is an issue, why did you change the plan from Option 3 to Option 3 refined and add \$66 million to the project?

A – The supplementary analysis was done with the same rigour as the Initial Business Case. This was done to see how we could reduce impacts to community and cemetery. We are doing this by going deeper below the community and avoiding Holy Cross Cemetery. The \$66 million dollar difference is effectively buying reduced impacts on community and cemetery.

Q – How far apart would Emergency Exit Buildings need to be? How big would they be?

A – Typically around 760 metres apart. They'd be a single storey building, with one stair that goes to track level.

Q- How much of an impact will there be for people living above during construction?

A – When the TBMs are underneath a home there would be a faint rumble, much less for operations. The rate of travel for a TBM is about 9-12 metres per day.

Q – We've heard there were many complaints from faculty and students at Schulich which has the subway running under them.

A – We are working with the teams involved in that project. During the construction period, concerns were expressed by staff and students at the Schulich building. This is largely because of the station construction. What we've learned from York University is there have been no concerns or complaints made since then. We are happy to take you and the CLC to a trip to York University to see this for yourself.

Comment – We would be happy to join you on this tour, but we'd also like to do our own visits too.

Q – If you were to go up Yonge Street how much more would that be money wise?

A- We received the project from York Region and City of Toronto for a 5 station project at \$9.3 billion. This project was going up Yonge Street and had stations at Cummer, Steeles, Clark, Langstaff, and RHC. What MX was challenged to do was to come up with the best set of options within the \$5.6 billion envelope that delivered the most transit benefits for the most amount of people. We then looked at a whole host of routes. 3 of them were viable options that we analyzed through our IBC.

– Is there other work being done on any of the other options?

A – We are analyzing a proposed solution to go through the Langstaff Gateway as was previously put to us by the community.

ML – What is the cost differential between the options?

A – Option 1 and 2 would be a 3-station project at the \$5.6 billion envelope. Option 3 would be a 4-station project.

ML - If the route were to change today, how long would it delay the project?

A – it would potentially delay the project but at this point its unclear by how much. We are early working on this project which will take us 9-10 years being build.

Q – 20 people here don't want the subway under their house. If you take anything away from you in this meeting it is that we don't want the subway here. You can give us all the technical information you want but we just don't want it.

A – We understand that and appreciate you sharing this. We aren't trying to persuade you,

it is our job to present you with the information and show you the facts.
Comment – It's clear you are experts in your field and you are doing a great job explaining this to us today. With all this said, we hope you can re-evaluate the Yonge Street proposal.



Michael Paolucci
Community Relations and Issues Specialist
Metrolinx | 20 Bay Street | Toronto | Ontario | M5J 1E6
T: 416-268-9446

Sign up to the York Region and Simcoe County e-newsletter [here](#)

York Regional Transit Bus Terminal Pop-Up – September 22nd, 2021

From: [Azim Ahmed](#)
To: [Nick Faieta](#); [Leona Hollingsworth](#)
Cc: [Allie McHugh](#)
Subject: YNSE Community pop-up Summary - YRT
Date: September 23, 2021 8:52:49 AM
Attachments: [image003.jpg](#)

Good morning,

Here's the event summary from Allie and I's pop-up yesterday. If preferred, I can circulate to the wider group.

Thanks,
Azim

YNSE Community Pop up – York Regional Transit Bus Terminal
September 22, 2021
10:30 a.m. – 1:00 p.m.
In-person

ATTENDEES

Metrolinx

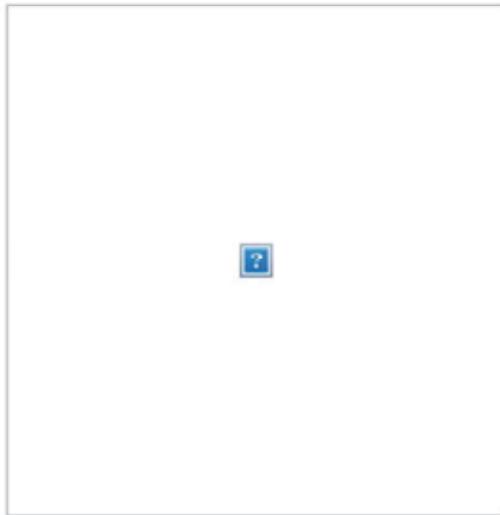
Azim Ahmed, Manager, Community Relations, Yonge North Subway Extension
Allie McHugh, Community Relations and Issues Specialist, York and Simcoe Region

OVERVIEW

With the recent Transit-Oriented-Development (TOD) announcement made for the High Tech and Richmond Hill Centre Station area of Richmond Hill in support of the Yonge North Subway Extension (YNSE), the Metrolinx CR team visited for a community pop-up and talk with people.

The team set up a table outside the present-day Richmond Hill Centre Station on the York Regional Transit (YRT) light-rail transit way. This will be near the location of the northern terminus of the YNSE, and projected to constitute a busy thoroughfare of multi-modal transit, including the nearby Langstaff GO Station, Highway 407, two YRT lines, and Yonge Street. It will be complemented by further commercial and residential development. Some are calling it the future "Union Station of the North".

Amidst this backdrop, the team spoke with approximately 11 people, and signed up folks for the YNSE mailing list. Many were unaware of the TOD announcement, or that the future station would be situated here.



QUESTIONS and COMMENTS

Q – When will the subway be complete?

A – We are projecting for 2030, and after the Ontario Line is in service.

Q – When does construction start?

A – 2023.

Q – Where can I load up my PRESTO card around here?

A – Around the corner, right there (pointing)

Q – How far will this station be from Langstaff GO?

A – Approximately 400 metres from Richmond Hill Station



Royal Orchard Community Liaison Committee – October 12th, 2021

Royal Orchard CLC #2
October 12, 2021, 6:30 - 8:00 p.m.
Microsoft Teams Meeting

OVERVIEW

The YNSE team met with the Royal Orchard CLC for the second time. The meeting covered the terms of reference of the CLC and there was general agreement that the meetings would proceed as community tables. The meeting also covered the virtual open house presentation project updates, information on tunnel construction, the upcoming environmental addendum and preliminary noise and vibration results, property compensation process, and updates on Metrolinx's upcoming community office and sound demonstrations, as well as a discussion led by Royal Orchard residents on mental health impacts.

ATTENDEES

Metrolinx (Mx)

Nick Faieta, Senior Manager, Community Relations York and Simcoe Region
Allie McHugh, Community Relations and Issues Specialist, York and Simcoe Region
Leona Hollingsworth, Director Community Engagement 905 East
Stephen Collins, Program Sponsor for YNSE
James Francis, Manager, Environmental Programs and Assessment
Mark Ciavarro, Vice President of Subways Project Delivery
Raj Kheterpal, VP Community Engagement, 905 Region

Elected Officials

Mayor Frank Scarpitti, Markham
Councillor Keith Irish, Markham, Ward 1

Royal Orchard Ratepayers Association

AGENDA AND MEETING MINUTES:

1. Land Acknowledgement and Safety Moment

2. Discussion: CLC Terms of Reference/Community Table

Mx: We propose the group move forward as a community table instead of as a CLC. We won't have a terms of reference in place, it'll be less formal, but we want to continue this customized engagement with you. Metrolinx will still be booking the quarterly meetings and sharing information with the group.

RORA: There are concerns from the community that the information has not been forthcoming or has been canned messaging. We would like to be involved in the decision-making process.

Mx: We will continue to share information as it becomes available and get feedback from the community and have discussions on important information on this project.

I would see this community table as serving through the whole project lifecycle, all through construction.

RORA: Any kind of express or tacit agreement is without prejudice with our group. I wouldn't want this to seem like we acquiesced to any terms of reference.

3. Project Update: Station announcement, train storage facility, noise & vibration

Mx: We have heard the community, that you do not want the subway running under homes, and we are working on going under fewer homes and going even deeper below the community.

Transport Action Ontario submitted a proposal in April of this year, and we have looked at it in significant detail. We are going through the final stages of our documentation, and we hope to report back to TAO on those findings in the coming weeks, as well as this group and the City of Markham.

RORA: Aside from TAO, Infrastructure Ontario had also brought forward a similar option, going through the Condor property. Was that also included in the review?

Mx: There were two options as part of the work: The below ground Bridge station, quite similar to Option 2 in the Initial Business Case (IBC). Some of the work looked at elevated portions. Part of our work was to translate that into a technically feasible alternative. We'll share our final report on the TAO proposal once it's complete in the coming weeks.

RORA:

What I'm hearing is that there are two options of the alignment going through the Condor property. Phil Verster also made reference to an alignment that reduces the impact on the community.

Mx:

The alignment that we are speaking to is the one we are currently looking at refining to go below fewer homes and deeper below the community. That is what our technical team is working on. We will share with the community when investigations are complete and the information is available.

RORA:

Are you able to share what that alignment is?

Mx:

We do not have that available to share yet, but we are working on that and looking to share that with the community as soon as possible.

RORA:

What does the evaluation criteria look like in determining which is the best option?

Mx: The TAO option, and any option we study, is evaluated through our business case process so that each option can be evaluated against the IBC.

RORA: What does going “even deeper” under homes mean?

Mx: With the basic premise of tunnelling, you need at least 1 diameter of tunnel of cover. If the tunnel diameter is, for example 6 meters, you need to have at least 6 metres of ground above it. When we tunnel down, we'll have to do some special cover to tunnel down. We're looking at getting to 20m deep, and even deeper as we move further west. There are other things underground that we need to be sensitive about - culverts, gas mains, building foundations, etc. The 20m is substantial in terms of depth.

RORA: My major concern is that it is the NE quadrant of our community that will be the most heavily impacted because that is where the subway is coming to grade. Can you tell us what would the proposed depth be in a worst case scenario?

Mx: We are still refining the alignment. Part of our work is understanding the geology in the area and that's why we have the geotechnical investigations. We will have more to say once we have the refined alignment to present to you.

RORA: I've heard Metrolinx use a variety of expressions about the projected noise and vibration, from “no significant impact” to “no discernable impact.” Can you identify what you expect the impact to be?

Mx: What we have modelled is based on what we know so far about the soil conditions and depth, which is still incomplete because the geotechnical work is incomplete. Ground-borne noise - 29 decibels - is slightly higher than the average whisper.

For felt vibrations - our analysis has shown that in those basements, vibrations will be no higher than 0.05 mm/sec. That is below the threshold for what the average person can feel.

RORA: If they exceed the projected levels, what is Mx's plan?

Mx: That is something we are working on right now. But Mx is the owner of the assets, it is our project, and the commitment is to make it right and achieve the level of noise and vibrations we are analyzing and detailing here.

RORA: Does that mean a written agreement or commitment to the community stating what the expected levels will be and what will happen?

Mx: We are working with some conservative assumptions and are out to confirm the ground conditions to understand how the vibrations will propagate. Once we can confirm the limits, those will be worked into our contracts. All of the commitments we make in our EA are binding as an organization. The commitments we make for mitigation and for monitoring, we hold to through construction and operation.

RORA: Will Metrolinx be responsible for maintaining the entire Yonge/Spadina fleet?

Mx: The TTC will continue to own and operate their fleet. Metrolinx will be accountable for the infrastructure and be responsible for the maintenance of the assets. The TTC will be responsible for the maintenance of the revenue vehicles.

4. Geotechnical field investigations

RORA: Are there any plans to do geotechnical work on Yonge Street north of Bay Thorn Drive or on the Condor properties?

Mx: We have a fair bit of detail already on boreholes on Yonge Street. There was a preliminary study done by York Region, and one of the things they did was geotechnical investigations. Metrolinx acquired that detail from TTC at the time of the upload, given that they were the owner of the project.

5. Mental health impacts - CLC members offering comments on mental health

RORA: Our concerns with mental health and wellness. There is no published framework for compensation. If Mx is serious about our mental health, then you have to do something to address the mental impact on the people who'll live above a subway tunnel.

Mx: I'm sorry that this has impacted your daily life and mental health. It's not something that we want. We're people too, we have families, connecting with you person-to-person is partially what these meetings are about.

We are working to make refinements to the alignment, and we are not quite ready to show you anything yet - it's going to take a little time. We know that this is making your life a little difficult and we recognize the impact it's had on you.

We would be happy to facilitate a session with some of our tunnelling experts on the ABCs of tunnelling and how they're designed to alert and prevent any catastrophic effects of tunnelling. If interested, we're happy to do a side session. It's more general as to how things work, not specific to the area right now.

6. Next steps: Items for future discussion, meeting dates/times.

Councillor Irish: You don't have final decision from the provincial government. When's that expected?

Mx: From the provincial government, we received stage 1 planning and design approval.

The second step or stage is construction approval. The advanced tunnel RFQ that is identified prior to proceeding, we will need to receive stage 2 construction approval for the advance tunnel project.

Councillor Irish: A lot depends on CN and CN's consent on what you'd like to do. Do you have it?

Mx: We continue to work with CN on three streams of work:

- 1) Technical
- 2) Commercial - ultimate arrangements between CN and Mx on building and operating
- 3) Land acquisition

All three streams are taking place and taking place on schedule and so far there are no fatal flaws with our work to prevent us from proceeding.

Yonge North Subway Extension

Royal Orchard Community Liaison Committee



Meeting #2
October 12, 2021



Yonge North Subway Extension

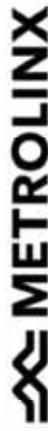
Royal Orchard CLC: Meeting #2



AGENDA

1. Land Acknowledgement and Safety Moment
2. Discussion: CLC Terms of Reference/Community Table
3. Project Update: Station announcement, train storage facility, noise & vibration
4. TPAP Addendum
5. Geotechnical field investigations
6. Mental health impacts - CLC members offering comments on mental health
7. Community Office and Soundlab
8. Next steps: Items for future discussion, meeting dates/times.

*Huronario LRT CLC, photo pre-Pandemic



Land Acknowledgement

Discussion: Royal Orchard CLC/Community Table

Meeting Objectives

The Royal Orchard Community Liaison Committee/Community Table is a forum for discussion and an organized and consistent opportunity for representatives of Royal Orchard to review Yonge North Subway Extension project materials, receive updates, ask questions and share their concerns with the Metrolinx Project Team.

The Table is intended to enrich and not replace the ongoing public engagement process for the YNSE project.

Metrolinx's Community Engagement team will take responsibility for booking meetings regularly (quarterly or more often, as requested/required), providing meeting material in advance and providing minutes/action items following the meetings.

Attendees will include Metrolinx and stakeholders, including elected officials, interested area residents and businesses.

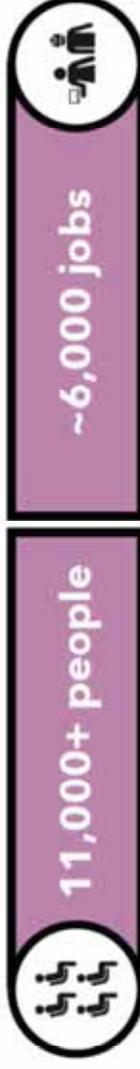
Project Update

Yonge North Subway Extension

Stations

On July 16th, Clark Station was confirmed as the fourth stop on the Yonge North Subway Extension.

- A new station in the heart of **Thornhill** will make the regional transit network **stronger** by connecting more neighbourhoods to the Line 1 subway.
- The Province will explore innovative funding solutions and partnerships that could support **additional stations** as the project analysis is refined.
- Clark Station will create an easy transfer to **Viva Orange** bus routes that service areas like the **Bathurst-and-Centre corridor** and **Promenade Centre**, which will be home to:



 METROLINX



Reference Alignment Improvements

We are **actively exploring refinements and improvements** to our initial designs that will further reduce community impacts.

- We're looking at how we can go **under fewer homes and even deeper**, in the northern end of the extension.
- Our goal is to ensure there are **no significant differences** between the noise and vibration levels experienced today and those experienced when the extension is in service.
- Community input is **essential** to the work we do and we are incorporating that feedback as we advance our plans.
- Refining and improving designs as we gather more information and get more input from communities is an **important - and standard** - part of the planning process.

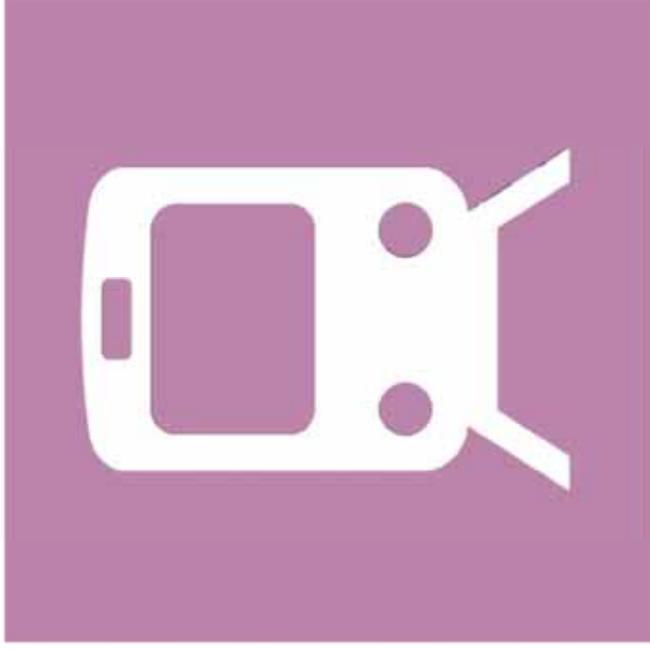


Yonge North Subway Extension

Train Storage Facility

A train storage facility for the Yonge North Subway Extension is proposed to be built at grade partially alongside and within the existing CN Railway lands.

- This important facility will be built north of the station at **High Tech Road**
- We are working with the TTC and the City of Richmond Hill to ensure we're coordinated on the correct requirements and infrastructure.
- A train storage facility is a vital organ of any public transit operation
 - It's where subway trains will be **stored, inspected and cleaned overnight, then dispatched into service.**
- The TTC's five existing subway train maintenance and/or storage facilities are also at grade



Yonge North Subway Extension

Noise and Vibration Studies - Early Results

- Ground-borne noise levels are predicted to be no higher than 29 dBA
 - Equivalent to background noise in a broadcast studio and slightly higher than an average whisper
- Ground-borne vibration levels are predicted to be no higher than 0.05 mm/s
 - Equivalent to vibration felt by a bus passing at 15m away
 - Below the threshold of what the average person can feel
- Geotechnical investigations currently underway will provide a better picture of soil conditions and how they might affect ground-borne vibration.



Environmental Assessment

Yonge North Subway Extension

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

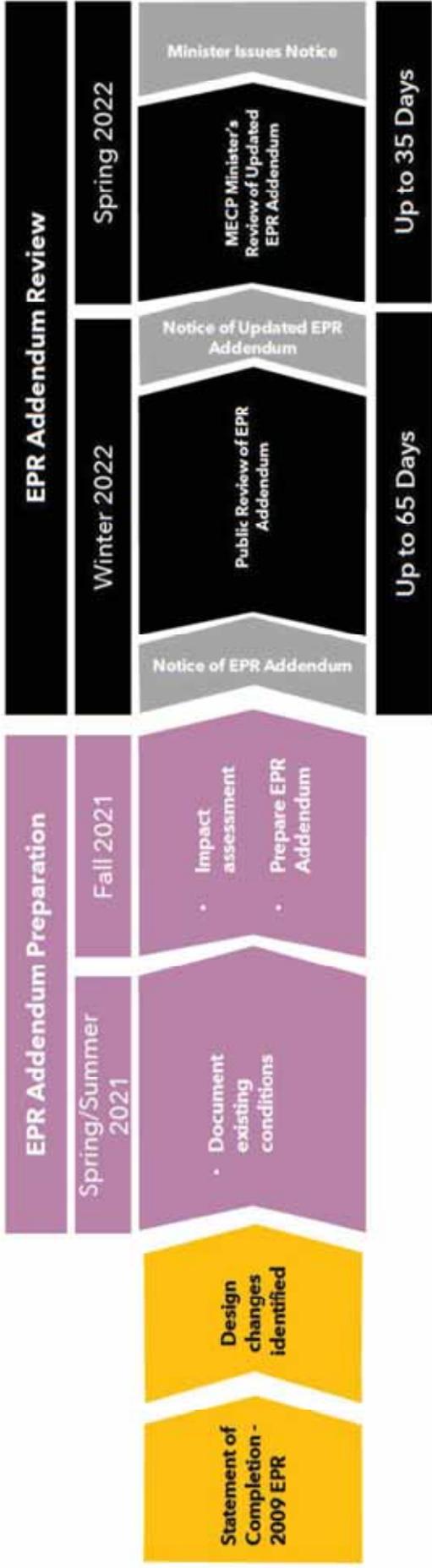


Archaeology

- 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

Yonge North Subway Extension

EPR Addendum Look-Ahead Schedule



Geotechnical Investigations

Yonge North Subway Extension

Geotechnical Field Investigations

Geotechnical field investigations in the Royal Orchard community are currently underway.

- Work sites are on public property and the safety plan is to comply with all established municipal and provincial regulations under the Occupational Health and Safety Act.
- Sites are regularly inspected to ensure compliance with the Act for the safety of both the residents of Royal Orchard and the crews on site
- We are currently in discussion with St. Anthony Catholic Elementary School and the York Catholic District School Board regarding drilling and working with them on a Safety Plan for the site
- Work is proceeding as One Call locates are completed on each street. All One Call locates are complete for the boreholes on Yonge Street and in Royal Orchard, with the exception of Normark Drive and locates on school property



Yonge North Subway Extension

Geotechnical Field Investigations

Location	Status	Expected completion
Shieldmark Crescent	Completed	
Banquo Road	One of two boreholes completed. Second borehole expected to be completed by Oct. 13	Oct. 13
CN Corridor	Last borehole south of Langstaff Rd. currently underway	Oct. 22
Thorny Brae Drive	One of three boreholes completed by Oct. 5. Second borehole will start Oct. 13 or earlier based on Banquo borehole completion	Nov. 30
Kirk Drive	First borehole of four started Oct. 1	Nov. 30
Baythorn Drive	Two boreholes, started Oct. 1 and Oct. 5. Third borehole expected to start the week of Oct. 18, at the latest	Nov. 30
Normark Drive	Upcoming: completing One Call locates before starting	Nov. 30
St. Anthony Catholic Elementary School	Upcoming: Metrolinx currently in discussion with school and YCDSB about geotechnical work	TBD



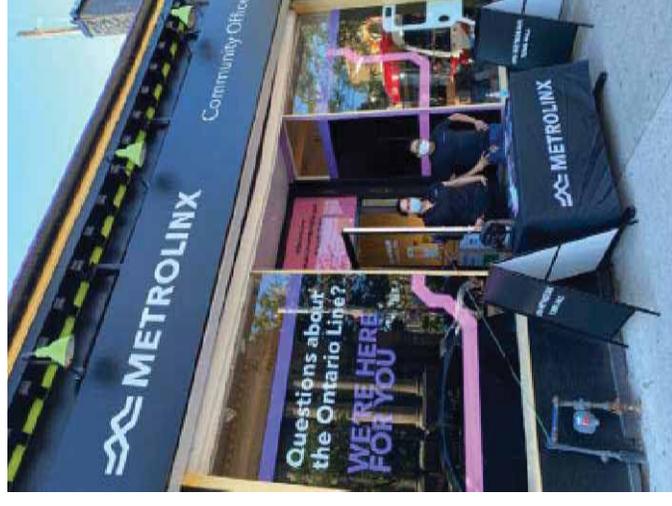
Mental Health Impacts Discussion: CLC members comments

Yonge North Subway Extension

Community Office and Experiential SoundLab

Metrolinx is exploring locations for a community office near Royal Orchard Community. Once open, the Yonge North Subway Extension Community Relations team will be available from the community office, as well as the other usual channels

Metrolinx is also developing a noise & vibration mitigation experiential program which has already launched with local subway tours. Second phase will include curated visual infographics comparing unmitigated/mitigated track. A physical scale model of train and track vibration isolation is also being developed to see proven technology in action. Next phase will feature SoundLab demonstrations within our community office - a fixed "living room" scenario sound and visual demonstration.



Yonge North Subway Extension

Experiential SoundLab

Community Office installation will offer attendees an opportunity to experience current and projected (expected to be imperceptible) levels of noise and vibration when the subway is in operation.

Baseline for comparison will be current noise levels experienced in the Royal Orchard and Bayview Glen Communities, from various parts of a home.

Audio and visual demonstrations using state of the art technology used internationally to test planned noise and vibration mitigation.



Yonge North Subway Extension

Fall Virtual Open House

When: Live panel discussion, evening of October 20

Focus: Where we're at and what's coming next

Project update

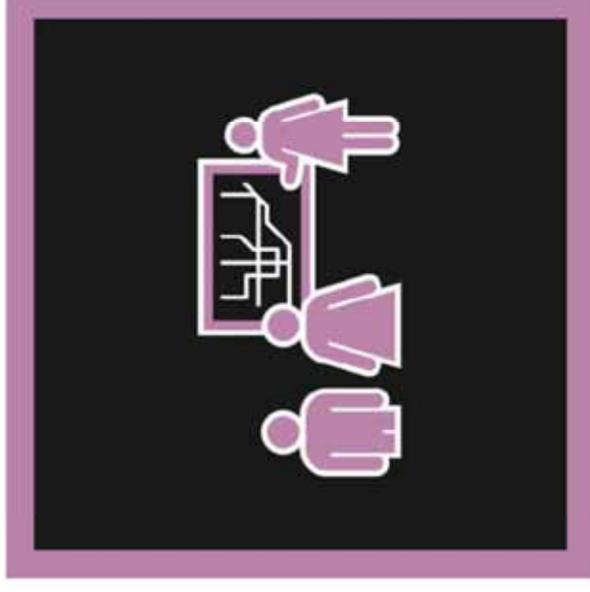
Environmental Project Report Addendum

ARUP Sound Labs and the future Community Office

Taking questions from the community.

Opportunity to be promoted through:

Social media, eNewsletter, postcard, Stakeholder communication, community signage (TBD)



 **METROLINX**

Roundtable Discussion

Next Steps: Meeting Date/Time

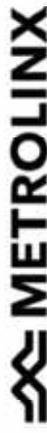
Share your feedback!

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**



METROLINX

METROLINX

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: November-25-21 3:02 PM
To: Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>; Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>
Cc: Jaimi O'Hara <Jaimi.OHara@metrolinx.com>
Subject: Meeting Follow Up - Documents to Share

Hi Lori-Jeanne and Dominic,

It was great to meet you both today!

As promised, I have attached the most recent Archaeological Overview (Spring 2021). Also attached are the Yonge North Subway Extension (YNSE) shapefiles.

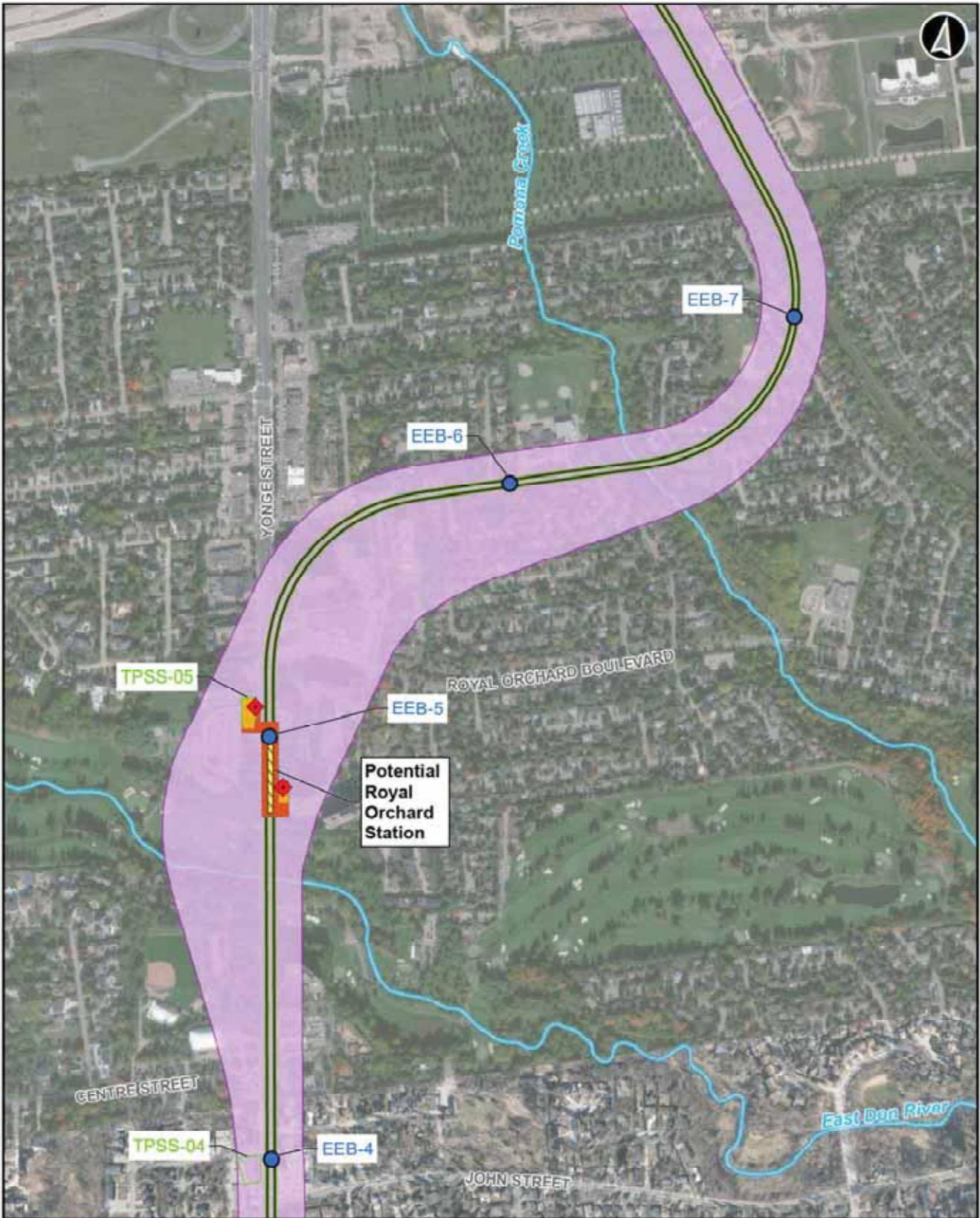
Please feel free to reach out if you have any questions.

Warmly,
Marilyn

Marilyn Stoye, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342



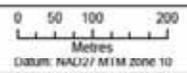
This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



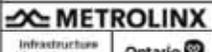
Legend

- Study Area
- Proposed Station Entrance
- Proposed Station Box
- Proposed Station Footprint (At Grade)
- Proposed Station Footprint (Below Grade)
- Proposed Emergency Exit Building (EEB) Location
- Proposed Traction Power Substation (TPSS) Footprint
- Proposed Subway Alignment (Below Grade)
- Watercourse

**Yonge North Subway Extension (YNSE)
Environmental Project Report
Addendum
Royal Orchard Scope Items**



Source: Aerial Imagery provided by ESRI, dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.



Infrastructure Ontario



Nov. 2021
1:0,500

Hand Delivery of Royal Orchard Property Impact Letters – December 8th, 2021

From: [Zar Hakime](#)
To: [Community Relations and Communications](#)
Cc:
Subject: EVENT SUMMARY: HAND DELIVERY OF ROYAL ORCHARD PROPERTY IMPACT LETTERS
Date: December 9, 2021 1:45:01 PM
Attachments:

EVENT SUMMARY: HAND DELIVERY OF ROYAL ORCHARD PROPERTY IMPACT LETTERS

Wednesday, December 08, 2021

1:30 PM – 5:00 PM

ATTENDEES

Metrolinx

- Azim Ahmed – Manager, Community Relations, Yonge North Subway Extension (YNSE)
- Zar Hakime – Community Relations and Issues Specialist – York Region
- Maria Doyle – Manager Property Acquisitions

Negotiating Partner

-

OVERVIEW

On Wednesday, December 8th, Metrolinx announced an adjusted route for the Yonge North Subway Extension. This adjusted route will go deeper and under fewer homes in the Royal Orchard community. Metrolinx staff and our negotiating partner hand delivered 35 letters to properties that are directly impacted by this route announcement and assured property owners that Metrolinx will continue to support and inform them as planning and design work continues.

Of the 35 impacted properties that were visited, approximately 27 answered their doors and had direct engagement with the team. The remaining eight had letters with business cards dropped in their mailbox. Three of the residents engaged were tenants, and not homeowners, but pledged to pass on the information to the homeowners.

Serving as an important face-to-face introduction to the process, it was communicated to property owners that in the late-summer/early fall 2022, our negotiator will re-engage with more information regarding the negotiation process. They were also informed about the NYSE project team's two virtual open houses: Thursday, December 16 and Wednesday, January 5, to hear community feedback and answer further questions, as well as CLC's and community resident briefings being offered that they could partake in.

Metrolinx CEO Letter to Royal Orchard Community – December 15th, 2021

From: [York Region](#)
To: [York Region](#)
Subject: Yonge North Subway Extension, Metrolinx CEO Open Letter to the Community
Attachments: [image001.png](#)
[Metrolinx CEO Letter to Royal Orchard Community.pdf](#)

Good afternoon. The Yonge North Subway Extension is a vitally important rapid transit project that will connect York Region like never before, providing brand new connections and seamless travel experiences for your communities. We know that transit makes life better for the residents it serves, but we also understand the importance of community conversations when building transit projects the size and scale of the Yonge North Subway Extension. Today we are sharing an open letter from Metrolinx CEO Phil Verster to the Royal Orchard Community. The letter will also be posted on our Metrolinx Engage site.

Some key highlights:

- **Maximizing transit benefits:** We have improved and adjusted our route alignment to go deeper and travel under half of the residential properties in the Royal Orchard community in response to feedback received through our community consultations. Significant benefits are achieved by veering east of Yonge Street, ensuring the best placement of two new stations at the heart of Langstaff Gateway and Richmond Hill Centre and bringing reliable transit to the centre of where people and jobs will be. The route choice eliminates buses from travelling into the future Richmond Hill Centre downtown and protects for a northerly extension along the existing rail corridor.
- **Minimizing noise and vibration:** We now have access to a wide range of solutions to address noise and vibration that simply were not available decades ago, when most of the GTA's existing subway lines were built. We will use modern solutions that are tested and proven across the globe. We'll do everything possible to make sure people who live along the subway extension barely notice it.
- **Property value and compensation:** While we always work to limit our property needs and interests, when we require property to support the construction and operation of much-needed transit infrastructure we compensate owners at a price they could expect through a sale at fair market value – even when what we are building is deep underground and no space is occupied at surface level.
- **Consulting and supporting communities:** Meaningful consultation and regular engagement with communities along the route of the Yonge North Subway Extension is key to the success of this transformative transit extension. The updated project plans we shared last spring were just the first step of a planning and consultation process that includes frequent conversations with communities. We will continue to work together to maximize the benefits and outcome for the community.

We're thrilled to move the project forward and we've heard from many people across the region who share in this excitement. As a key stakeholder in this project and an essential partner in our

work to build a true transit network across the GTHA, we appreciate that you may have some further questions or require more information. We'd be happy to answer those questions, and hope that you join us at our virtual open house this [Thursday, December 16](#). We'll be holding a second session January 5, recognizing this time of year can be a busy one. Please feel free to reach out to our Community Engagement team at YongeSubwayExt@metrolinx.com, any time.

Thank you and have a nice day.

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



December 15, 2021

An open letter to the residents of the Royal Orchard community

The Yonge North Subway Extension is a long-awaited project that will bring faster transit to more people across York Region and Toronto. It is a vital piece of the transit network that we are building across the region and will connect communities and people for decades to come.

We know that transit makes life better for the communities it serves. We also recognize the importance of community feedback when building transit projects the size and scale of the Yonge North Extension. We fully understand that people may have concerns and questions about our designs and the broader decision-making process.

We have recently introduced [updates to the project](#) that will result in deeper tunnels and a route that travels under significantly fewer residential properties in the Royal Orchard community compared to our early plans. We made those refinements in response to the feedback we've heard through engaging with municipalities and consulting with communities across York Region and Toronto over the past eight months. As we have listened, certain topics and questions have risen to the top of our discussions. Members of the Royal Orchard community have asked why the route of the subway extension has shifted off of Yonge Street in the northern segment of the line and how we will make sure that the new subway service does not become a disruption to the community.

This letter addresses the concerns and questions we have been hearing and shares how we will continue to work collaboratively with your community to ensure your neighbourhood stays a peaceful, quiet, and sought-after place to live. We will address the following topics in this open letter:

- Maximizing transit benefits
- Minimizing noise and vibration
- Property value and compensation
- Consulting with and supporting communities
- Station selection

Maximizing Transit Benefits

In 2019, when Metrolinx assumed responsibility for the Yonge North Subway Extension, it became evident that the original project was approximately \$3.7 billion over the \$5.6 billion budget, that it did not fully maximize transit benefits for communities, and that it did not fit with the future long-term growth objectives of the region.

Metrolinx refined the project plans to deliver more transit benefits for the people of York Region and Toronto, while staying within budget. This change to the project is what is outlined in the [Initial Business Case \(IBC\) and addendum that were published in March 2021](#). One of the most significant refinements is the updated route, which places the northern section of the extension at surface level along the existing CN railway corridor, instead of tunneling all the way to Richmond Hill. The updated route curves away from Yonge Street and runs underground to the proposed subway tunnel portal south of Langstaff Road.

This approach will maximize the subway connectivity to other modes of transit such as buses and GO transit, while also optimizing the urban and city building developments at and around Richmond Hill.

Why is it necessary to run the route of the subway to the existing railway corridor?

The new route alignment ensures the better placement of stations to minimize the disruption to Richmond Hill Centre, while also maximizing the developments and growth within that community. The Yonge North Subway Extension has two stations at the heart of Langstaff Gateway and Richmond Hill Centre, an area that is set to become a vibrant regional hub where people will live and work.

The new route will create a multi-modal transit hub at Bridge Station, which connects the subway to GO train, GO bus, York Region Viva bus rapid transit and the local bus network. Bridge Station will be accessible from Highway 7 and will remove approximately 130 buses on the roadways per peak hour from travelling into Richmond Hill Centre. Our plan will bring the many people who will live near Bridge and High Tech stations within a 10-minute walk of rapid transit.

Building the subway at surface level along the existing CN railway corridor reduces the need for complex and costly construction of tunnels and underground stations. We will also be able to complete the project sooner than if the subway was tunneled the entire length of the route. It also protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

Why do your plans focus on future development? What about the people who live here today?

Our plans focus on both future development and also on the people who live in these communities today. York Region has been planning for this growth for many years in response to the demand for more housing and employment opportunities in these communities. We are supporting those plans.

The Yonge North Subway Extension will enable 26,000 more residents and 22,900 more jobs to be within a 10-minute walk of a new station within the next two decades. This ensures that any growth is sustainable, because reliable rapid transit with convenient connections to the regional transportation network is the foundation for growth. It gives new and current residents the means to move and give them more options to move around with more choices and more opportunities.

Managing noise and vibration

Residents in Royal Orchard have asked how we will make sure that the new subway services will not affect neighbourhoods through noise and vibration. We will implement a range of practical, modern railway technological solutions to address noise and vibration. These solutions were not available decades ago when most of the Greater Toronto Area's existing subway lines were built. These new solutions have been tested around the world, and recently, in Toronto to extend the western leg of Line 1 to Vaughan. We are pleased to be implementing this world class technology right here in your neighbourhoods.

We have already taken several local leaders and people to observe, first-hand, how noise and vibration is [reduced to nearly imperceptible levels above the Line 1 tunnel of the subway extension](#) inside the York University Schulich School of Business building. We will achieve the same in Royal Orchard. We are investing in the same railway technology where trains run on tracks that are dampened and where the passing of a train in the tunnel is comparable to an average whisper. We will do everything we can do to make sure people who live along the subway extension barely notice the subway services.

Subways around the world, including in the Greater Toronto Area (GTA), travel underneath homes, opera houses, condominiums, and businesses all the time. In addition, the tunnels along the Yonge North Subway Extension will be deeper underground than in many areas of Toronto's existing subway network.

Won't having the subway under our neighbourhood cause excessive noise and vibration in our homes and schools?

No. Noise and vibration are created where the train wheels interact with the tracks, and we are investing in modern railway track technology that dampens both the noise and vibration created at this point from train operations. This will ensure that there are no significant differences between levels of noise and vibration experienced in the Royal Orchard community today and what those levels will be when the subway extension is in service.

In the shallowest section of tunnels that will run below single-family homes and a local school, our current designs have the bottoms of the tunnels at a minimum depth of 21 metres (19.5 metres to where the train wheels interact with the tracks). This will result in the train wheels interacting with the tracks at a sufficient depth to further keep noise and vibration levels nearly imperceptible.

All the detailed studies and community consultations we are leading will help us make sure we get this right. One of the modern solutions available to us is called 'floating slab' track. This method has been proven to work on many subway lines around the world, including the recent extension of TTC's Yonge-University Line 1 into Vaughan. It involves attaching the tracks to concrete slabs that 'float' above the subway tunnels on thick rubber pads that absorb vibration from passing trains.

Property value and compensation

We know living near transit is a big draw and benefit for homebuyers and that creating new transit connections positively affects neighbouring property values. We also understand that homeowners may wonder if their property values will be negatively affected if the subway runs underneath their property. We strongly believe it will not, given our substantial noise and vibration mitigations.

As a totally separate matter and unrelated to noise and vibration mitigations, Metrolinx will compensate those property owners for the right to occupy the subsurface space under their property. That compensation is determined to the pricing and valuation methods prescribed by the Expropriations Act (1990).

What compensation am I entitled to if the Yonge North Subway runs underneath my property?

Our approach to compensation for subsurface 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, at our cost, and compensating residents accordingly. Our preferred approach is through amicable negotiations and settlement and we would only start an expropriation process, if it is necessary, to protect project timelines.

How will this process to agree on compensation for operating under my property work?

Metrolinx will enter into direct, one-on-one discussions with each homeowner that will have the subway run under their property. Through those discussions, Metrolinx will work with owners to procure an independent valuation, at our cost, of the property interest and make an offer accordingly.

Should an amicable deal not be reached, owners have a right to appeal under the Expropriations Act (1990) to the Ontario Land Tribunal for a judgment as to fair compensation.

Consulting with and supporting communities

Meaningful consultation and regular engagement with communities along the route of the Yonge North Subway Extension is key to the success of this transformative transit extension. Since sharing the updated project plans in March 2021, Metrolinx has hosted five public virtual open houses, given six presentations to municipal and regional councils, initiated a community table in the Royal Orchard community, conducted community walks with residents and met in person and virtually with many stakeholders.

The Metrolinx Community Engagement team has established a regular presence along the route, distributing over 1,500 notices and informational postcards to businesses and residents over the last few months, meeting with property managers and identifying potential space for a permanent community office.

Following the exploration of options, Metrolinx puts forward achievable plans which provide optimal transit solutions. Once we know the optimal solution for a new transit line, we reach out to those communities to consult on the details of how the project will be designed and delivered, and how we will solve for any potential disruptions or concerns.

The updated project plans we shared last spring were just the first step of a planning and consultation process that includes frequent conversations with communities. There will be many more opportunities to share feedback and answer questions. As we move forward together on the project, we will work together to continue to maximize the benefits and outcome for the community.

What is Metrolinx doing to address specific concerns about tunnelling through the Royal Orchard community?

We have taken the comments from the community and elected leaders on board and we initiated a detailed technical review that improves on our initial designs. This new design allows us to tunnel even deeper and under fewer homes in the neighbourhood. These adjustments shift the route of the subway to travel under 20 homes and 15 yards, half as many as the 40 homes and 23 yards the previous route would have travelled under.

In the coming months, we will also offer an immersive, interactive noise and vibration simulation that will let you hear for yourself what it will sound like when a subway train passes below homes. These audio and video demonstrations are based on our recordings of existing sound levels inside homes in Royal Orchard and will bring to life how our proposed modern noise and vibration solutions will make future subway operations nearly imperceptible. We're looking forward to sharing more details with the community.

What about other route options that would avoid tunneling under Royal Orchard altogether?

We have looked at all the options to avoid tunneling under Royal Orchard and none of those give better transit benefits. Given that we can reduce noise and vibration from subway service to a nearly imperceptible level, tunneling under Royal Orchard is the best transit solution.

In addition to the various route options we looked at in our initial business case analysis, we recently completed a further detailed review of a proposal from the community for an alternative route that would stay along Yonge Street before curving to travel along the northern boundary of Holy Cross Cemetery towards the railway corridor.

We studied this proposal from every angle but in the end, we were faced with three major obstacles that led us to conclude the proposal is not an improvement over our current plans:

- **Significant cost increases:** If we adopt the proposal from the community, significant cost increases would be required and will also reduce the local development opportunities.
- **Complex construction:** The proposal from the community keeps Bridge Station in the same vital location but places it partially underground, which would make the station more complex and more costly. It would require reinforcing the foundation of the

Highway 407 and Highway 7 bridges, and tunneling under the existing culvert that supports Pomona Creek.

- **Technical constraints from tighter turns, steeper inclines and slower train speeds:** In order to reach the existing railway corridor, the subway tracks would need to be curved much tighter than the current TTC standards, which would mean trains will have to travel along those parts at slower speeds, with longer travel times for riders. This proposal from the community would also hinder the ability of the Langstaff Gateway urban growth centre to realize longstanding regional and municipal growth objectives because the proposal essentially splits the development into two parts and would place development restrictions on the envisioned growth.

Station Selection

We know that everyone along the Yonge North Subway Extension will benefit from less traffic congestion and better access to transit, thanks to local and regional connections to each station along the route.

We use a business case analysis to evaluate which stations will bring the most benefits to our projects. This includes predicting how many people would use each station and looking at how many new riders each station would attract to the line each day. Our studies also consider how the distance between each station will affect ridership. Through these comparisons, we get a better understanding of how much the community would benefit from each station. We also consider how complex it would be to build each station and how much it would affect nearby properties and development planned in the future. The four stations already selected are High Tech, Bridge, Clark, and Steeles.

These four stations are included in the latest plans for the project and our published business case work shows the analysis for these choices. Steeles, Bridge and High Tech stations will significantly improve access to frequent rapid transit, providing easy connections to local and regional travel options that will help people move around the GTA and beyond. 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.

Will Royal Orchard Station be included in the final plan?

We are working with the Province and York Region to determine the feasibility of a station in the Royal Orchard community.

Moving forward

We are thrilled to finally move the project forward and we've heard from many people across the region who share in this excitement.

As we work to improve and refine the project even further, we remain deeply committed to working with residents and businesses to share information, answer questions and gather feedback. Each conversation we have, whether one-on-one or with larger groups, will help us

make sure the Yonge North Subway Extension is the best possible fit the for neighbourhoods it will serve.

Kind Regards,

A handwritten signature in black ink, appearing to be 'Phil Verster', written in a cursive style.

Phil Verster
President and CEO

Willowdale Business Improvement Association – January 20th, 2022

From: [Allie McHugh](#)
To: [Community Relations and Communications](#)
Cc: [Nikhil Lobo](#); [Rajesh Kheni](#); [Hussain Al Tamimi](#); [Jessica Neto](#); [Furfurica, Silvia](#); [Layefa Etete](#)
Subject: UPDATED: Event Summary: Yonge North Subway Extension Briefing for Willowdale BIA
Date: Friday, January 21, 2022 11:19:59 AM
Attachments: [image001.png](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi everyone,

Apologies for the double email for this event summary. Please use the summary below, with an updated attendees list and overview.

Yonge North Subway Extension (YNSE) Briefing for Willowdale BIA
January 20, 2022
3:00 p.m. - 4:00 p.m.
Teams (Virtual)

ATTENDEES

Metrolinx

Azim Ahmed, Manager, Community Relations, YNSE
Allie McHugh, Community Relations and Issues Specialist, YNSE
Nikhil Lobo, Program Sponsor, YNSE
Leona Hollingsworth, Director, Community Engagement, Toronto East
Hussain Al Tamimi, Traffic and Transportation, Subways
Rajesh Kheni, Project Manager, Stations, YNSE
Layefa Etete, Project Manager, SSE & YNSE
Zar Hakime, Community Relations and Issues Specialist, YNSE

TTC

Majid Golbon, Senior Project Manager

Willowdale BIA

Laura Burnham, Executive Director
Mary Okeke, Admin and Event Coordinator

OVERVIEW

The Yonge North Subway Extension (YNSE) team held a briefing with Toronto the Willowdale BIA to discuss the Finch Early Works project within the YNSE project. This is an important element for YNSE at its southern end, near the existing Finch subway station.

With traffic impacts and disruption to the community expected, the Willowdale BIA was briefed on upcoming timelines, planned mitigation, as well as opening channels for

future community engagement in the area. The YNSE team also informed the Willowdale BIA that the bus shelter at corner of Hendon and Yonge (North West corner along Yonge Street for Southbound) will not be available 6-8 months during surface work. Metrolinx is providing a temporary bus stop north of this existing bus shelter within close proximity.

The Willowdale BIA had questions regarding communications with businesses in the area and impacts when tunnel work begins, specifically around removal of snow, garbage and debris from work sites and keeping the area clean and accessible. Community Relations will follow up with more details on the communications with business regarding the early works and more information on the advanced tunnel package and construction staging when we are able to share more details.

Comments and Questions

WBIA: How will the community and businesses be notified of this work?

MX: We will be putting together a detailed communications plan that we'll be happy to share with you. Before work starts we will be canvassing and dropping notices of work by hand that will include a detailed map and information on traffic signage. We will also post the notices on our project website and email them to the lists that we are starting to build now. We would like to coordinate with you on that, on whether you can provide us with a list, or we provide you with the notice to send to your members. We also have a bi-weekly newsletter that your members can subscribe to that will include notices for the construction work.

WBIA: That timeline might be taking place closer to when work on reimagining Yonge will start. No matter how you coordinate it, the impact is going to be substantial with multiple projects going on at once. I would like a more comprehensive answer on how impacts will be mitigated for this.

Mx: We are very closely aligned with the City to ensure that there are no compounding impacts from our work. For example, we know that Parks is planning a state of good repair in the Hendon Park parking lot and we are coordinating with that that work to ensure any impacts are not exacerbated. Work is all happening in very close coordination with the city we are looking at their entire capital program and at the amalgamated impact to minimize it as much as possible, or approach it with a "touch once" philosophy, minimizing the number of times work needs to be done in a location.

The City hasn't developed their construction staging for their Reimagining Yonge yet, and we are still waiting for them to advance their design. The moment we know more, we will come back with a more comprehensive answer.

WBIA: I would really like to make sure that things like snow removal, garbage removal, run off from sites, is included in the RFP and that there is accountability right from the

start. Seeing some of the construction on Eglinton, I am concerned that it will be the same. I would like to be updated that it has been included in the RFP and know more specifics on what is being done.

Mx We understand your concerns and there are a lot of lessons learned coming from the Eglinton work to ensure that the areas remain clean and accessible.

We prepared snow removal drawings as part of contract which captures boundary demarcation for snow for the Finch Early Works RFP. We are aware that there is a passenger pick up and drop off and bus pickup in the area and that the site needs to be kept clean and remain accessible. The City of Toronto has specific guidelines as to what the contractor needs to meet if they are working within a city right-of-way . The general understanding is that if the contractor is creating an issue, it is the contractor's responsibility to clean up those issues. We can get you more specifics on what the City guidelines include.

WBIA: How you are planning to help the businesses during construction of this project? I think it is much more effective if it is not a top-down approach, but is something that you approach the businesses on and if those conversations are inclusive and I would really like to see more of a discourse around that. As a BIA, we'd like to be a partner in those conversations and ensure those plans integrate with our plans as well.

That is a great question and is definitely something we can discuss and apply our lessons learned from the Eglinton project. There are very active conversations going on right now on this project and as we are getting closer to what the construction impacts could look like.

We are planning on approaching business owners on this subject and would appreciate your help. Engagements like this are very important to us. You know the community better than we do, so it is very important to us to get your feedback, and hear the community concerns.



Next Steps

- Reconnect with Willowdale BIA on:
 - Specifics regarding City requirements for snow removal, garbage bin removal (if any) and pick up of garbage, muck spill over beyond the work site boundary, and dust control for the Finch Early Works RFP
 - Communications plans for Finch Early Works and business stakeholder lists for outreach and communication
 - More details on the advanced tunnelling work and construction staging when more information is available

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



From: Allie McHugh

Sent: January 21, 2022 9:53 AM

To: Community Relations and Communications

<CommunityRelationsandCommunications@metrolinx.com>

Cc: Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Rajesh Khani <Rajesh.Khani1@metrolinx.com>;

Hussain Al Tamimi <Hussain.AITamimi@metrolinx.com>; Jessica Neto

<Jessica.Neto@metrolinx.com>; 'sfurfurica@GFNET.com' <sfurfurica@GFNET.com>

Subject: Event Summary: Yonge North Subway Extension Briefing for Willowdale BIA

Yonge North Subway Extension (YNSE) Briefing for Willowdale BIA

January 20, 2022

3:00 p.m. - 4:00 p.m.

Teams (Virtual)

ATTENDEES

Metrolinx

Azim Ahmed, Manager, Community Relations, YNSE

Allie McHugh, Community Relations and Issues Specialist, YNSE

Nikhil Lobo, Program Sponsor, YNSE

Leona Hollingsworth, Director, Community Engagement, Toronto East

Nick Faieta, Senior Manager, Community Engagement, York and Simcoe

Hussain Al Tamimi, Traffic and Transportation, Subways

Lukasz Koziol, Senior Project Manager, Operations and Maintenance, YNSE

Rajesh Khani, Project Manager, Stations, YNSE

TTC

Majid Golbon, Senior Project Manager

Willowdale BIA

Laura Burnham, Executive Director

Mary Okeke, Admin and Event Coordinator

OVERVIEW

The Yonge North Subway Extension (YNSE) team held a briefing with Toronto the Willowdale BIA to discuss the Finch Early Works project within the YNSE project. This is an important element for YNSE at its southern end, near the existing Finch subway station.

With traffic impacts and disruption to the community expected, the Willowdale BIA was briefed on upcoming timelines, planned mitigation, as well as opening channels for future community engagement in the area. The Willowdale BIA had questions regarding communications with businesses in the area and impacts when tunnel work begins, specifically around removal of snow, garbage and debris from work sites and keeping the area clean and accessible. Community Relations will follow up with more details on the communications with business regarding the early works and more information on the advanced tunnel package and construction staging when we are able to share more details.

Comments and Questions

WBIA: How will the community and businesses be notified of this work?

MX: We will be putting together a detailed communications plan that we'll be happy to share with you. Before work starts we will be canvassing and dropping notices of work by hand that will include a detailed map and information on traffic signage. We will also post the notices on our project website and email them to the lists that we are starting to build now. We would like to coordinate with you on that, on whether you can provide us with a list, or we provide you with the notice to send to your members. We also have a bi-weekly newsletter that your members can subscribe to that will include notices for the construction work.

WBIA: That timeline might be taking place closer to when work on reimagining Yonge will start. No matter how you coordinate it, the impact is going to be substantial with multiple projects going on at once. I would like a more comprehensive answer on how impacts will be mitigated for this.

Mx: We are very closely aligned with the City to ensure that there are no compounding impacts from our work. For example, we know that Parks is planning a state of good repair in the Hendon Park parking lot and we are coordinating with that that work to ensure any impacts are not exacerbated. Work is all happening in very close coordination with the city we are looking at their entire capital program and at the amalgamated impact to minimize it as much as possible, or approach it with a "touch once" philosophy, minimizing the number of times work needs to be done in a location.

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same. I would like to be updated that it has been included in the RFP and know more specifics on what is being done.

Mx We understand your concerns and there are a lot of lessons learned coming from the Eglinton work to ensure that the areas remain clean and accessible.

We have already started working on snow removal designs for the Finch Early Works RFP. We are aware that there is a passenger pick up and drop off and bus pickup in the area and that the site needs to be kept clean and remain accessible. The City of Toronto has specific guidelines as to what the contractor needs to meet if they are working within a city right-of-way. The general understanding is that if the contractor is creating an issue, it is the contractor's responsibility to clean up those issues. We can get you more specifics on what the City guidelines include.

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That is a great question and is definitely something we can discuss and apply our lessons learned from the Eglinton project. There are very active conversations going on right now on this project and as we are getting closer to what the construction impacts could look like.

We are planning on approaching business owners on this subject and would appreciate your help. Engagements like this are very important to us. You know the community better than we do, so it is very important to us to get your feedback, and hear the community concerns.



Next Steps

- Reconnect with Willowdale BIA on:
 - Specifics regarding City requirements for snow removal for the Finch Early Works RFP
 - Communications plans for Finch Early Works and business stakeholder lists for outreach and communication
 - More details on the advanced tunnelling work and construction staging when more information is available

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-953-1073



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Environmental Project Report Property Letter Drop – February 9th, 2022

Community Engagement Pop-Up at Yonge and Steeles – February 16th, 2022

From: [Zar Hakime](#)
To: [Community Relations and Communications](#)
Cc: [Stephen Collins](#); [Maria Zintchenko](#); [Maria Doyle](#); [Mark Ciavarro](#); [Julia Kun](#); [Jessica Neto](#); [Furfurica, Silvia](#)
Subject: YNSE – Community Engagement Pop-Up at Yonge and Steeles
Date: Friday, February 25, 2022 11:17:18 AM
Attachments: [image001.png](#)
[YNSE VOH Postcard Feb.pdf](#)

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

YNSE - Community Engagement Pop-Up at Yonge and Steeles

Wednesday, February 16th, 2022

10:00 a.m. – 12:30 p.m.

OVERVIEW

On February 10, Metrolinx published Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) project. The YNSE community relations team has been very busy promoting the EPR Release, Virtual Open House (VOH) series in support of EPR, and focusing on meaningful community engagement supporting this project mile stone.

A series of pop-ups has been strategically planned within EPR study area communities. Community engagement pop-ups has focused on benefits of the project and generating excitement among communities along the route.

Today, community relations team met with **3 condo property managers** and **3 business owners** along Yonge St. All three businesses agreed to share YNSE VOH Postcard with their customers. **200+** VOH postcards were distributed among these businesses.

KEY QUESTION THEMES

- Project Route
- Construction Impact
- Traffic Impact
- Project Timeline

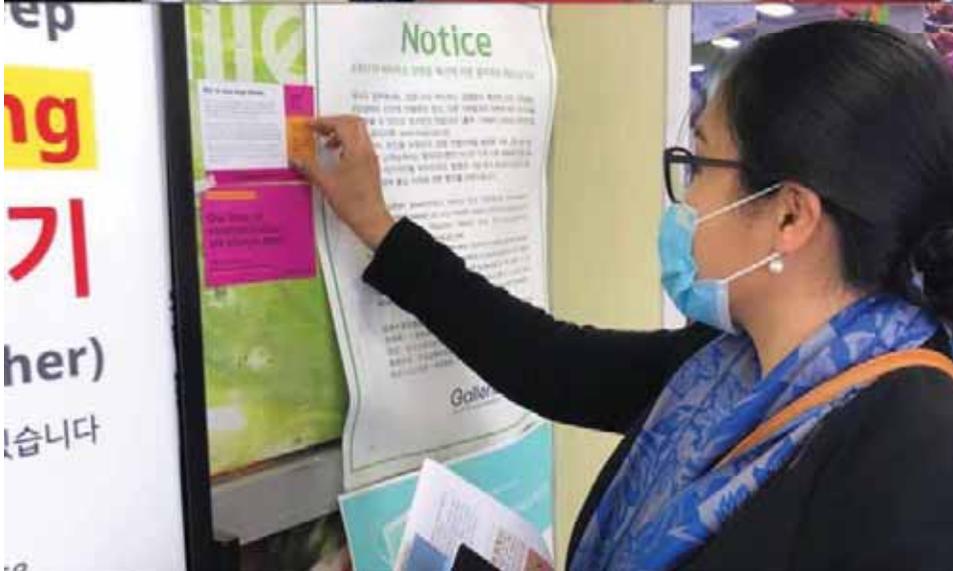
ATTENDEES

Azim Ahmed, Manager, Community Engagement, Yonge North Subway Extension
Zar Hakime, Community Relations and Issues Specialist, York Region

NEXT STEP:

- Schedule follow up meeting with building managers and business owners post EPR VOHs





Yonge North Subway Extension

**Our lines of
communication
are always open.**

Virtual Open Houses

New series starts February 17



We're one step closer.

The Environmental Assessment for our project is ready and we can't wait to share it with you. Why? Because it means that we're one step closer to starting construction on the Yonge North Subway Extension.

Extending TTC Line 1 subway service from Finch Station through North York to Richmond Hill will take thousands of vehicles off the road. More people on transit means saving over 4,800 tonnes of greenhouse gas emissions each year.

We know you have questions about how we'll protect the environment and be a good neighbour during construction and beyond. We're ready to answer them for you. Join us.

Virtual Open Houses

6:30 p.m to
8:30 p.m

February 17

February 23

March 2

March 10

Join us online at metrolinxengage.com/ynse-live

Community Engagement Pop-Up at Yonge and Finch – February 24th, 2022

From: [Zar Hakime](#)
To: [Community Relations and Communications](#)
Cc: [Stephen Collins](#); [Maria Zintchenko](#); [Maria Doyle](#); [Mark Ciavarro](#); [Julia Kun](#); [Jessica Neto](#); [Furfurica, Silvia](#)
Subject: YNSE – Community Engagement Pop-Up at Yonge and Finch
Date: Friday, February 25, 2022 11:00:54 AM
Attachments: [image003.png](#)
[YNSE VOH Postcard Feb.pdf](#)

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YNSE - Community Engagement Pop-Up at Yonge and Finch

Thursday, February 24th, 2022

10:00 a.m. - 12:00 p.m.

OVERVIEW

On February 10, Metrolinx published the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) project. The YNSE community relations team has been very busy promoting the EPR Release, Virtual Open House (VOH) series in support of EPR, and focusing on meaningful community engagement supporting this project milestone.

A series of pop-ups has been strategically planned within EPR study area communities. Community engagement pop-ups has focused on benefits of the project and generating excitement among communities along the route.

Today, the community relations team met with **4 condo property managers** and **9 business owners** along Yonge St. Three property managers agreed to share the YNSE VOH Postcard with their residents (**500+ units**).

KEY QUESTION THEMES

- Traffic Impact
- Property Impact
- Project timelines
- Construction start date
- Project Route

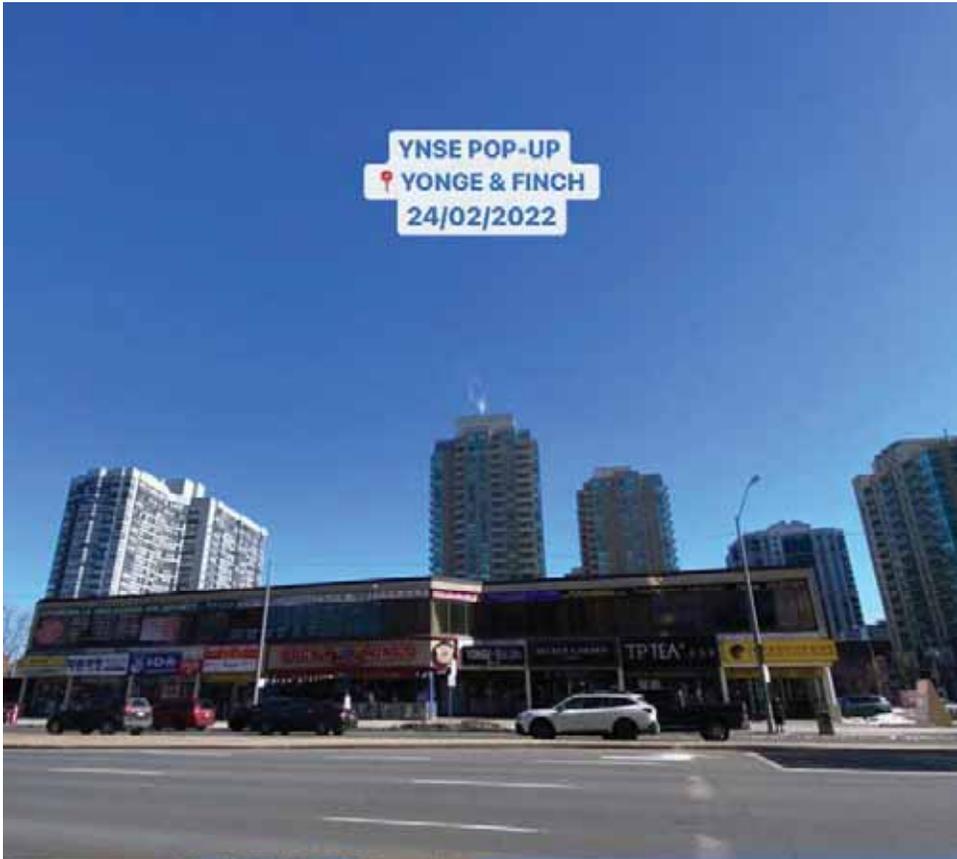
ATTENDEES

Allie McHugh, Community Relations and Issues Specialist, Yonge North Subway Extension

Zar Hakime, Community Relations and Issues Specialist, York Region

NEXT STEP:

- Schedule follow up meeting with one of the building's board members
- E-mail VOH Postcard to one of the property managers
- Schedule follow up meeting with building managers post EPR VOHs



ZAR HAKIME (she/her)

Yonge North Subway Extension

**Our lines of
communication
are always open.**

Virtual Open Houses

New series starts February 17



We're one step closer.

The Environmental Assessment for our project is ready and we can't wait to share it with you. Why? Because it means that we're one step closer to starting construction on the Yonge North Subway Extension.

Extending TTC Line 1 subway service from Finch Station through North York to Richmond Hill will take thousands of vehicles off the road. More people on transit means saving over 4,800 tonnes of greenhouse gas emissions each year.

We know you have questions about how we'll protect the environment and be a good neighbour during construction and beyond. We're ready to answer them for you. Join us.

Virtual Open Houses

6:30 p.m to
8:30 p.m

February 17

February 23

March 2

March 10

Join us online at metrolinxengage.com/ynse-live

Community Engagement Pop-Up at Thornhill Community Centre and Library– March 1st, 2022

From: [Zar Hakime](#)
To: [Community Relations and Communications](#)
Cc: [Stephen Collins](#); [Maria Zintchenko](#); [Maria Doyle](#); [Mark Ciavarrq](#); [Julia Kun](#); [Jessica Neto](#)
Subject: YNSE – Community Engagement Pop-Up at Thornhill Community Centre and Library
Date: Wednesday, March 2, 2022 4:23:03 PM
Attachments: [image002.png](#)

YNSE - Community Engagement Pop-Up at Thornhill Community Centre and Library

Tuesday, March 1st, 2022

10:00 a.m. – 12:00 noon

OVERVIEW

On February 10, Metrolinx published Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) project. The YNSE community relations team has been very busy promoting the EPR Release, Virtual Open House (VOH) series in support of EPR and focusing on meaningful community engagement supporting this project mile stone.

A series of pop-ups has been strategically planned within EPR study area communities. Community engagement pop-ups has focused on benefits of the project and generating excitement among communities along the route.

Today, community relations team met community members at Thornhill Community Centre and Library. We had 15 meaningful interactions with community members. As COVID restrictions are being lifted across Ontario community centres and libraries are getting busier. This is a great space to meet community members face to face in a neutral environment.

KEY QUESTION THEMES

- Project Route
- Construction Impact
- Project Timeline

ATTENDEES

Azim Ahmed, Manager, Community Engagement, Yonge North Subway Extension
Zar Hakime, Community Relations and Issues Specialist, York Region

NEXT STEP:

- Schedule more pop-ups at this location



Image.jpeg





ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

Royal Orchard Community Meeting with Metrolinx – March 7th, 2022

From: [Julia Kun](#)
To:
Cc: RE: Royal Orchard Community Meeting to Discuss the YNSE Addendum to EPR
Subject: [image001.png](#)
Attachments: [March 7 Meeting Questions final - Responses_FINAL.pdf](#)

Good Afternoon ,

Thank you for meeting with us on March 7th to discuss the YNSE Project. I have attached formal responses to the list of questions we discussed during our meeting. We appreciate your interest in the Project and look forward to continuing discussions as the Project progresses.

Thanks,
Julia

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment



From: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Sent: April 6, 2022 5:01 PM
To: Julia Kun <Julia.Kun@metrolinx.com>
Cc: Azim Ahmed <Azim.Ahmed@metrolinx.com>
Subject: FW: Royal Orchard Community Meeting to Discuss the YNSE Addendum to EPR

And the details for the March meeting.

From:
Sent: February-23-22 9:06 PM
To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Cc:
Subject: Re: [Royal Orchard Community Meeting to Discuss the YNSE Addendum to EPR](#)

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Hi Leona,

Thanks for getting back to us. Our preference would be Monday, March 7th after 4 pm. Some of us are travelling and in different time zones so we're trying to find the best date and time. We will send you our list of question by next Friday, March 4th.

Please advise if that suits your team.

On Wed, 23 Feb 2022 at 17:06, Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com> wrote:

Hi Would later next week work for your group, perhaps Thursday the 3rd in the afternoon or Friday the 4th in the morning? I'll also take your advice on how much time to set aside, as it would depend on the questions. Do you think 90 minutes would be enough? If neither of these options will work, please feel free to suggest any alternatives that are convenient for you.

**Just a note that I've removed Carrie from this email thread as she has since moved on to another team at Metrolinx. I'll coordinate the EA team on our side and their attendance.

Thank you,
Leona

From:

Sent: February-23-22 9:34 AM

To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>

Cc:

Subject: Re: Royal Orchard Community Meeting to Discuss the YNSE Addendum to EPR

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Thanks Leona. Will coordinate with my colleagues.

On Tue., Feb. 22, 2022, 9:00 p.m. Leona Hollingsworth, <Leona.Hollingsworth@metrolinx.com> wrote:

Good evening, . Confirming that I am working with the team here to coordinate some dates and times and I will get back to you very shortly. Appreciate the offer to share the questions in advance and agree it will help make the meeting more productive. Thank you.

Best,
Leona

Leona Hollingsworth (She/Her)
Director (A), Community Engagement

Metrolinx
416-202-3349 c: 647-203-7549
leona.hollingsworth@metrolinx.com

Get the latest news on what's happening in your community, [subscribe!](#)

From:
Sent: February-21-22 4:48 PM
To: Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Cc:
Subject: [Royal Orchard Community Meeting to Discuss the YNSE Addendum to EPR](#)

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Hi Carrie and Leona,

Happy Family Day. Hope this email finds you well.

Coming out of our January meeting with you and your team, you had agreed to holding a follow up meeting with us after the release of the YNSE Addendum.

Our community has mobilized to review the Addendum and would be please to provide Metrolinx with our feedback before the March 14th deadline for public comment. A meeting with Metrolinx would be helpful in finalizing our submission. Could you provide us with a couple of dates and times for such a meeting? I will coordinate with my colleagues.

Also, we would be happy to provide you with our list of questions prior to the meeting to ensure our time is as productive as possible.

Thank you in advance for your engagement.

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**Royal Orchard Community
Meeting with Metrolinx
March 7, 2022 from 4:00 pm to 5:30 pm
Questions for Discussion**

General

1. Metrolinx has indicated that the borders for transit corridor lands are set by looking at existing infrastructure in the area, the route and design of the transit line, and how it can be built. Have these decisions been made for the YNSE (and specifically for Segment 2)? If so, why are the TCL not in the EPR Addendum? If not, when will this information be available to us? When will residents affected by the TCL be notified?

Response: The boundaries of transit corridor lands along the Yonge North Subway Extension corridor are still being determined. Metrolinx will reach out to owners and tenants directly as soon as details are confirmed.

2. If you have identified the Transit Corridor lands for the YNSE, how wide is the corridor? How does the YNSE compare to the Scarborough Line? Do they both have two separate tunnels? If so, can we assume the YNSE TCL will be the same width as the Scarborough Line? We had assumed the YNSE TCL was approx. 18 m wide, but the Scarborough Line TCL is approx. 90 m wide (not including the additional 2x30 m buffer areas on either side).

Response: Please see the response to Question 1 above.

3. Can you confirm the notice that will be on our property title that states we are within the Transit Corridor Control Lands will be in effect during planning and construction, but will be removed once the project is complete? When do you deem the work complete? Is it on the first day a subway is in use?

Response: Please see the response to Question 1 above.

4. The plans Metrolinx prepares may identify a need to remove something that could interfere with construction, such as a shed, tree, or hedge. Are trees that sit above the tunnel at risk? Large mature trees could have deep roots, depending on the type. Is there any risk to the stability of a tree when tunneling?

Response: A tree's root system is typically fairly shallow (frequently no deeper than 2 m) but is wide spreading, with the majority of the roots found in the upper 60cm of soil. As such, there is no risk to tree root system or stability when tunneling. Impacts to vegetation associated with the portal/launch shaft will be confirmed during detailed design and minimized where possible. The Metrolinx Vegetation Guideline (2020), as amended from time to time, will be followed with respect to tree compensation for any tree injury or removals.

5. How much excess soil can be expected to be excavated? Over what period; how will the excavated

soil be transported? What would this look like for the Royal Orchard neighbourhood?

Response: Excess soil quantities as well as soil transportation timeline and transportation routes will be confirmed as part of subsequent project planning and design phases, when the Contractor is on board. What is currently an industrial area in the vicinity of Langstaff Road and CN Rail corridor has been selected as the Tunnel Boring Machines launch site, and the Contractor will not be transporting excess soils generated by tunnelling through residential neighbourhoods, including the Royal Orchard neighbourhood. Soil quantities generated as part of constructing Emergency Exit Buildings (EEBs) are anticipated to be substantially less than the amounts generated by tunnelling activities. The EEBs are proposed to be constructed using the Sequential Excavation Method (SEM) to minimize the impacts on the Royal Orchard Neighbourhood. SEM construction does not require the construction of headwalls in the right of way (ROW) and minimizes utility impacts compared to conventional Cut and Cover Construction. Prior to construction commencement, Metrolinx will establish a comprehensive communications program to inform local communities about the project's scope, schedule, and environmental management strategies including noise and vibration and traffic.

6. Please define "short term" construction -- days, months, years?

Response: The expression "short-term construction" will be removed from the report. All construction activities will be temporary in nature and limited to construction phase of the project. Duration of construction at any given construction location may vary from days to months and is subject to the project infrastructure component being constructed.

7. EEB6 and EEB7 are located very close to elementary schools. Why is there no impact assessment on school traffic and student/faculty safety?

Response: Any impacts to local traffic and nearby facilities like schools or emergency stations/fire stations are looked at comprehensively during the pre-construction phase when the exact locations of construction sites are known. At this time, EEB locations are to be determined. Applicable safety standards require EEBs to be located within a set maximum distance from the next point of egress. Metrolinx will continue to engage with members of the community as the location of EEBs is further refined during the future stages of design. Prior to construction commencement, Metrolinx will establish a comprehensive communications program to inform local communities about the project's scope, schedule, and environmental management strategies including noise and vibration and traffic.

Hydrogeology/Groundwater

1. Why is there no area specific subsurface stratigraphy and groundwater elevation information presented; either in the EPR Addendum or in an appendix?

Response: Detailed site-specific information regarding subsurface (soil and groundwater) conditions is typically not part of an EPR or an EPR Addendum as these data are collected over time to inform detailed design/construction planning and guide soil and groundwater management plans development. With data collection taking place over months, geotechnical investigations are typically

completed in parallel with the drafting of an EPR/EPR Addendum. As a result, subsurface conditions information presented within an EPR/EPR Addendum reflects a summary of information from secondary sources such as previously completed studies, as well as information from the ongoing geotechnical and hydrogeological investigations available at the time of report preparation. As the site-specific subsurface conditions information collection for YNSE is still ongoing, detailed soil and groundwater data are not yet available for the entirety of the alignment. As part of continuing subsurface investigations along the alignment, additional boreholes are planned to be advanced in the Spring 2022 in Royal Orchard Park and in early Summer 2022 at St. Anthony Catholic School. Based on the subsurface conditions that have been interpreted at specific sections along the alignment, the discussion of subsurface conditions within Section 4.3 of the Updated EPR Addendum will be expanded.

2. Why are the results of this summer's geotechnical drilling not included in the Addendum? Will they be included in the updated Addendum? We would like to see vertical profile cross-sections of the soil and bedrock hydrostratigraphic layers and groundwater for each of the Segments, in particular for Segment 2.

Response: Please see the response to Hydrogeology/Groundwater Question 1 above.

Natural Environment

1. The 2009 EPR set out a study area of 500 m for its natural environment assessment. How can the 120 m study area in the 2022 Addendum be considered sufficient?

Response: The 2022 YNSE Natural Environment Study Area has been defined as the Project footprint (based on the currently available conceptual design information) plus a 120 m buffer for consideration of potential negative impacts, as recommended by the Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005 (MNR 2010). A number of the existing secondary source data search areas extend well beyond this Study Area (e.g., wildlife atlases, such as the Ontario Breeding Bird Atlas use a 10 km grid system).

The Natural Environment Study Area in the 2009 NE Report includes a 500 m buffer on either side of Yonge Street between Finch Avenue and Carville Avenue/16th Avenue as shown in Figure 1 (attached) and described in Section 1.0 of the report. The 500 m buffer includes the review of secondary source data from the Toronto and Region Conservation Authority (TRCA), Ministry of Natural Resources (MNR) and Environment Canada (EC). However, field investigations completed by Ecoplans Limited focused on the natural features fall generally within 100 m of Yonge Street. This is consistent with the current study approach.

2. How does Metrolinx square its commitment to protecting the natural environment (especially species at risk) with seeking a socio-economic permit that enables them to by-pass protections under the *Endangered Species Act*? How does this align with the first principle of "do no harm"?

Response: Metrolinx is committed to complying with the provisions of the provincial

Endangered Species Act (ESA), which recognizes that it may not be possible to avoid impacting species at risk and their habitat. Specifically, the ESA provides for authorizations (such as permits, agreements, and conditional exemptions) to allow projects to proceed as long as certain protective requirements are followed aimed at protecting and recovering species at risk. Permits under the ESA, including the one being sought by Metrolinx for the YNSE, may only be issued under certain circumstances and contain conditions that must be followed to minimize the adverse effects and ensure the project will not jeopardize the survival or recovery of protected species.

3. The habitat description of Pomona Creek does not mention evidence of groundwater including seepage, wet areas and watercress abundant along the banks. Residents have noted this in the creek and believe potential groundwater contributions should trigger further impact assessment. Will Metrolinx do further investigations?

Response: Thank you for bringing the local evidence of groundwater seepage into the creek to our attention. This information will be further considered in the context of future hydrogeologic assessments and during the development of the Groundwater Management and Dewatering Plan. As the tunnels are well below the creek bed and no long-term dewatering has been identified in the context of the Pomona Creek crossing as the tunnels will be water-tight, no impacts or mitigation are anticipated.

4. Can Metrolinx confirm tunnel depths for Pomona Creek? At the February 23rd Engage session, Metrolinx indicated it is 14 m. In other correspondence, Metrolinx also noted 16 m.

Response: In the case of Pomona Creek, the top of the subway tunnel will be approximately 17 m below the bed of the creek.

Noise and Vibration

1. How can Metrolinx provide valid and reliable predictive values for ground-borne noise and vibration without including data on soil type and composition?

Response: In the noise and vibration assessment, soils are assumed to propagate vibration efficiently, which is a conservative approach. According to the US Federal Transit Administration (FTA) prediction procedure, this results in approximately 10 dB more noise and three times as much vibration. Realistically, this is likely to overpredict the vibration levels by 2-3 dB. Further studies will be completed during detailed design to confirm the propagation characteristics of the soil.

2. If Metrolinx did not include the detailed geotechnical information for Segment 2, what 'assumptions' were made in the model(s) to derive the predicted noise and vibration levels that are in the Noise and Vibration Report? Could the noise/vibration level predictions be potentially higher than what are presently shown in the EPR Addendum? If so, will the EPR Addendum be updated to include the new values and indicate what additional mitigation measures Metrolinx would use to further reduce the noise/vibration levels to the publicly committed standard of "nearly imperceptible"?

Response: Please see the response to the Noise and Vibration Question #1 above.

3. Does the firm that prepared the noise and vibration assessment report have experience with tunnelling under residential communities?

Response: The firm that prepared the noise and vibration assessment report was involved in the TYSSE project, which ran under a variety of building types as well as experience in noise and vibration produced by the existing subway system in many parts of Toronto. Please note that the assessment followed well-established and widely accepted and used protocols, such as the US Federal Transit Administration protocols. The noise and vibration generated by subway systems in concrete tunnels are well understood, as is the interaction of vibration waves with various structure types. The impact assessment report prepared in support of the project has been reviewed by technical experts at the Ontario Ministry of the Environment, Conservation and Parks.

4. While the receptors are at ground level, would the values be representative of basements? Families have bedrooms in basements.

Response: Yes. The ground level assessment point is a requirement of the protocols provided by the Ontario Ministry of the Environment, Conservation and Parks (formerly Ministry of the Environment), and the ground-borne noise levels are assessed in the closest room, which for low-rise homes is assumed to be the basement. In the Royal Orchard neighbourhood, in order to achieve ground-borne noise level of 30 dBA within rooms, the corresponding ground-borne vibration levels on the walls of the room would need to be less than 0.05 mm/s and so would be imperceptible and also meet the noise limit.

5. Metrolinx notes that recently built Spadina extension which uses the double tie floating slab can achieve “a reduction of more than 25 dB” (Appendix G). Can Metrolinx provide in the updated Addendum examples of pre and post data to confirm such reductions can be achieved?

Response: The performance of the double tie floating slab track was established ~1978 when it was first used on the Spadina Extension – please see State-of-the-Art Review: Prediction of Groundborne Noise and Vibration from Rail Transit Trains – UMTA-MA-06-0049-83-4/DOT-TSC-UMTA-83-3. This study established that reductions of over 25 dBA were achieved using the double tie floating slab track. While no pre-construction data for the recently completed Toronto-York Spadina Extension were available, the post-construction measurements indicated that the target performance was exceeded significantly (~29 dBA vs. a target of 35 dBA).

The floating slab systems are highly effective at controlling ground-borne noise. A reduction of more than 25 dB in the A-weighted sound levels can be achieved with this system in place and Metrolinx is confident that the mitigated noise levels can be achieved.

6. Will the entire section of the line from where it turns off Yonge Street at Bay Thorn to where it comes up to grade at the CN line be constructed using the floating slab technology you have described - or Floating Ballast Trough form - as it is also known?

Response: Metrolinx is committed to providing ground-borne noise levels of less than 30 dBA and vibration levels of less than 0.05 mm/s in the Royal Orchard area. The specific extent of the floating slab track will be determined as part of the detailed design project phase.

7. At the March 2nd Engage session, Metrolinx confirmed that the TBMs will be operating 24/7. How will Metrolinx manage the noise and vibration impacts on residents while they try to sleep?

Response: The continuous operation of TBMs is required to avoid/minimize likelihood of soil settlement and potential impacts on surrounding structures. Note that TBMs pass at a rate of 10-15m per day, and any potential noise and vibration impacts associated with TBM passage are short lived at any location. Prior to construction commencement, the contractor will update the noise and vibration assessments and submit detailed noise and vibration management plans to Metrolinx for review and approval. If the applicable noise and vibration limits are projected to be exceeded, appropriate mitigation measures will be used to reduce noise and vibration. Examples of such measures are outlined in the EPR Addendum report. During construction, noise and vibration levels will be monitored to ensure applicable limits are not exceeded and mitigation measures are effective. Before construction begins, Metrolinx will establish a comprehensive communications program to inform local communities about the project scope, schedule, and noise and vibration management strategies.

Community Engagement Pop-Up at Finch GO Bus Terminal – March 8th, 2022

From: [Zar Hakime](#)
To: [Azim Ahmed](#); [Allie McHugh](#)
Subject: YNSE pop-up summary
Date: Tuesday, March 8, 2022 11:54:20 PM
Attachments: [image001.png](#)

Hi,

Here is today's pop-up summary. Let me know if you would like to add/remove anything.

Thanks!

YNSE - Community Engagement Pop-Up at Finch GO Bus Terminal

Tuesday, March 8th, 2022,
10:00 a.m. - 12:00 noon

OVERVIEW

On February 10, Metrolinx published Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) project. The YNSE community relations team has been very busy promoting the EPR Release, Virtual Open House (VOH) series in support of EPR and focusing on meaningful community engagement supporting this project mile stone.

A series of pop-ups has been strategically planned within EPR study area communities. Community engagement pop-ups has focused on benefits of the project and generating excitement among communities along the route.

Today, community relations team met community members at Finch GO Bus Terminal and canvassed business within the area. Community Relations team interacted with **TTC staff, 7 Businesses, Anderson College staff, and Home First Society Emergency Shelter** shift manager. One of the businesses agreed to distribute VOH Postcards and YNSE Project Facts among with their customers. **50+ VOH Postcards and Project Factsheets** were distributed during this pop-up. Community members were interested in Finch Early Works and its potential traffic impact in the area. YNSE project page and contact information was highlighted in every interaction.

KEY QUESTION THEMES

- Construction Impact
- Project Timeline
- Finch Early Works

ATTENDEES

Allie McHugh, Community Relations and Issues Specialist, Yonge North Subway Extension
Zar Hakime, Community Relations and Issues Specialist, York Region

NEXT STEP:

- Schedule more pop-ups at this location and TTC Finch Station closer to start of Finch Early Works
- Follow up with Anderson College campus director



ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx | 20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3



While it suits me to email now, I do not expect a response or action outside of your own working hours.

Community Engagement Pop-Up at Richvale Library – March 16th, 2022

From: [Nick Faieta](#)
To: [Julia Kun](#); [Jessica Neto](#); [Furfurica, Silvia](#)
Subject: FW: YNSE – Community Engagement Pop-Up at Richvale Library in Richmond Hill
Date: Thursday, March 17, 2022 10:14:00 AM

[EXTERNAL EMAIL]: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For the consultation record

From: Nick Faieta
Sent: March-16-22 12:21 PM
To: Community Relations and Communications
<CommunityRelationsandCommunications@metrolinx.com>
Cc: Stephen Collins <Stephen.Collins1@metrolinx.com>; Mark Ciavarro
<Mark.Ciavarro@metrolinx.com>; Maria Doyle <Maria.Doyle@metrolinx.com>; Maria Zintchenko
<Maria.Zintchenko@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Marcela Miranda
<Marcela.Miranda@metrolinx.com>
Subject: YNSE – Community Engagement Pop-Up at Richvale Library in Richmond Hill

YNSE - Community Engagement Pop-Up at Richvale Library

Wednesday, March 16, 2022,

10:00 a.m. – 12:00pm noon

OVERVIEW

On February 10, Metrolinx published Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) project. The YNSE community relations team has been very busy promoting the EPR Release, Virtual Open House (VOH) series in support of EPR and focusing on meaningful community engagement supporting this project milestone.

A series of pop-ups has been strategically planned within EPR study area communities. Community engagement pop-ups have focused on benefits of the project and generating excitement among communities along the route.

Today, the community engagement team met community members at Richvale Library at 40 Pearson Avenue near the Bayview Glen neighbourhood in Richmond Hill. The Community Engagement team interacted with 47 residents, and library staff. **40+ VOH Postcards and Project Factsheets** were distributed during this pop-up. Community members were interested in the train storage facility, and the proposed developments at Bridge and High Tech and their potential traffic impacts in the neighbourhood. YNSE project page and contact information was highlighted in every interaction.

KEY QUESTION THEMES

- Bridge and High Tech developments

Project timeline

- Train storage facility

ATTENDEES

Nick Faieta, Senior Manager, Community Engagement



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Appendix I.6 – Engagement with Indigenous Nations & Communities

Project Introduction & Summary – March 22nd, 2021

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); [REDACTED]; [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:08:13 PM
Attachments: [YNSE Project Introduction AldervilleFN.pdf](#)

Dear Chief Mowat,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Alderville First Nation. Accordingly, Metrolinx takes its engagement efforts with Alderville First Nation seriously, and appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge-University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.



Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech Station, with a fourth Neighborhood station to be determined through planning and analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are ways that we can make this process easier or more accommodating.

Environmental Assessment Scope

The Regional Municipality of York and Toronto Transit Commission completed an Environmental Project Report (EPR) in January 2009 which assessed a 6.8 km extension from the existing terminus at Finch Station in the City of Toronto to Richmond Hill Centre in the Town of Richmond Hill. Since the completion of the 2009 EPR, several changes have been proposed that are inconsistent with the approved 2009 EPR design and 2014 EPR Addendum. As a result, Metrolinx is carrying out an EPR Addendum to assess the environmental impacts of these changes, as per the requirements of *Ontario Regulation 231/08*.

Archaeology Studies

Stage 1 and Stage 2 archaeological assessments were completed for the Project as part of the previously approved 2009 EPR and 2014 EPR Addendum. Due to the proposed YNSE design changes and because the existing Stage 1 Archaeological Assessment (AA)



was completed prior to the introduction of the current *Standards and Guidelines for Consultant Archaeologists*, a new Stage 1 AA study is being conducted for the Project to review and update reporting as required and to align with current regulatory requirements.

Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Alderville First Nation apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Alderville First Nation may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Alderville First Nation have in the YNSE Project. Please advise us if there are any sites of cultural significance to Alderville First Nation within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Alderville First Nation, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Alderville First Nation to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Alderville First Nation.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in



more detail or set up an in-person meeting, please contact us at **IndigenousRelations@metrolinx.com**.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in cursive script that reads 'f. melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

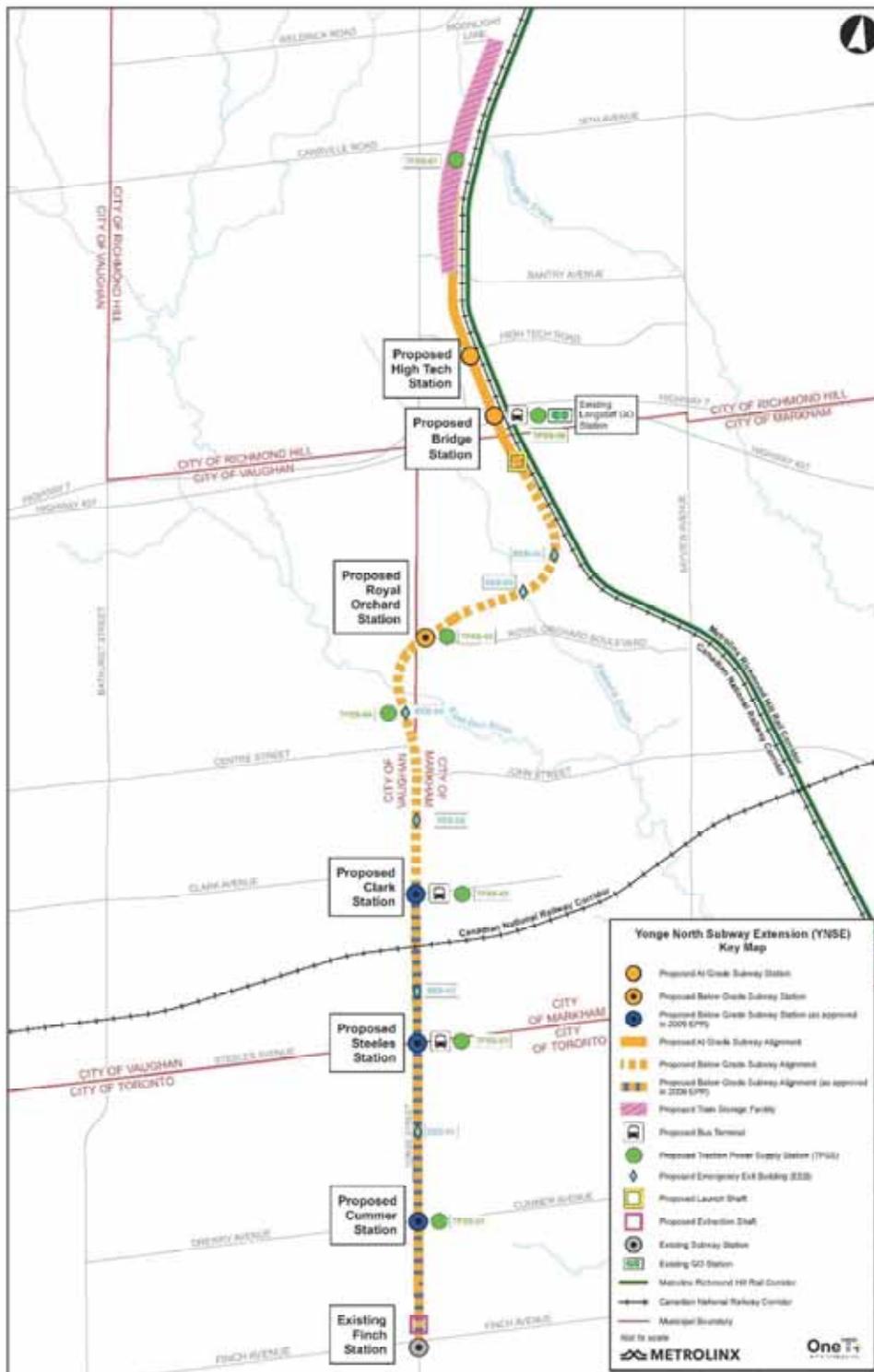


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [REDACTED] [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:08:41 PM
Attachments: [YNSE Project Introduction BFN.pdf](#)

Dear Chief Monague,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9

Delivered by Email

Dear Chief Monague,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Beausoleil First Nation. Accordingly, Metrolinx takes its engagement efforts with Beausoleil First Nation seriously, and appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge-University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.

Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech



Station, with a fourth Neighborhood station to be determined through planning and analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are ways that we can make this process easier or more accommodating.

Environmental Assessment Scope

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Archaeology Studies

Stage 1 and Stage 2 archaeological assessments were completed for the Project as part of the previously approved 2009 EPR and 2014 EPR Addendum. Due to the proposed YNSE design changes and because the existing Stage 1 Archaeological Assessment (AA) was completed prior to the introduction of the current *Standards and Guidelines for Consultant Archaeologists*, a new Stage 1 AA study is being conducted for the Project to



review and update reporting as required and to align with current regulatory requirements.

Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Beausoleil First Nation apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Beausoleil First Nation have in the YNSE Project. Please advise us if there are any sites of cultural significance to Beausoleil First Nation within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Beausoleil First Nation, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Beausoleil First Nation to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Beausoleil First Nation.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact us at

IndigenousRelations@metrolinx.com.



Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in blue ink that reads 'f melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sand-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

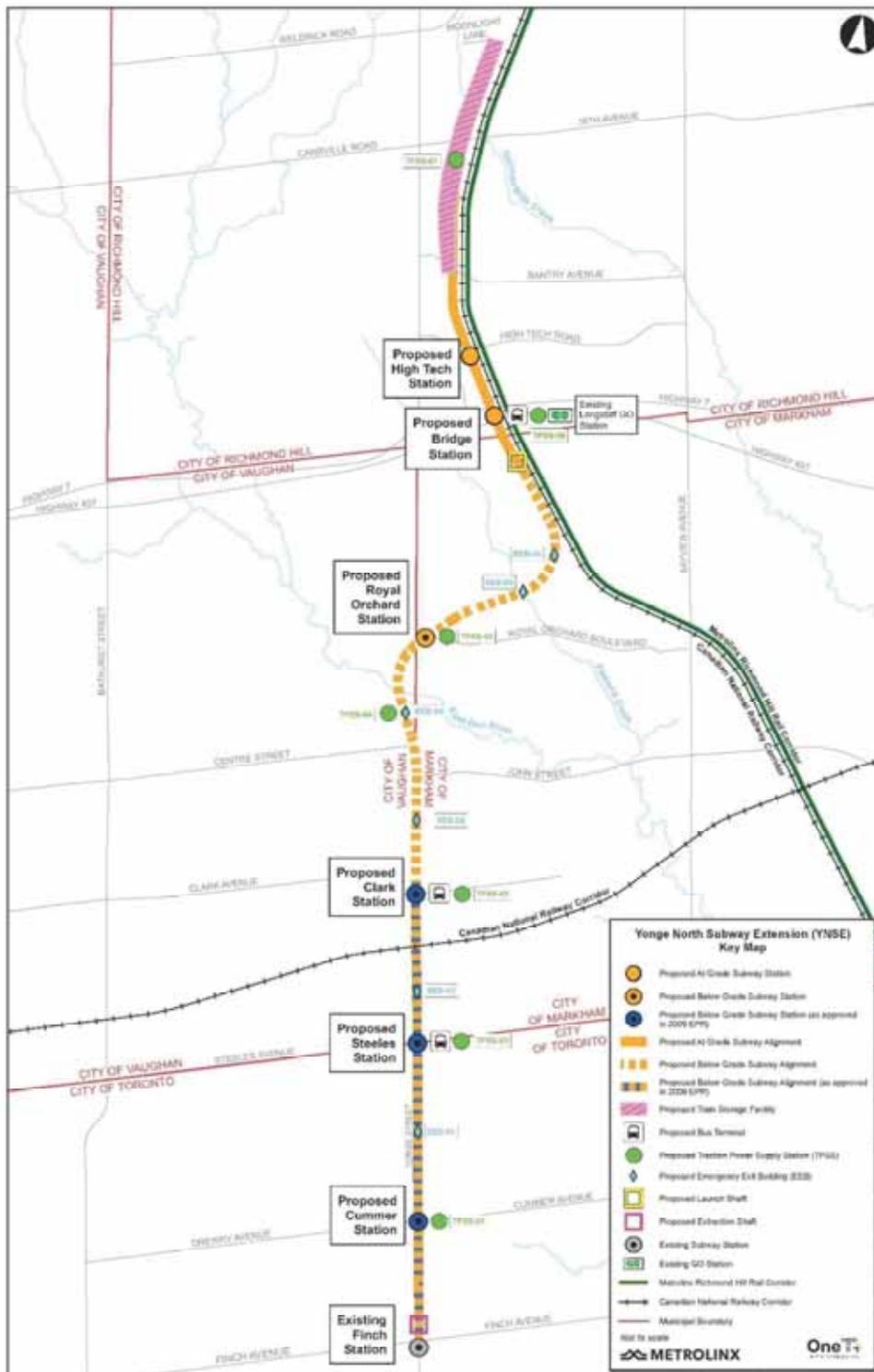


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [REDACTED] [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:09:12 PM
Attachments: [YNSE Project Introduction CGI.pdf](#)

Dear Chief Big Canoe,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0

Delivered by Email

Dear Chief Big Canoe,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Georgina Island. Accordingly, Metrolinx takes its engagement efforts with Chippewas of Georgina Island seriously, and appreciates and respects Chippewas of Georgina Island's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge–University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.

Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech



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Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

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Environmental Assessment Scope

The Regional Municipality of York and Toronto Transit Commission completed an Environmental Project Report (EPR) in January 2009 which assessed a 6.8 km extension from the existing terminus at Finch Station in the City of Toronto to Richmond Hill Centre in the Town of Richmond Hill. Since the completion of the 2009 EPR, several changes have been proposed that are inconsistent with the approved 2009 EPR design and 2014 EPR Addendum. As a result, Metrolinx is carrying out an EPR Addendum to assess the environmental impacts of these changes, as per the requirements of *Ontario Regulation 231/08*.

Archaeology Studies

Stage 1 and Stage 2 archaeological assessments were completed for the Project as part of the previously approved 2009 EPR and 2014 EPR Addendum. Due to the proposed YNSE design changes and because the existing Stage 1 Archaeological Assessment (AA) was completed prior to the introduction of the current *Standards and Guidelines for Consultant Archaeologists*, a new Stage 1 AA study is being conducted for the Project to

review and update reporting as required and to align with current regulatory requirements.

Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Chippewas of Georgina Island apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Chippewas of Georgina Island have in the YNSE Project. Please advise us if there are any sites of cultural significance to Chippewas of Georgina Island within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Chippewas of Georgina Island, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Chippewas of Georgina Island to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Chippewas of Georgina Island.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact us at

IndigenousRelations@metrolinx.com.



Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in blue ink that reads 'f. melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

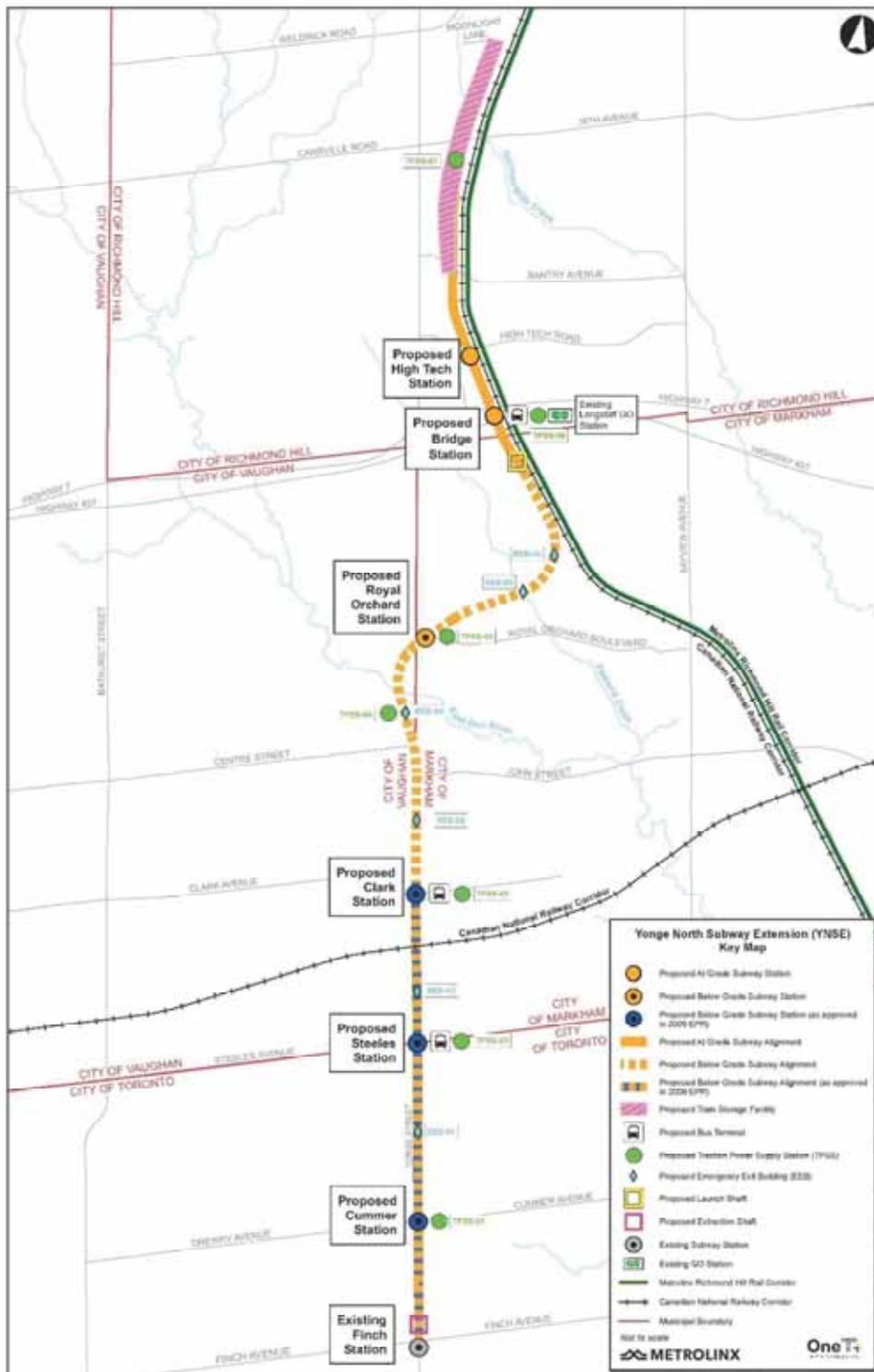


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Jordon MacArthur](#); [Kaitlin Hill](#); [Francis M. Chua](#); [REDACTED]; [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:14:24 PM
Attachments: [YNSE Project Introduction CLFN.pdf](#)

Dear Julie,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work. [REDACTED]

[REDACTED] We are happy to discuss this project in more detail and any particular interest you have at our upcoming meeting as well.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Curve Lake First Nation. Accordingly, Metrolinx takes its engagement efforts with Curve Lake First Nation seriously, and appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge-University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.



Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech Station, with a fourth Neighborhood station to be determined through planning and analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are ways that we can make this process easier or more accommodating.

Environmental Assessment Scope

The Regional Municipality of York and Toronto Transit Commission completed an Environmental Project Report (EPR) in January 2009 which assessed a 6.8 km extension from the existing terminus at Finch Station in the City of Toronto to Richmond Hill Centre in the Town of Richmond Hill. Since the completion of the 2009 EPR, several changes have been proposed that are inconsistent with the approved 2009 EPR design and 2014 EPR Addendum. As a result, Metrolinx is carrying out an EPR Addendum to assess the environmental impacts of these changes, as per the requirements of *Ontario Regulation 231/08*.

Archaeology Studies

Stage 1 and Stage 2 archaeological assessments were completed for the Project as part of the previously approved 2009 EPR and 2014 EPR Addendum. Due to the proposed YNSE design changes and because the existing Stage 1 Archaeological Assessment (AA)



was completed prior to the introduction of the current *Standards and Guidelines for Consultant Archaeologists*, a new Stage 1 AA study is being conducted for the Project to review and update reporting as required and to align with current regulatory requirements.

Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Curve Lake First Nation apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Curve Lake First Nation may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Curve Lake First Nation have in the YNSE Project. Please advise us if there are any sites of cultural significance to Curve Lake First Nation within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Curve Lake First Nation, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Curve Lake First Nation to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Curve Lake First Nation.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in



more detail or set up an in-person meeting, please contact us at **IndigenousRelations@metrolinx.com**.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in blue ink that reads 'f melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments, Metrolinx

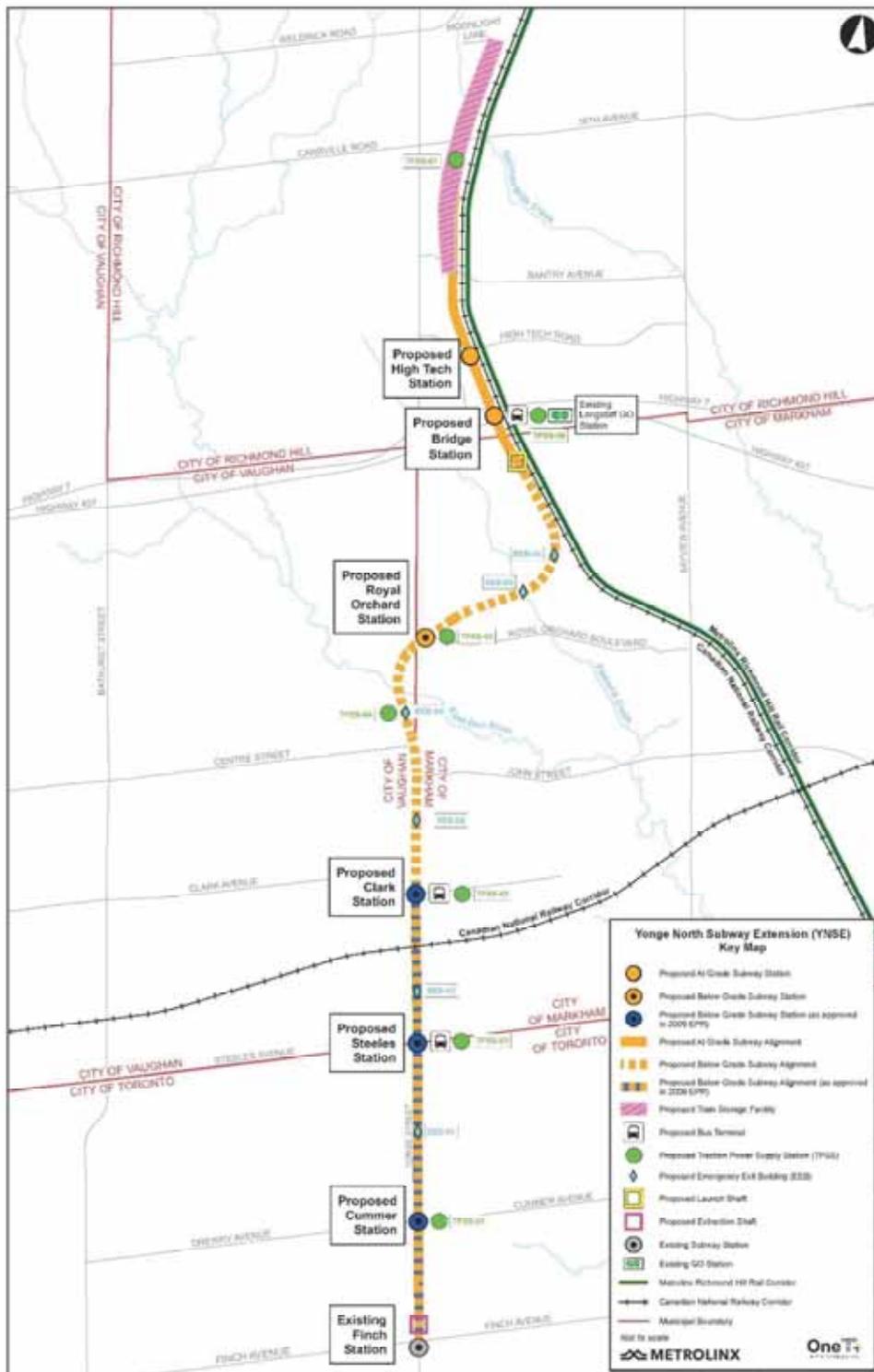


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: [REDACTED]; [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:15:41 PM
Attachments: [YNSE Project Introduction CRFN.pdf](#)

Dear Sharday,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

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I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Rama First Nation. Accordingly, Metrolinx takes its engagement efforts with Chippewas of Rama First Nation seriously, and appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

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Purpose

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Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in blue ink that reads 'f melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

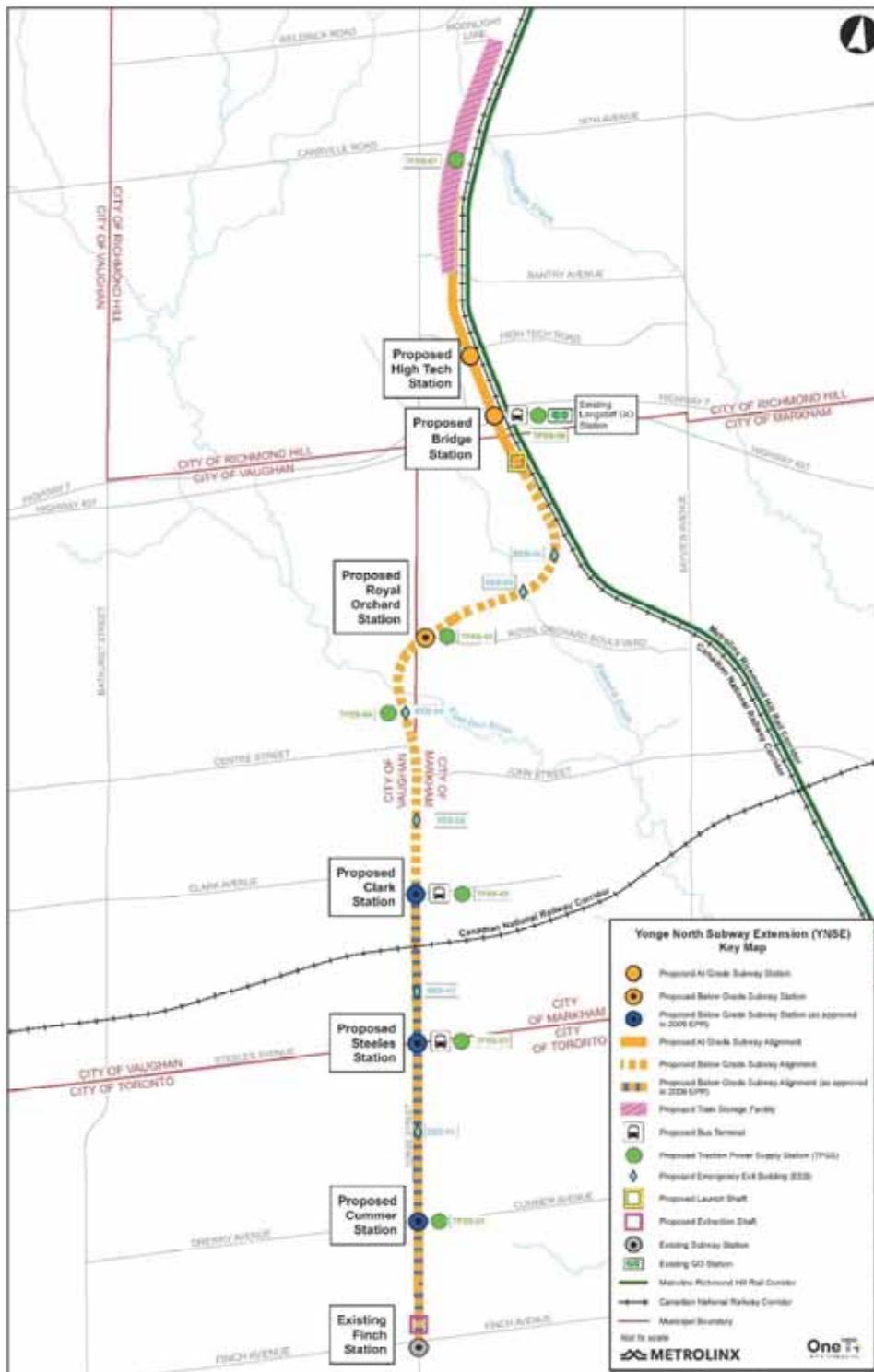


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [REDACTED] [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:16:46 PM
Attachments: [YNSE Project Introduction_HFN.pdf](#)

Dear Chief Carr,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

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Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

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Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



March 22, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha ON K9J 0E6

Delivered by email

Dear Chief Carr,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Hiawatha First Nation. Accordingly, Metrolinx takes its engagement efforts with Hiawatha First Nation seriously, and appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

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Natural Environment Study

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Invitation for Input on Community Interest and Approach to Engagement

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Additional Information

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more detail or set up an in-person meeting, please contact us at **IndigenousRelations@metrolinx.com**.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in blue ink that reads 'f melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

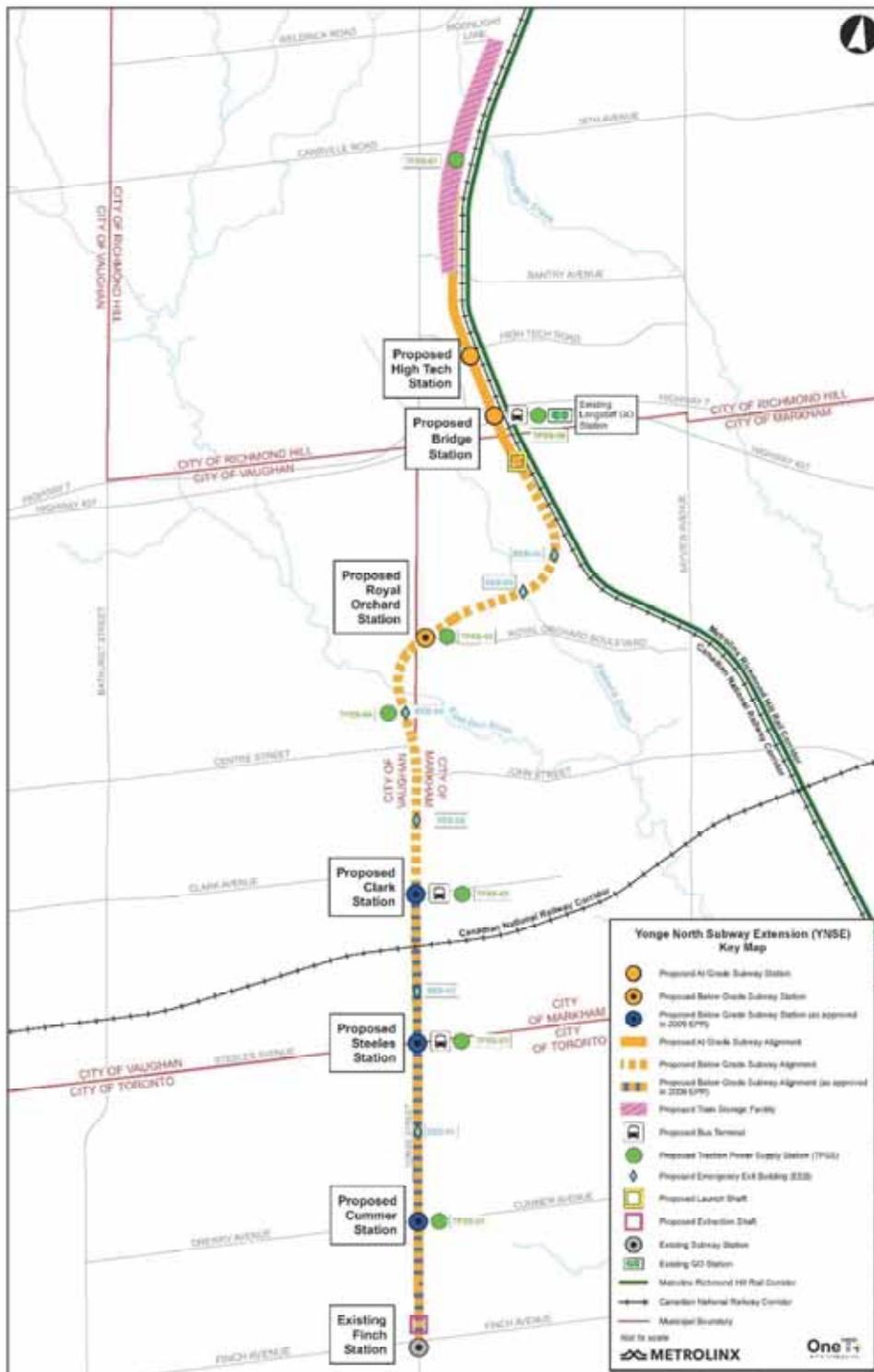


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Fallon Melander](#)
To: [Kaylin Barnes](#)
Subject: FW: TR: Yonge North Subway Extension Project - Project Introduction and Summary
Date: March 30, 2021 10:33:34 AM

From: Mélanie Vincent [REDACTED]
Sent: March-28-21 12:28 PM
To: Fallon Melander <Fallon.Melander@metrolinx.com>
Cc: [REDACTED]
Subject: Re: TR: Yonge North Subway Extension Project - Project Introduction and Summary

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good Morning Fallon, hope you are doing well. Since Maxime Picard has landed a new position at the Council, any future correspondance pertaining the Yonge North Subway Extension Project needs to be forwarded to Mario Gros-Louis (cc'd), Louis Lesage and I. We will follow up. At this time, can you send us the GIS files of the project area? The Huron-Wendat Nation is committed to be involved at any stage of the project.

[REDACTED]

Have a great day!

Mélanie Vincent, M.Sc.AJS
Cell / SMS: (418) 580-4442
[REDACTED]
Gestion MV Management
Gestion de projets / Project Management

On Monday, March 22, 2021, 04:06:40 p.m. EDT, Maxime Picard [REDACTED] wrote:

De : Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]
Envoyé : 22 mars 2021 15:17
À : Maxime Picard [REDACTED]
Cc : Julia Kun <Julia.Kun@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Objet : Yonge North Subway Extension Project – Project Introduction and Summary

Dear Maxime,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

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From: [Indigenous Relations](#)
To: [Maxime Picard](#)
Cc: [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:17:06 PM
Attachments: [YNSE Project Introduction_HWN.pdf](#)

Dear Maxime,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

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Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Huron-Wendat Nation. Accordingly, Metrolinx takes its engagement efforts with Huron-Wendat Nation seriously, and appreciates and respects Huron-Wendat Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge-University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.

Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech Station, with a fourth Neighborhood station to be determined through planning and



analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are ways that we can make this process easier or more accommodating.

Environmental Assessment Scope

The Regional Municipality of York and Toronto Transit Commission completed an Environmental Project Report (EPR) in January 2009 which assessed a 6.8 km extension from the existing terminus at Finch Station in the City of Toronto to Richmond Hill Centre in the Town of Richmond Hill. Since the completion of the 2009 EPR, several changes have been proposed that are inconsistent with the approved 2009 EPR design and 2014 EPR Addendum. As a result, Metrolinx is carrying out an EPR Addendum to assess the environmental impacts of these changes, as per the requirements of *Ontario Regulation 231/08*.

Archaeology Studies

Stage 1 and Stage 2 archaeological assessments were completed for the Project as part of the previously approved 2009 EPR and 2014 EPR Addendum. Due to the proposed YNSE design changes and because the existing Stage 1 Archaeological Assessment (AA) was completed prior to the introduction of the current *Standards and Guidelines for Consultant Archaeologists*, a new Stage 1 AA study is being conducted for the Project to



review and update reporting as required and to align with current regulatory requirements.

Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Huron-Wendat Nation apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Huron-Wendat Nation may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Huron-Wendat Nation have in the YNSE Project. Please advise us if there are any sites of cultural significance to Huron-Wendat Nation within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Huron-Wendat Nation, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Huron-Wendat Nation to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Huron-Wendat Nation.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact us at

IndigenousRelations@metrolinx.com.



Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in blue ink that reads 'f. melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Maxime Picard, Project Coordinator - Ontario, Huron-Wendat Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

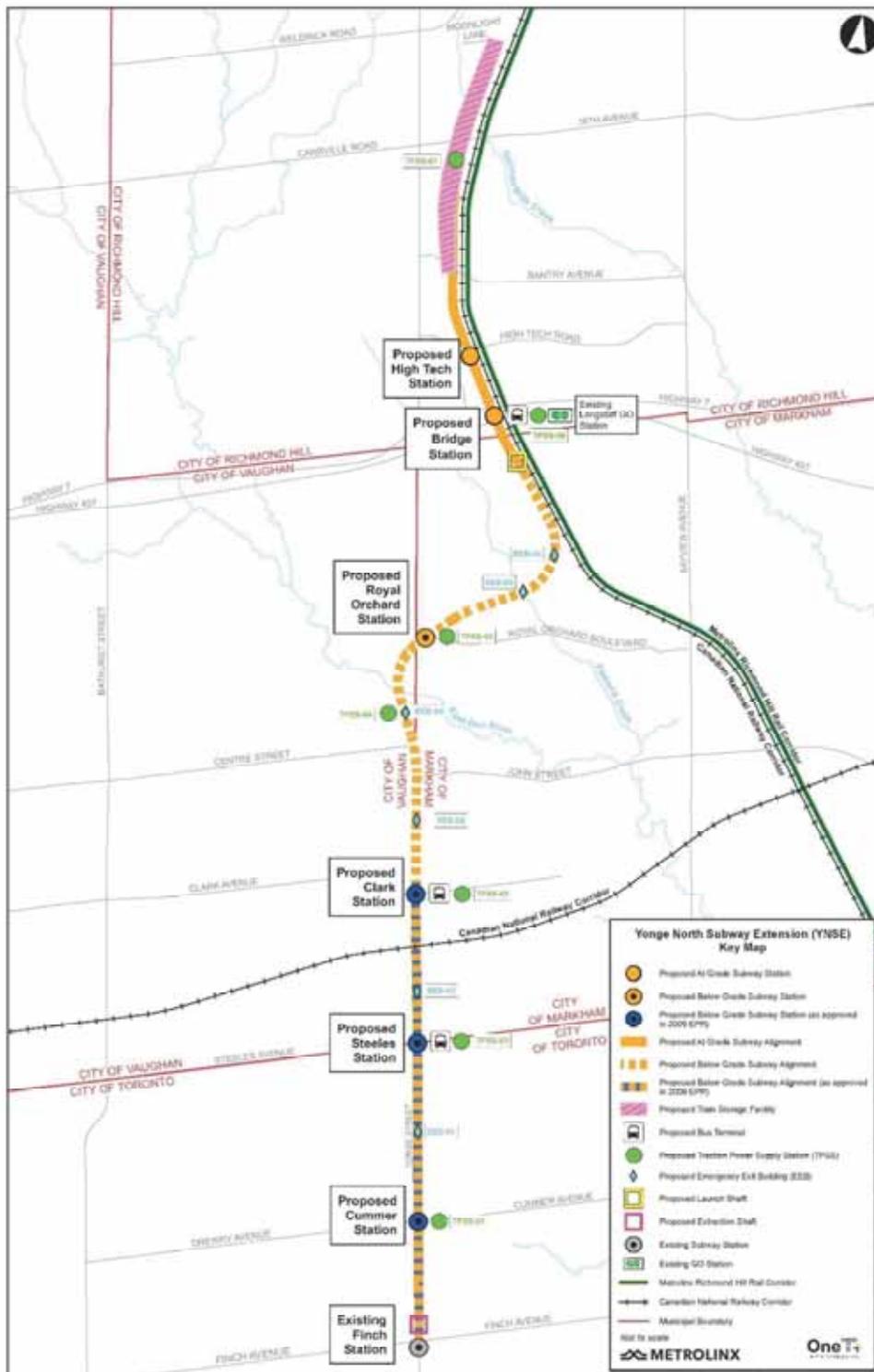


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [REDACTED]; [Julia Kun; Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:18:21 PM
Attachments: [YNSE Project Introduction KNFN.pdf](#)

Dear Chief Nahrgang,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

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I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. We know that your First Nation does not have capacity as per emails received from Christopher Reid. We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander
Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



March 22, 2021

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Kawartha Nishnawbe First Nation. Accordingly, Metrolinx takes its engagement efforts with Kawartha Nishnawbe First Nation seriously, and appreciates and respects Kawartha Nishnawbe First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge–University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.

Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech



Station, with a fourth Neighborhood station to be determined through planning and analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are ways that we can make this process easier or more accommodating.

Environmental Assessment Scope

The Regional Municipality of York and Toronto Transit Commission completed an Environmental Project Report (EPR) in January 2009 which assessed a 6.8 km extension from the existing terminus at Finch Station in the City of Toronto to Richmond Hill Centre in the Town of Richmond Hill. Since the completion of the 2009 EPR, several changes have been proposed that are inconsistent with the approved 2009 EPR design and 2014 EPR Addendum. As a result, Metrolinx is carrying out an EPR Addendum to assess the environmental impacts of these changes, as per the requirements of *Ontario Regulation 231/08*.

Archaeology Studies

Stage 1 and Stage 2 archaeological assessments were completed for the Project as part of the previously approved 2009 EPR and 2014 EPR Addendum. Due to the proposed YNSE design changes and because the existing Stage 1 Archaeological Assessment (AA) was completed prior to the introduction of the current *Standards and Guidelines for Consultant Archaeologists*, a new Stage 1 AA study is being conducted for the Project to

review and update reporting as required and to align with current regulatory requirements.

Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Kawartha Nishnawbe First Nation apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Kawartha Nishnawbe First Nation may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Kawartha Nishnawbe First Nation have in the YNSE Project. Please advise us if there are any sites of cultural significance to Kawartha Nishnawbe First Nation within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Kawartha Nishnawbe First Nation, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Kawartha Nishnawbe First Nation to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Kawartha Nishnawbe First Nation.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact us at

IndigenousRelations@metrolinx.com.



Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in cursive script that reads 'f. melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

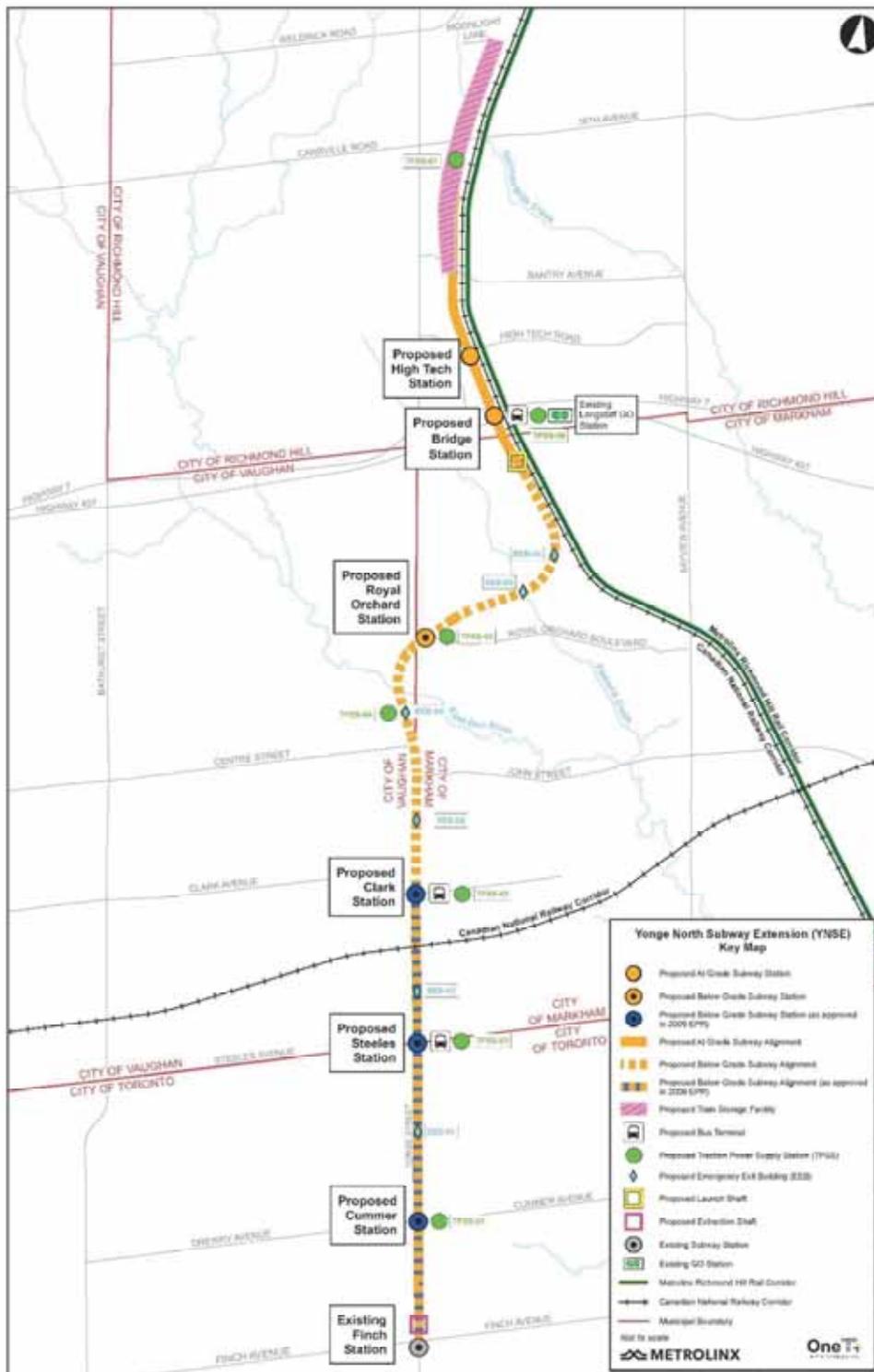


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Fawn Sault](#)
To: [Indigenous Relations](#)
Cc: [Mark LaForme](#); [Julia Kun](#); [Kaylin Barnes](#)
Subject: RE: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 4:00:28 PM

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From: Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]
Sent: Monday, March 22, 2021 3:59 PM
To: Fawn Sault
Cc: Mark LaForme; Julia Kun; Kaylin Barnes
Subject: RE: Yonge North Subway Extension Project – Project Introduction and Summary

Hi Fawn,

Thanks for reaching out. I will confirm with the right people here within Metrolinx and get back to you with a date shortly.

Miigwetch,
Fallon

From: Fawn Sault [REDACTED]
Sent: March-22-21 3:55 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme [REDACTED]; Julia Kun <Julia.Kun@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Subject: RE: Yonge North Subway Extension Project – Project Introduction and Summary

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Good Afternoon Fallon,

We would like to set up a meeting so you can give us an overview of the project. How does May 4th or 5th look 10am or 1pm on either day?

Miigwech,

Fawn Sault
Consultation Coordinator
Department of Consultation and Accommodation
Mississaugas of the Credit First Nation
Cell – 289-527-6580

From: Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]
Sent: Monday, March 22, 2021 3:19 PM
To: Fawn Sault
Cc: Mark LaForme; Julia Kun; Kaylin Barnes
Subject: Yonge North Subway Extension Project – Project Introduction and Summary

Dear Fawn & Mark,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

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We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302

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From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Julia Kun](#); [Kaylin Barnes](#)
Subject: RE: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 23, 2021 10:22:17 AM

Hi Fawn,

I sent an invite and we will put together a deck of information – are there any particular areas of interest that you would like highlighted? We will for sure provide details about archaeology, but let me know if there is anything else.

Thanks
Jaimi

From: Fawn Sault <Fawn.Sault@mncfn.ca>
Sent: March-22-21 4:00 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <[REDACTED]>; Julia Kun <Julia.Kun@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Subject: RE: Yonge North Subway Extension Project – Project Introduction and Summary

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Cc: Mark LaForme; Julia Kun; Kaylin Barnes
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Fallon

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Consultation Coordinator
Department of Consultation and Accommodation
Mississaugas of the Credit First Nation
Cell – 289-527-6580

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To: Fawn Sault
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We appreciate the volume of documents that Metrolinx has shared as well as the

number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

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From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:19:02 PM
Attachments: [YNSE Project Introduction MCFN.pdf](#)

Dear Fawn & Mark,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

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Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Chief Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Mississaugas of the Credit First Nation. Accordingly, Metrolinx takes its engagement efforts with Mississaugas of the Credit First Nation seriously, and appreciates and respects Mississaugas of the Credit First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge-University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.



Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech Station, with a fourth Neighborhood station to be determined through planning and analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

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Environmental Assessment Scope

The Regional Municipality of York and Toronto Transit Commission completed an Environmental Project Report (EPR) in January 2009 which assessed a 6.8 km extension from the existing terminus at Finch Station in the City of Toronto to Richmond Hill Centre in the Town of Richmond Hill. Since the completion of the 2009 EPR, several changes have been proposed that are inconsistent with the approved 2009 EPR design and 2014 EPR Addendum. As a result, Metrolinx is carrying out an EPR Addendum to assess the environmental impacts of these changes, as per the requirements of *Ontario Regulation 231/08*.

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Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Mississaugas of the Credit First Nation apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Mississaugas of the Credit First Nation may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Mississaugas of the Credit First Nation have in the YNSE Project. Please advise us if there are any sites of cultural significance to Mississaugas of the Credit First Nation within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Mississaugas of the Credit First Nation, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Mississaugas of the Credit First Nation to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Mississaugas of the Credit First Nation.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in



more detail or set up an in-person meeting, please contact us at **IndigenousRelations@metrolinx.com**.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in cursive script that reads 'f melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Mark LaForme, Director, Department of Consultation & Accommodation,
Mississaugas of the Credit First Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

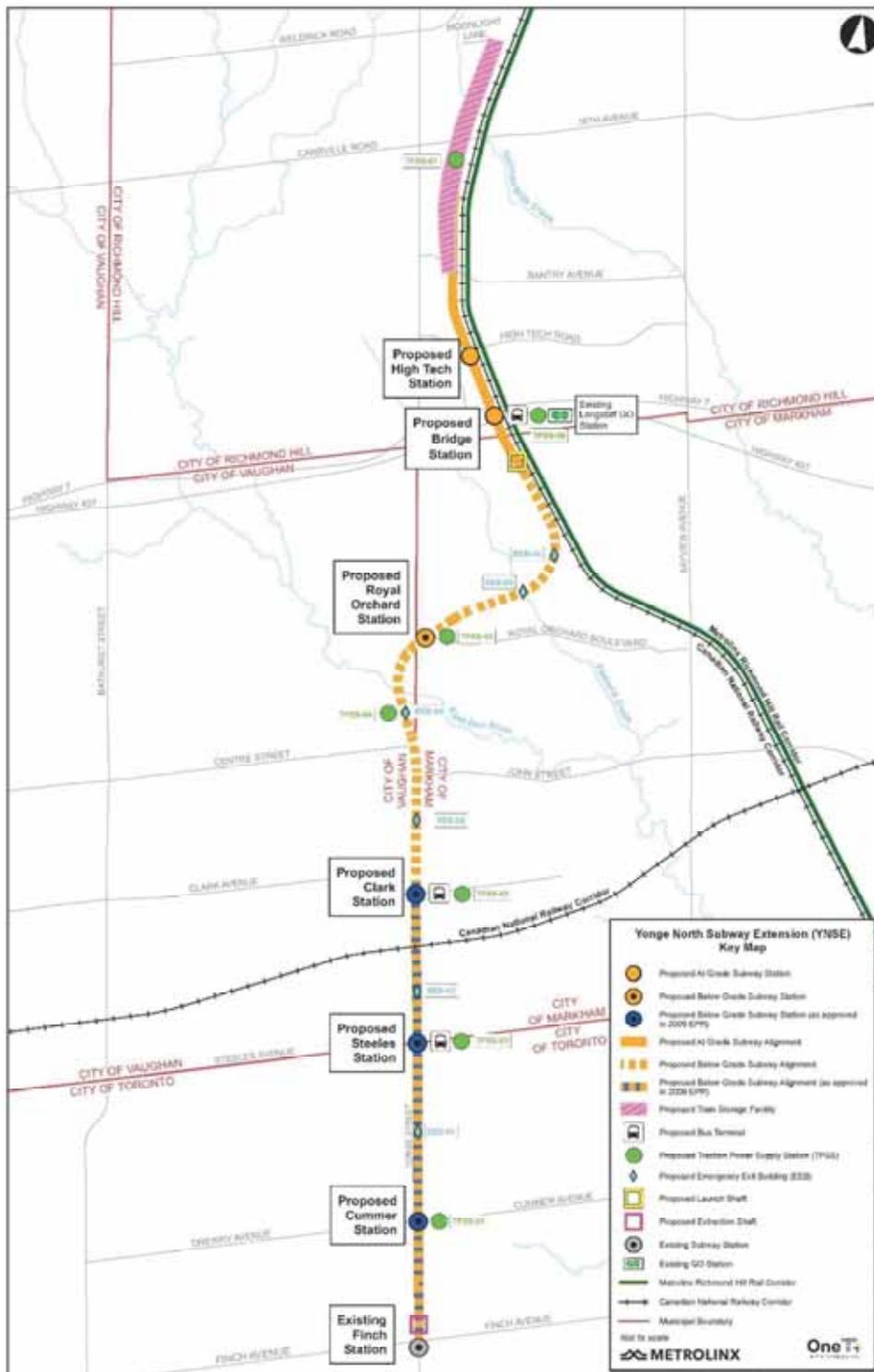


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [Lonny Bomberly](#)
Cc: [Dawn LaForme](#); [Dawn Russell](#); [Jen Mt.Pleasant](#); [Robin Linn](#); [Tanya Hill-Montour](#); [Mark B. Hill](#); [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:23:01 PM
Attachments: [YNSE Project Introduction_SNGR.pdf](#)

Dear Lonny and Team,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more from your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Chief Mark Hill
c/o Lonny Bomberry, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0

Delivered by Email

Dear Mr. Bomberry,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Six Nations of the Grand River. Accordingly, Metrolinx takes its engagement efforts with Six Nations of the Grand River Nation seriously, and appreciates and respects Six Nations of the Grand River's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge-University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.



Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech Station, with a fourth Neighborhood station to be determined through planning and analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are ways that we can make this process easier or more accommodating.

Environmental Assessment Scope

The Regional Municipality of York and Toronto Transit Commission completed an Environmental Project Report (EPR) in January 2009 which assessed a 6.8 km extension from the existing terminus at Finch Station in the City of Toronto to Richmond Hill Centre in the Town of Richmond Hill. Since the completion of the 2009 EPR, several changes have been proposed that are inconsistent with the approved 2009 EPR design and 2014 EPR Addendum. As a result, Metrolinx is carrying out an EPR Addendum to assess the environmental impacts of these changes, as per the requirements of *Ontario Regulation 231/08*.

Archaeology Studies

Stage 1 and Stage 2 archaeological assessments were completed for the Project as part of the previously approved 2009 EPR and 2014 EPR Addendum. Due to the proposed YNSE design changes and because the existing Stage 1 Archaeological Assessment (AA)



was completed prior to the introduction of the current *Standards and Guidelines for Consultant Archaeologists*, a new Stage 1 AA study is being conducted for the Project to review and update reporting as required and to align with current regulatory requirements.

Field work associated with the Stage 1 AA study is planned for Spring 2021. Requirements for conducting further Stage 2 AA will be confirmed through the completion of the Stage 1 AA. Metrolinx will keep Six Nations of the Grand River apprised of the timing of these studies and will share the Stage 1 AA in draft. Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the Stage 2 AA fieldwork.

Natural Environment Study

Natural environment studies were previously completed as part of the 2009 EPR and 2014 EPR Addendums, respectively. Due to the passage of time and proposed changes to the Project design, Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The features assessed will include: natural heritage features, vegetation and vegetation communities, wildlife, fish and fish habitat, surface water and species at risk. In addition to desktop analysis, field work is planned for Spring of 2021.

Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Six Nations of the Grand River have in the YNSE Project. Please advise us if there are any sites of cultural significance to Six Nations of the Grand River within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Six Nations of the Grand River, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Six Nations of the Grand River to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Six Nations of the Grand River.

Additional Information

For additional information regarding this Project, please visit:
<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in



more detail or set up an in-person meeting, please contact us at **IndigenousRelations@metrolinx.com**.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in cursive script that reads 'f. melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Jen Mt. Pleasant, Consultation Point Person, Six Nations of the Grand River
Robbin Vanstone, Land Use Officer, Six Nations of the Grand River
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

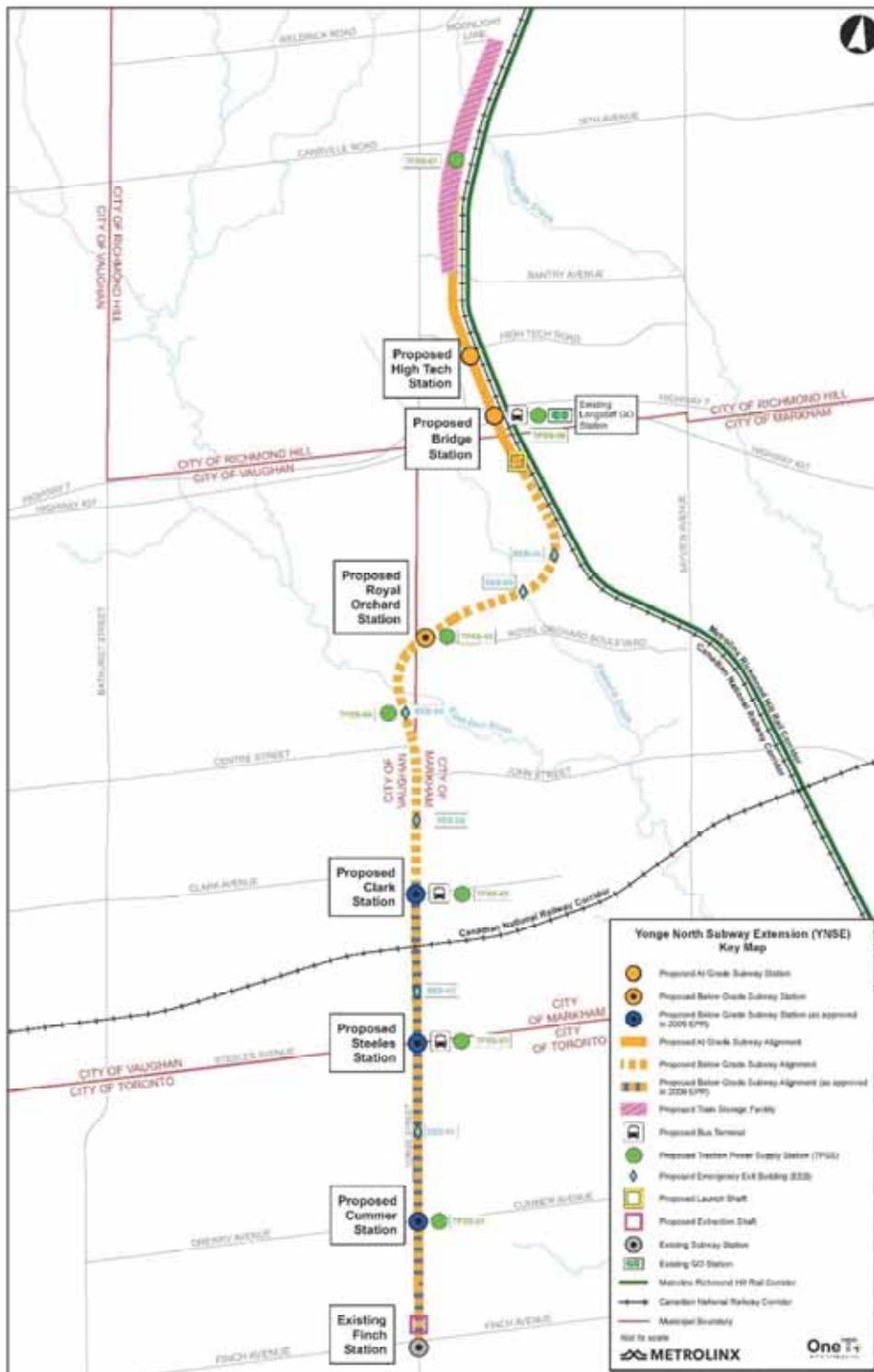


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: [Aron Detlor](#)
Cc: [HDI General](#); [Wayne Hill](#) [REDACTED]; [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 4:03:36 PM
Attachments: [YNSE Project Introduction_HCCC.pdf](#)

Dear Mr. Detlor,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

The project was originally being completed by York Region, City of Toronto and Toronto Transit Commission project and was recently transitioned to Metrolinx.

More details about the project can be found here:

<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

I want to acknowledge that Metrolinx met with the Haudenosaunee Development Institute on March 17th, 2021 to begin a discussion. We are continuing to evaluate our next steps.

Metrolinx would appreciate any interest that your Nation may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with your Nation. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Ms. Tracey General, Office Manager
Haudenosaunee Confederacy Chiefs Council
2634 6th Line Road, RR#2
Ohsweken, ON N0A 1M0

Delivered by Email

Dear Ms. General,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Haudenosaunee Confederacy Chiefs Council. Accordingly, Metrolinx takes its engagement efforts with Haudenosaunee Confederacy Chiefs Council seriously, and appreciates and respects Haudenosaunee Confederacy Chiefs Council's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

Project Overview

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx, in partnership with Infrastructure Ontario, is overseeing the proposed Yonge North Subway Extension (YNSE) Project, which was transitioned to Metrolinx from York Region, the City of Toronto and Toronto Transit Commission. The YNSE alignment is approximately eight (8) kilometres in length, beginning at Finch Station along the existing Line 1 Yonge-University in the City of Toronto. The alignment traverses northerly beneath Yonge Street from Finch Station before it curves away from Yonge to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road. The alignment travels north within the CN railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the area identified as Richmond Hill Centre. There is also a Train Storage Facility (TSF) planned north of the terminal station, which terminates near Moonlight Lane. **Figure 1** provides a key map of the Study Area.



Up to six (6) station locations are under analysis, with a current funding envelope that accommodates four (4) stations as follows: Steeles Station, Bridge Station and High Tech Station, with a fourth Neighborhood station to be determined through planning and analysis. Additional ancillary components including portal structure, launch and extraction shafts, emergency exit buildings (EEBs), traction power substations (TPSSs), a TSF, and modifications at the existing Finch Subway Station are also included in the project scope.

Purpose

The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

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Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Haudenosaunee Confederacy Chiefs Council have in the YNSE Project. Please advise us if there are any sites of cultural significance to Haudenosaunee Confederacy Chiefs Council within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Haudenosaunee Confederacy Chiefs Council, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Haudenosaunee Confederacy Chiefs Council to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Haudenosaunee Confederacy Chiefs Council.

Additional Information

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Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in cursive script that reads 'f melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Wayne Hill, Haudenosaunee Development Institute
Todd Williams, Haudenosaunee Development Institute
Indigenous Relations Office, Metrolinx
Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

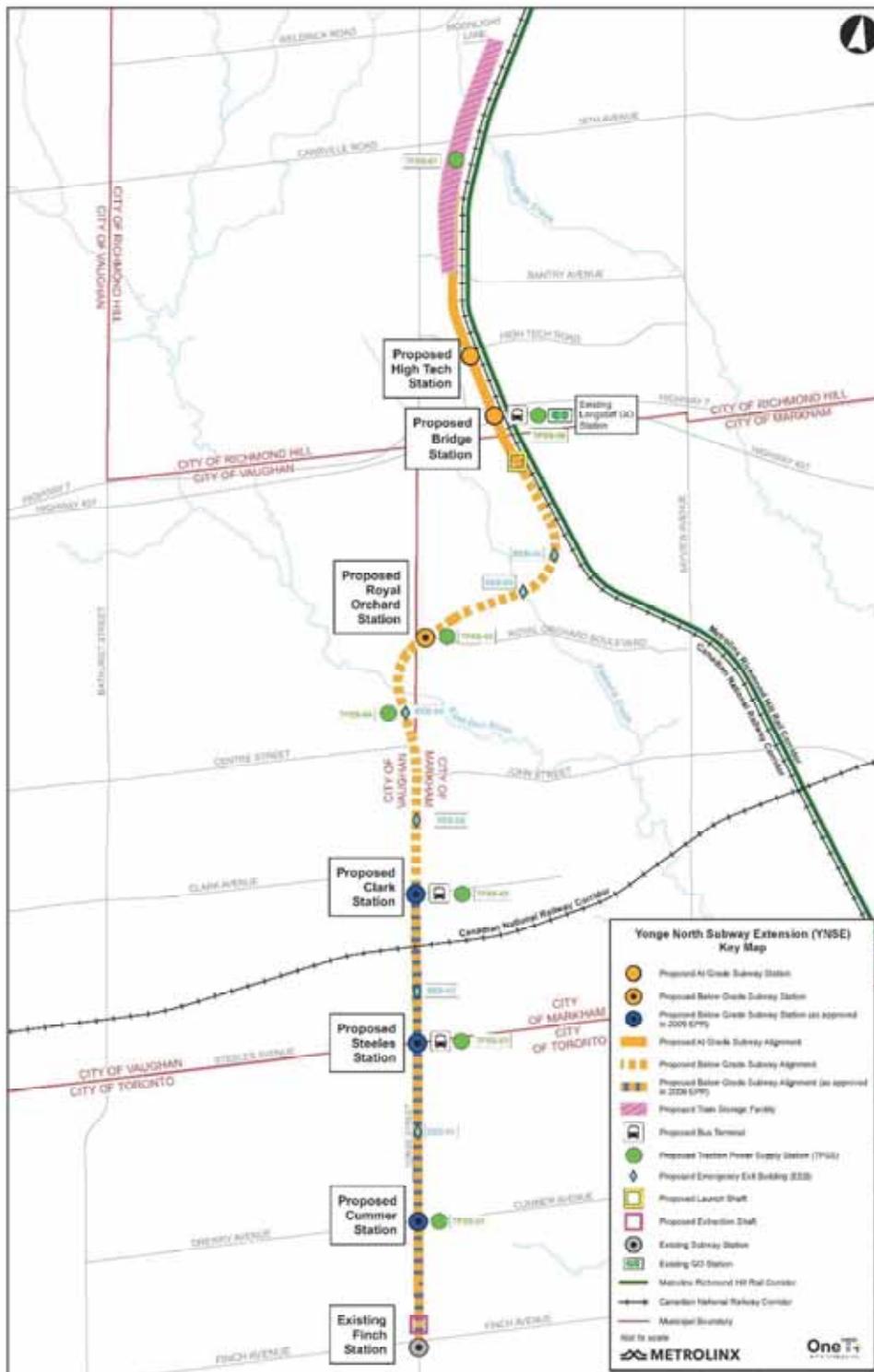


Figure 1 - Yonge North Subway Extension Study Area Map

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Julia Kun](#); [Kaylin Barnes](#)
Subject: Yonge North Subway Extension Project – Project Introduction and Summary
Date: March 22, 2021 3:20:10 PM
Attachments: [YNSE Project Introduction MNO.pdf](#)

Dear Sir/Madam,

Metrolinx, in partnership with Infrastructure Ontario, is proposing to build an extension of the Toronto Transit Commission's Line 1 service known as the Yonge North Subway Extension (YNSE) Project. The extension will be approximately 8 km of new subway between the existing Finch Station to Richmond Hill.

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<http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>.

I have also attached a letter that provides high level details on the project, including an update on the Environmental Project Report Addendum, as well as archaeological and natural environment work.

Metrolinx would appreciate any interest that MNO may have in this project. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have. I am happy to meet virtually or speak by telephone if you require further information.

We appreciate the volume of documents that Metrolinx has shared as well as the number of projects Metrolinx wishes to engage on with MNO. As always, I remain open to hearing more from MNO about ways in which we can make engagement more meaningful.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



March 22, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Delivered by Email

Dear Sir/Madam,

RE: Yonge North Subway Extension Project & Environmental Project Report Addendum

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Métis Nation of Ontario. Accordingly, Metrolinx takes its engagement efforts with Métis Nation of Ontario seriously, and appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you, information about the proposed Yonge North Subway Extension (YNSE) Project.

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Invitation for Input on Community Interest and Approach to Engagement

Metrolinx would appreciate any interest Métis Nation of Ontario have in the YNSE Project. Please advise us if there are any sites of cultural significance to Métis Nation of Ontario within, or adjacent to, the Project Study Area. We recognize that engagement on previous stages of this project may not have met the expectations of Métis Nation of Ontario, and we hope to address any concerns. Metrolinx welcomes the opportunity to meet with Métis Nation of Ontario to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with Métis Nation of Ontario.

Additional Information

For additional information regarding this Project, please visit: <http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact us at

IndigenousRelations@metrolinx.com.



Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in blue ink that reads 'f. melander'.

Fallon Melander
Manager, Indigenous Relations Office

cc: Julia Kun, Project Manager, Environmental Programs & Assessments, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs & Assessments,
Metrolinx

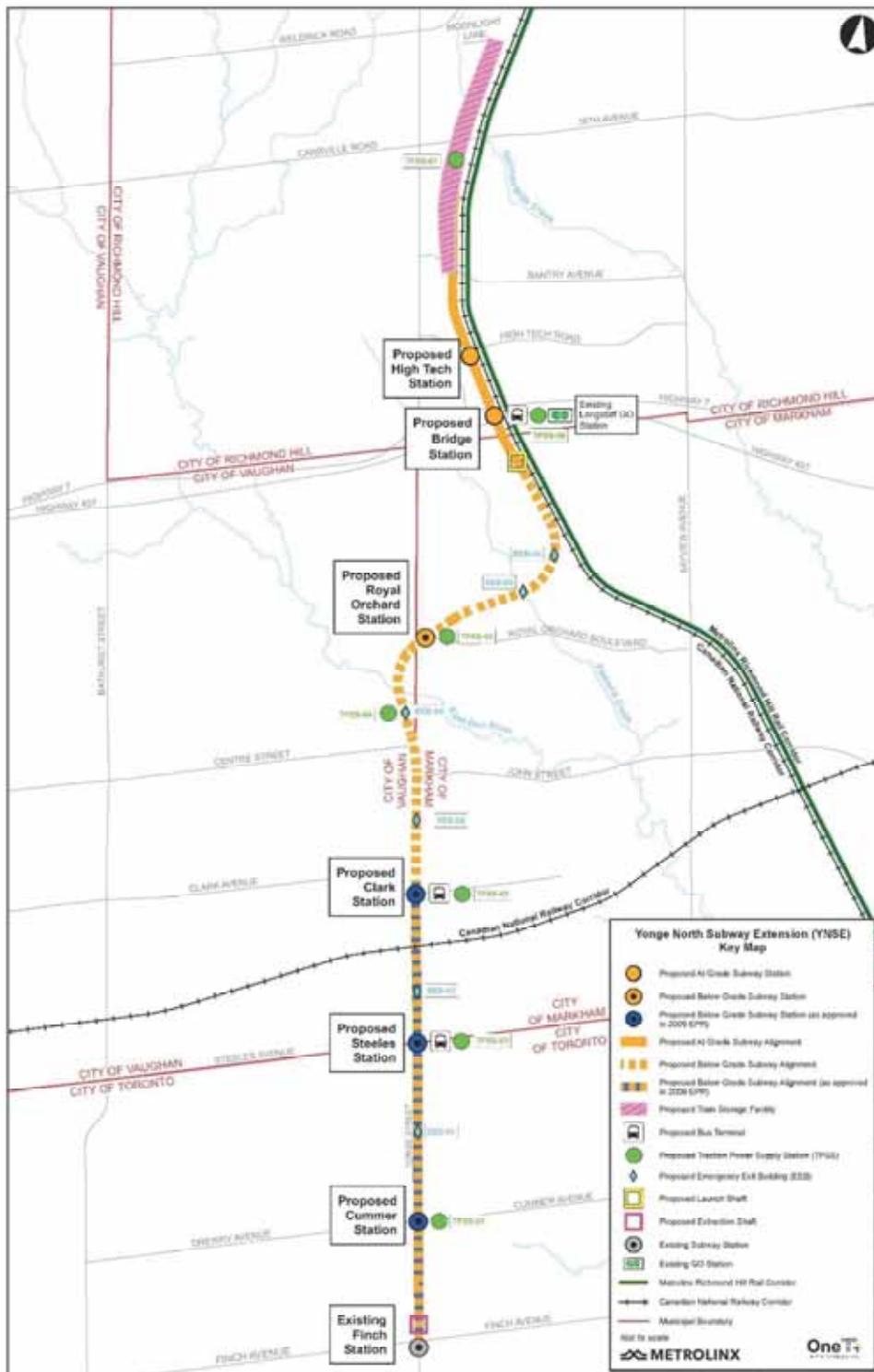


Figure 1 - Yonge North Subway Extension Study Area Map

Mississaugas of the Credit First Nation
Project Information Form Notification –
April 20th, 2021

Cc: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: PIF Notification - Yonge North Subway Extension

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

From: Julia Kun <Julia.Kun@metrolinx.com>

Sent: April 27, 2021 1:50 PM

To: Popkin, Peter <peter.popkin@woodplc.com>; Saltarelli, Amber <asaltarelli@GFNET.com>; Dumbrell, Laura <ldumbrell@GFNET.com>; ElSetouhy, Lina M. <lelsetouhy@GFNET.com>; Rivadeneira, Diana <drivadeneira@GFNET.com>; Jahangir, Sabriya <sjahangir@GFNET.com>

Cc: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: PIF Notification - Yonge North Subway Extension

Hi All,

I confirmed with IRO that no further action is required for this communication with MCFN.

Thanks,
Julia

JULIA KUN

Environmental Project Manager, Environmental Programs & Assessment



From: Popkin, Peter <peter.popkin@woodplc.com>

Sent: April 20, 2021 4:11 PM

To: Saltarelli, Amber <asaltarelli@gfnet.com>; Dumbrell, Laura <ldumbrell@gfnet.com>; ElSetouhy, Lina M. <lelsetouhy@gfnet.com>; Rivadeneira, Diana <drivadeneira@gfnet.com>; Jahangir, Sabriya <sjahangir@GFNET.com>

Cc: Julia Kun <Julia.Kun@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: FW: PIF Notification - Yonge North Subway Extension

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello all,

Further to my previous email, please see below the subsequent Metrolinx Indigenous Relations email to MCFN regarding the PIF letter and the MCFN response.

regards,
Peter

Peter Popkin, Ph.D., CAHP, MCIFA

Associate Archaeologist

Environment and Infrastructure Solutions

Mobile: +1 (905) 329-6456

peter.popkin@woodplc.com

www.woodplc.com



From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Tuesday, April 20, 2021 4:06 PM
To: Megan DeVries [REDACTED]; Popkin, Peter <peter.popkin@woodplc.com>
Cc: Mark LaForme [REDACTED]; Fawn Sault [REDACTED] Archaeology (MHSTCI) <archaeology@ontario.ca>
Subject: RE: PIF Notification - Yonge North Subway Extension

Hello Megan,

I just wanted to confirm with you that through the IRO, Metrolinx shared a project introduction letter with MCFN regarding the Yonge North Subway Extension and the planned Stage 1 Assessment on March 22nd, 2021. I've attached it here for your reference. We will be sharing the Stage 1 for your review in draft [REDACTED] on any required Stage 2 work as well.

As always we endeavor to engage closely and meaningfully with MCFN. Please let me know if this is satisfactory or if there is something further that can be done to address any concerns.

Thanks
Jaimi

Jaimi O'Hara
Senior Advisor, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715



From: Megan DeVries [REDACTED]
Sent: April-20-21 2:37 PM
To: Popkin, Peter <peter.popkin@woodplc.com>
Cc: Mark LaForme [REDACTED]; Fawn Sault [REDACTED] Archaeology (MHSTCI) <archaeology@ontario.ca>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: PIF Notification - Yonge North Subway Extension

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Good afternoon,

Please see the attached letter from the Mississaugas of the Credit First Nation regarding your upcoming archaeological assessment.

Regards,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

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Mississaugas of the Credit First Nation Meeting #1 – May 4th, 2021



The Mississaugas of the Credit First Nation Meeting

Yonge North Subway Extension

May 4th, 2021

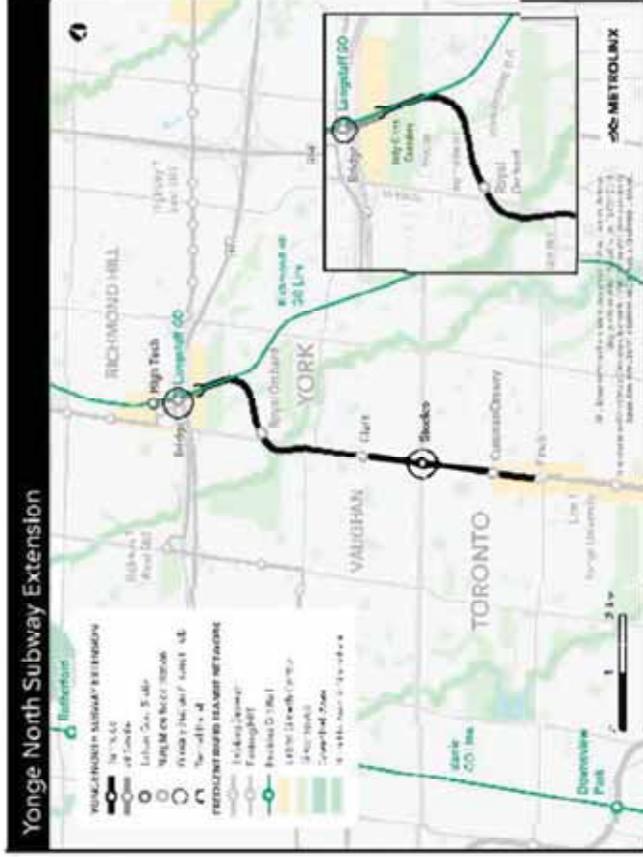
AGENDA

1. Introductions
2. Project Overview
3. Environmental Project Report Addendum
4. Environmental Studies
5. Questions/Discussion

Project Overview

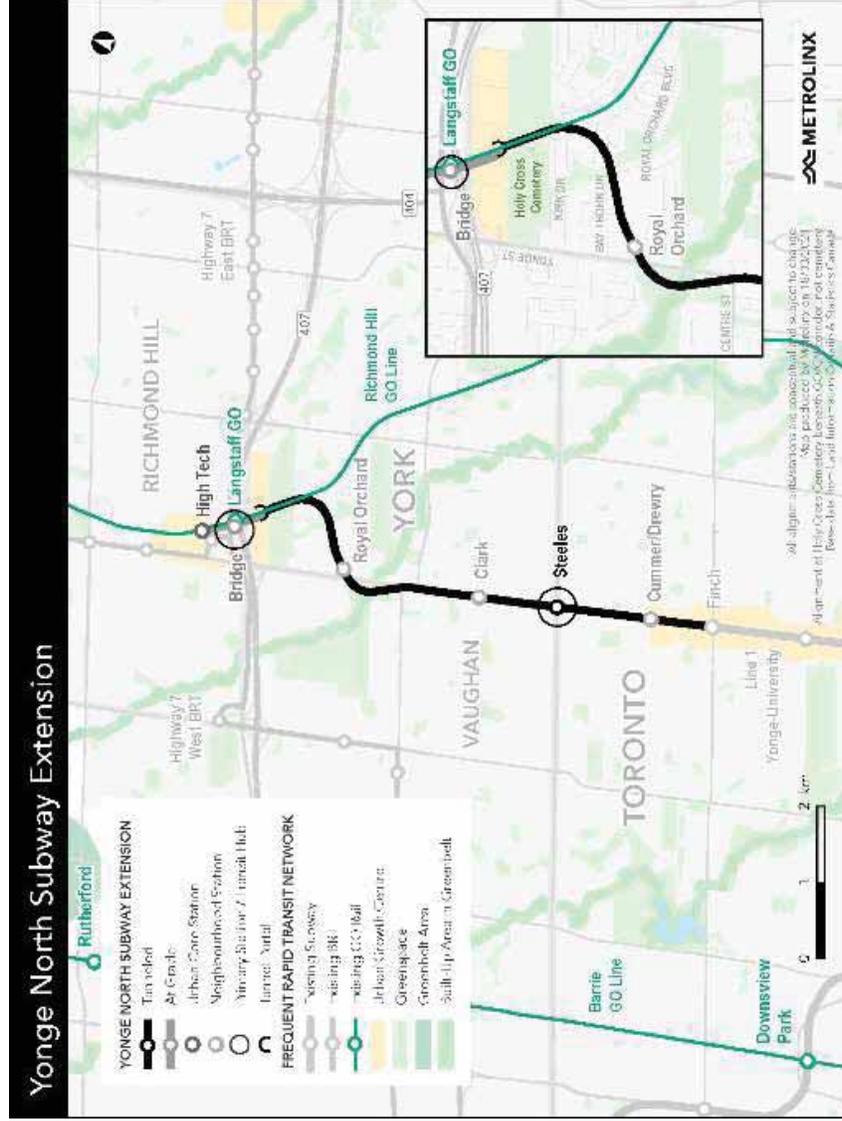
BETTER TRANSIT CONNECTIONS FOR YORK REGION & TORONTO

- Four new stations along an approximately eight-kilometre extension of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a future rapid transit line along Steeles Avenue.



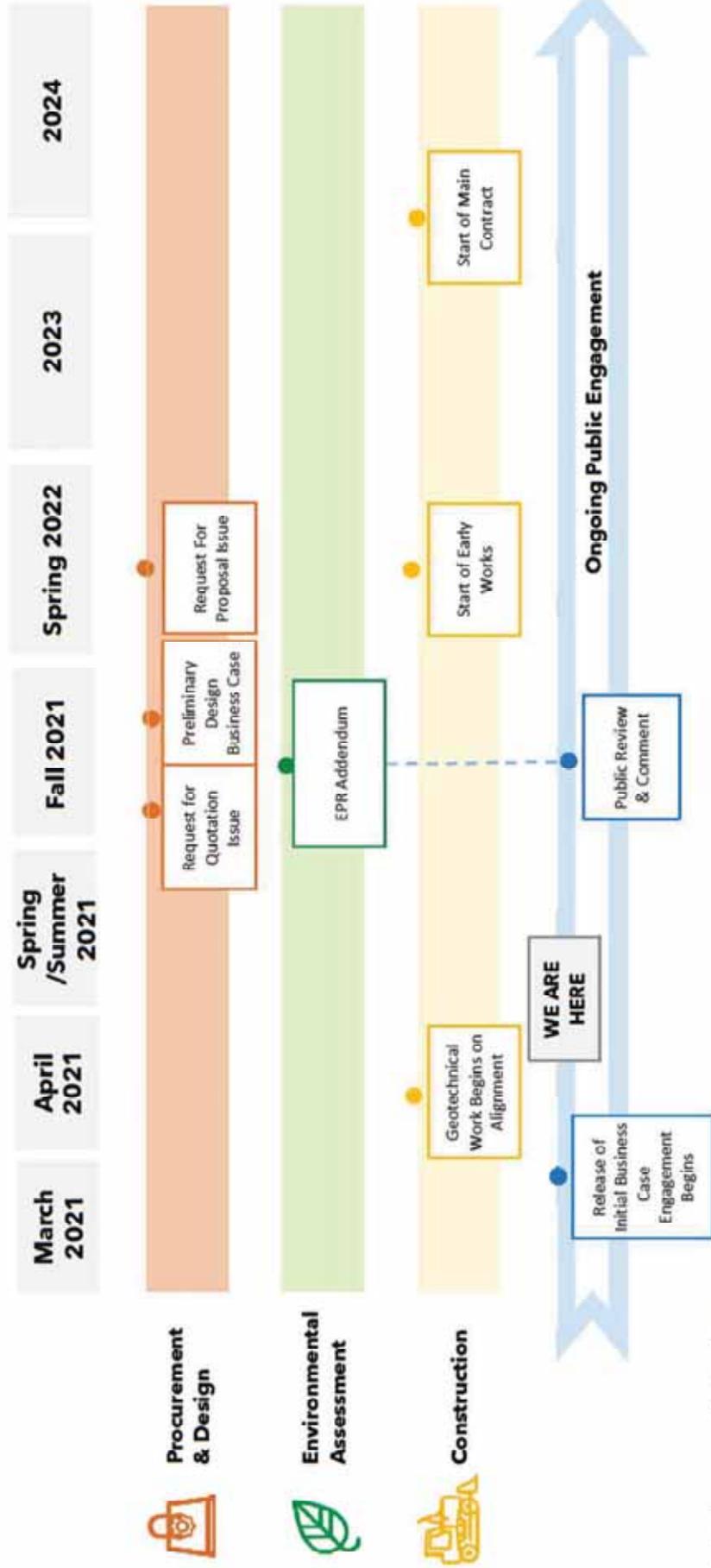
- Bridge Station will conveniently connect with GO train, GO bus, and local transit service, including VIVA BRT.
- High Tech Station will serve future communities envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues.

BY THE NUMBERS



Route length	~8 km
Ridership	94,100 daily boardings
Improved access to transit	26,000 more people within a 10-minute walk to transit
Improved access to jobs	22,900 employees within a 10-minute walk to transit
Daily reductions in traffic congestion	7,700 km in vehicle kilometres traveled
Yearly reductions in greenhouse gas emissions	4,800 tonnes

PROJECT MILESTONES



Timelines are subject to change

EPR Addendum



YNSE EPR Addendum - Background 2009 EPR

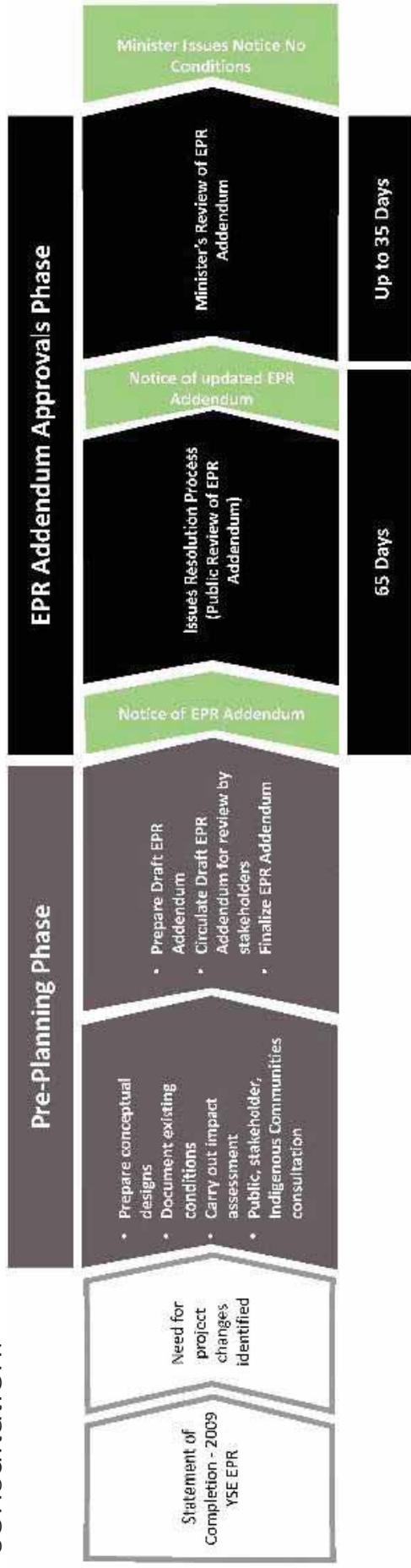
- The Yonge Subway Extension - Finch Station to Richmond Hill Centre Transit Project Assessment- Environmental Project Report (completed in 2009) included the assessment of approximately 6.8 kilometres of twin-bored tunnel, six (6) subway stations, associated track work, one (1) major bus terminal, one (1) bus loop, four (4) TPSSs, six (6) EEBs, and one (1) bridge structure.
- Since construction did not commence within 10 years following the original 2009 EPR approval, Metrolinx is required to review and update all impact assessment evaluations and mitigation measures as per O. Reg. 231/08 Section 16

2014 EPR Addendum

- A subsequent EPR Addendum was undertaken in 2014 to assess the potential environmental impacts associated with the proposed Train Storage Facility (TSF) that would accommodate up to 14 trains within the vicinity of the Richmond Hill Centre, two (2) new EEBs, & one (1) km alignment extension.

Current YNSE EPR Addendum - Background

- Since the completion of the 2009 EPR and 2014 EPR Addendum, further changes to the proposed YNSE Project have been identified that will result in modifications to the plans previously presented.
- Therefore, in parallel with the RCD development, a Significant EPR Addendum is currently underway to address these changes and to carry out public/stakeholder and Indigenous consultation.



Environmental Project Report (EPR) Addendum

- An EPR Addendum is currently underway for the YNSE to capture horizontal and vertical alignment changes, as well as station location changes
- This work builds off the previously completed 2009 EPR and 2014 EPR Addendum and includes an update of existing conditions information
- The EPR Addendum scope includes:
 - Stations
 - EEBs, TPSSs
 - Launch and Extraction Shafts
 - Portal Structure
 - Train Storage Facility



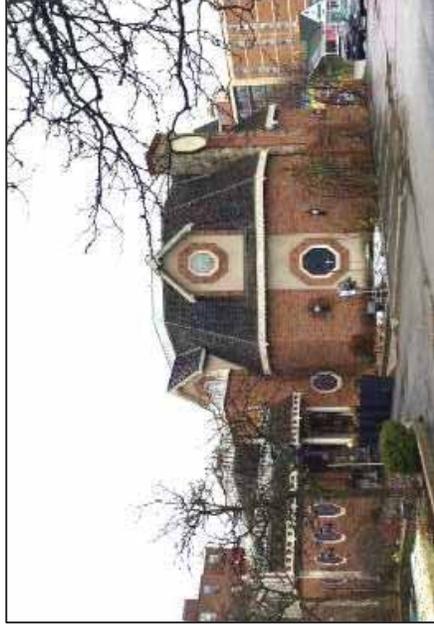
EPR Addendum Schedule

Milestone	Anticipated Timeline
Field Surveys	April-June 2021
Public and Stakeholder Engagement	April-August 2021
Indigenous Nations Engagement	Ongoing (April – beyond RFP Release)
Sharing Draft Reports for Review	Summer 2021
Notice of EPR Addendum	October 4, 2021
Public Review Period	October – November 2021
Issues Resolution Process	October – December 2021
Notice of Updated EPR Addendum	December 20, 2021
Minister's Review	December 20, 2021 – January 23, 2022 (Up to 35 days)
Statement of Completion	January 24, 2022
RFP Release	March 31, 2022

Environmental Studies

List of Studies – EPR Addendum

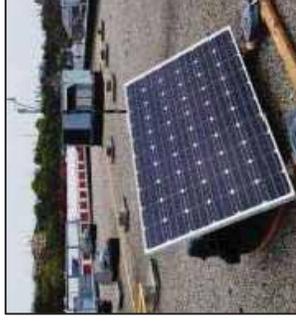
- Natural Environment
- Land Use/Socio-Economic
- Air Quality
- Noise & Vibration
- Cultural Heritage
- Archaeology
- Tree Inventory



Built heritage resource at Elgin St.,
Source: Heritage field photo, December 2020



Rail corridor near 16th Ave.
Source: Land Use field photo, December 2020



Noise monitor

Natural Environment

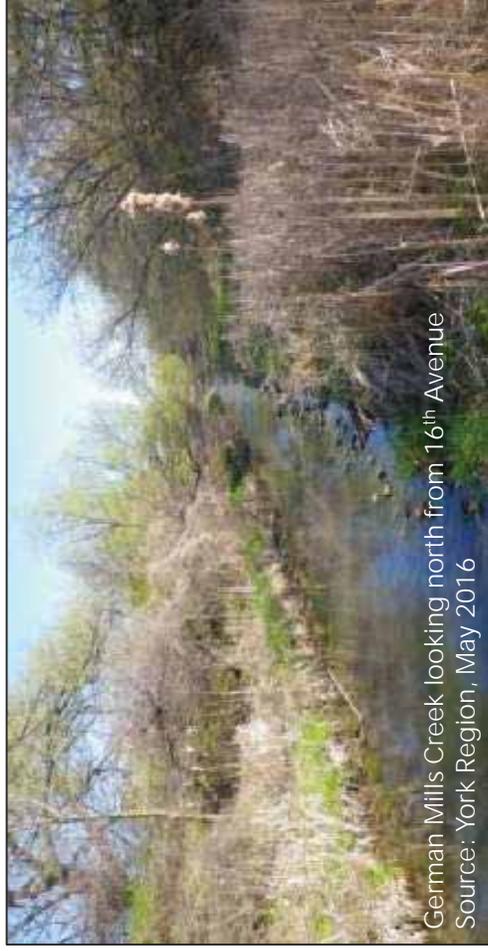


CN railway corridor south of Clark Avenue
Source: Terrestrial site visit photo, April 2021

Planned field studies include:

- Amphibian call surveys (early May and early June)
- Breeding bird surveys (2 surveys from May - July)
- Vegetation inventory and classification (May - August)
- Aquatic habitat assessment (May - August)
- Species and Risk and habitat reconnaissance

Natural Environment - Watercourse Crossings



Don River East Branch

- Below-grade crossing located along Yonge Street in the Cities of Markham and Vaughan
- Supports a variety of warmwater and coldwater baitfish and sportfish species

Pomona Creek

- Below-grade crossing located within Royal Orchard Park in the City of Markham
- Classified as coldwater - however nearby fisheries records only capture warmwater species

German Mills Creek

- At-grade crossing located 170 metres north of 16th Avenue in the City of Richmond Hill
- Supports a variety of warmwater and coldwater baitfish and sportfish species

Upcoming Studies

- Documentation of existing aquatic habitat 50m upstream and 200 metres downstream of watercourse crossings

Archaeological Work and Engagement



Stage 1 Work (Ongoing)

- Project Information Form acknowledged by MHSTCI on April 9, 2021
- Stage 1 property inspections throughout May where access permissions in place
- Draft Stage 1 Archaeological Assessment Report will be shared with Indigenous Nations for review prior to MHSTCI review

Potential Stage 2 Work (Future)

- Portions of the Study Area that are found to retain archaeological potential and anticipated to be disturbed will require additional assessment
- Following Stage 1 property inspections and ongoing stakeholder communication, recommendations about the need for Stage 2 work will be provided



Questions / Discussion on Next Steps and Expectations



**Infrastructure
Ontario**

Curve Lake First Nation Meeting #1 – May 25th, 2021



Curve Lake First Nation & Metrolinx Monthly Meeting

Yonge North Subway Extension

May 25th, 2021

AGENDA

1. Introductions
2. Project Overview
3. Environmental Project Report Addendum
4. Environmental Studies
5. Questions/Discussion

Project Overview

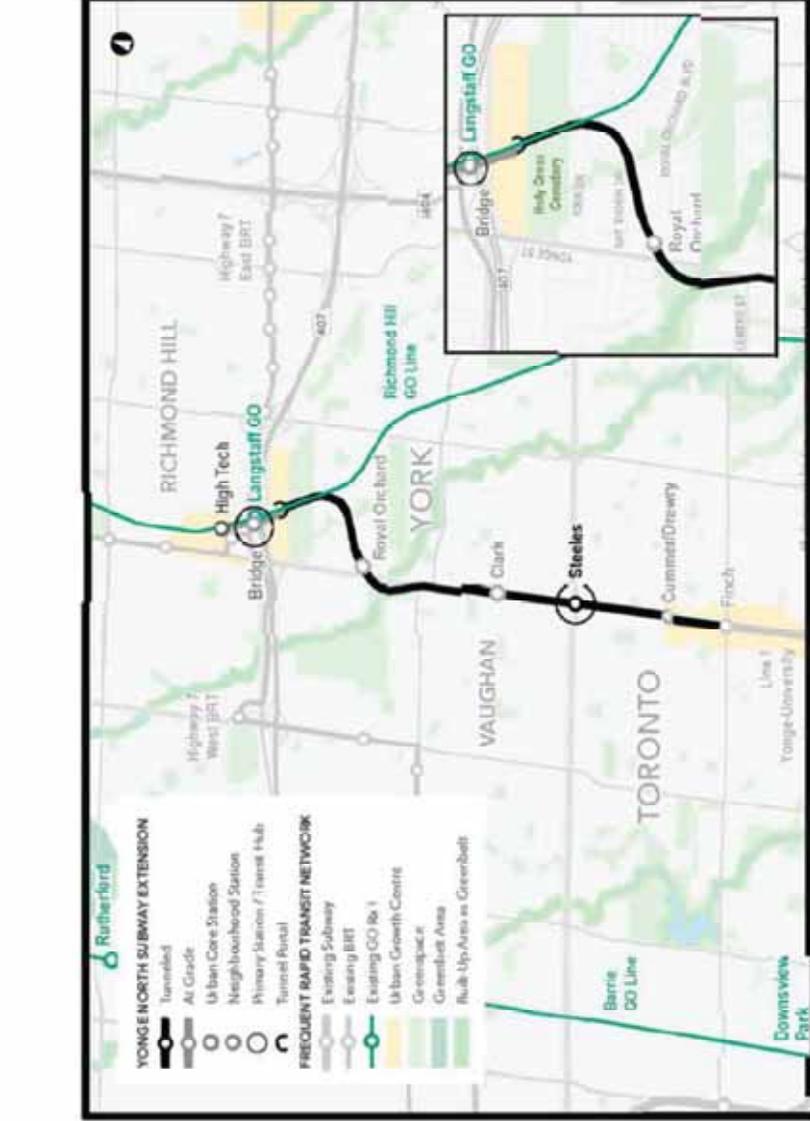
Better Transit Connections for York Region & Toronto

- Four new stations along an approximately eight-kilometre extension of TTC Line 1, from Finch Station north to Richmond Hill.
- Steeles Station will be a hub for local bus routes as well as a future rapid transit line along Steeles Avenue.



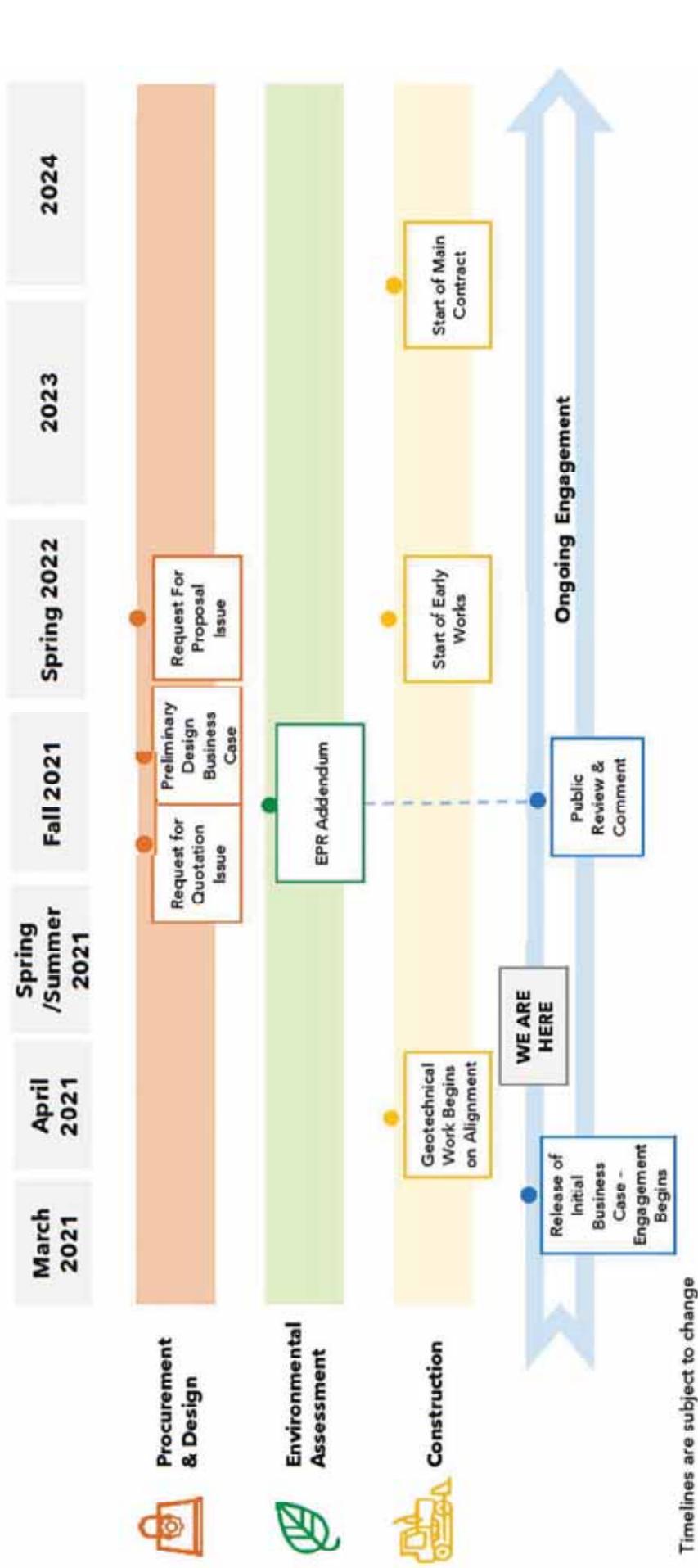
- Bridge Station will conveniently connect with GO train, GO bus, and local transit service, including VVA BRT.
- High Tech Station will serve future communities envisioned within the Richmond Hill Centre area.
- Metrolinx is working with municipal partners to evaluate and determine the best location for the fourth station as planning work continues.

By the Numbers



Route length	~8 km
Ridership	94,100 daily boardings
Improved access to transit	26,000 more people within a 10-minute walk to transit
Improved access to jobs	22,900 employees within a 10-minute walk to transit
Daily reductions in traffic congestion	7,700 km in vehicle kilometres traveled
Yearly reductions in greenhouse gas emissions	4,800 tonnes

Project Milestones



Timelines are subject to change

EPR Addendum

Environmental Project Report (EPR) Addendum

- 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 available for 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

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

Natural Environment



CN railway corridor south of Clark Avenue
Source: Terrestrial site visit photo, April 2021

Planned and ongoing field studies include:

Amphibian call surveys

- First surveys occurred on evening of May 13th
- Second surveys planned for evening of June 13th

Breeding bird surveys

- Two morning surveys planned between May 24th and July 10th

Vegetation inventory and classification

- One survey planned in August 2021

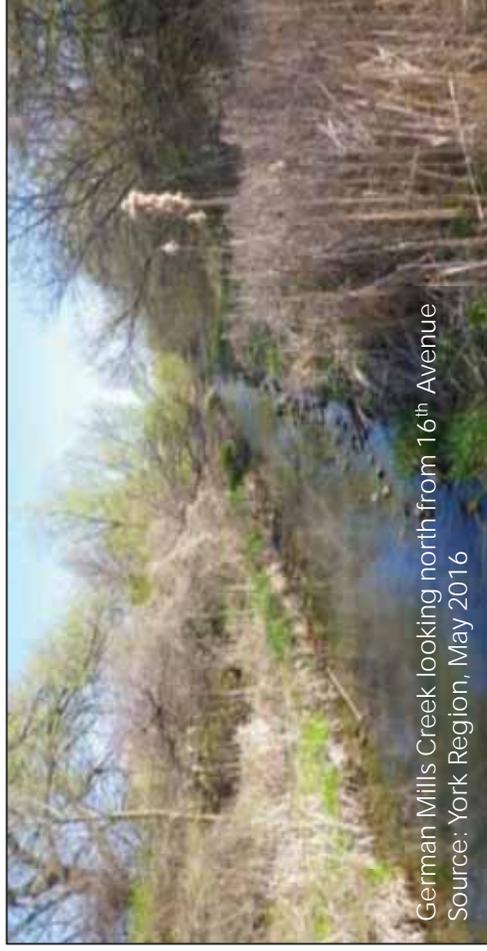
Aquatic habitat assessment at German Mills Creek

- Spring survey planned for week of May 31st – June 4th
- Autumn survey planned for week of August 23rd – 27th

Species at Risk and Habitat Reconnaissance

- One survey planned for June 15th
- Additional “leaf off” (autumn) survey planned north of 16th Avenue

Natural Environment – Watercourse Crossings



Upcoming Studies

- Two surveys (spring and autumn) will be completed to document existing aquatic habitat 50m upstream and 200m downstream of the German Mills crossing.
- No aquatic surveys planned at the other crossings, as all proposed infrastructure will be located below ground.

Don River East Branch

- Below-grade crossing located along Yonge Street in the Cities of Markham and Vaughan
- Supports a variety of warmwater and coldwater baitfish and sportfish species

Pomona Creek

- Below-grade crossing located within Royal Orchard Park in the City of Markham
- Classified as coldwater - however nearby fisheries records capture warmwater species

German Mills Creek

- At-grade crossing located 170m north of 16th Avenue in the City of Richmond Hill
- Supports a variety of warmwater and coldwater baitfish and sportfish species
- Fish habitat assessment will be conducted to provide primary source data

Archaeological Work and Engagement



Stage 1 Work (Ongoing)

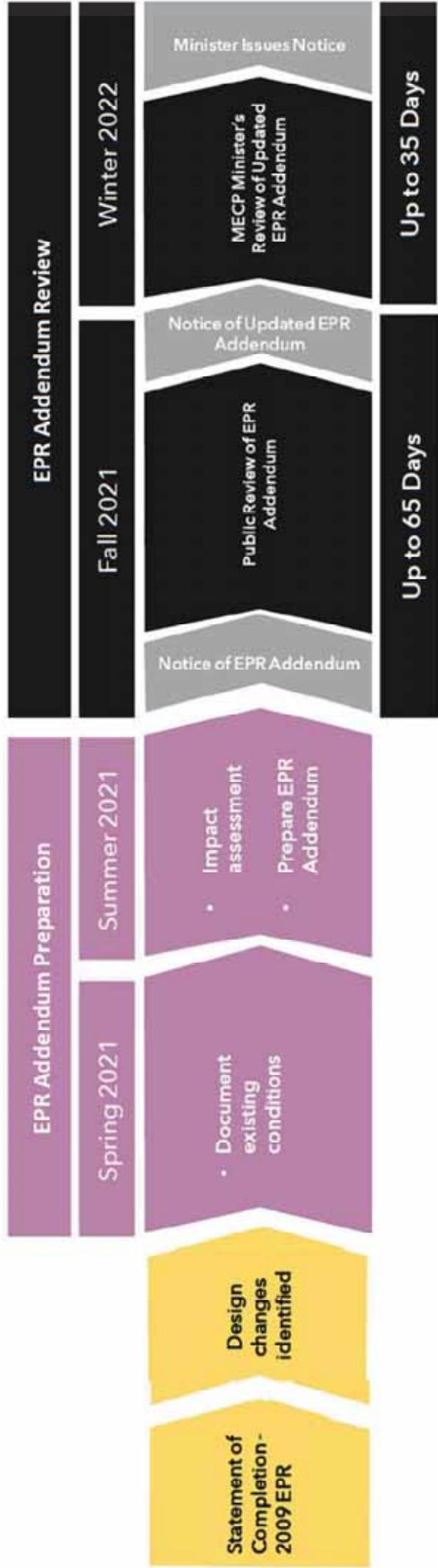
- Project Information Form acknowledged by MHSTCI on April 9, 2021
- Stage 1 property inspections are ongoing from May 25 - 28 where access permissions are in place
- Draft Stage 1 Archaeological Assessment Report will be shared with Indigenous Nations for review prior to MHSTCI review

Potential Stage 2 Work (Future)

- Portions of the Study Area that are found to retain archaeological potential and anticipated to be disturbed will require additional assessment
- Following Stage 1 property inspections and ongoing stakeholder communication, recommendations about the need for Stage 2 work will be provided



EPR Addendum Look-Ahead Schedule



Ongoing engagement

EPR Addendum Schedule

Milestone	Anticipated Timeline
Field Surveys	April-June 2021
Public and Stakeholder Engagement	April-August 2021
Indigenous Nations Engagement	Ongoing (April – beyond RFP Release)
Sharing Draft Reports for Review	Summer 2021
Notice of EPR Addendum	October 4, 2021
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RFP Release	March 31, 2022

Questions & Discussion on Next Steps



**Infrastructure
Ontario**

Curve Lake First Nation and Mississaugas of the Credit First Nation Field Work Notifications – May 25th, 2021



May 25, 2021

Dr. Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Natural Environment Fieldwork - Yonge North Subway Extension & Eglinton Crosstown West Extension

Metrolinx will be undertaking natural environment fieldwork associated with the Yonge North Subway Extension Environmental Project Report (EPR) Addendum. We appreciate Curve Lake First Nation’s interest in participating in these studies. The following letter provides details about the anticipated natural environment studies to support the planning and coordination of involvement by your Nation.

The natural environment fieldwork will take place within the Project’s general Study Area (see attached figures for locations). Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The fieldwork is anticipated to be conducted on several dates between **May and August 2021** and includes anuran call surveys, breeding bird surveys, vegetation inventory and classification, and fish habitat assessments. Targeted surveys for species at risk (SAR) potentially impacted by the project, such as barn swallow, butternut, chimney swift, redbside dace, and bat SAR, will also be conducted. Details for the anticipated field surveys for each project can be found below. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Curve Lake First Nation apprised as the work unfolds.

Yonge North Subway Extension - Natural Environment Field Surveys

Survey	Date(s) or Ranges
Anuran Call Surveys *Locations found at Appendix A	<ul style="list-style-type: none"> • May 13 • June 15

SAR and SAR Habitat Reconnaissance	<ul style="list-style-type: none"> • June 15 • Second “leaf off” survey in autumn
Breeding Bird Surveys	<ul style="list-style-type: none"> • Two morning surveys between May 24 and July 10 <ul style="list-style-type: none"> ◦ Dates TBD 1 week prior to survey
Aquatic Habitat Assessment	<ul style="list-style-type: none"> • Spring survey date TBD, week of May 31 - June 4 • Autumn survey date TBD, week of August 23-27
Vegetation Surveys	<ul style="list-style-type: none"> • One date TBD in month of August

Engagement

If your Nation requires additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*. Thank you for your time in reviewing these assessments.

Yours Truly,



Julia Kun
 Project Manager, Environmental Programs and Assessment
 Metrolinx



cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations

Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment,
Metrolinx

Indigenous Relations Office, Metrolinx

Figure 1 - Yonge North Subway Extension Natural Environment Study Area

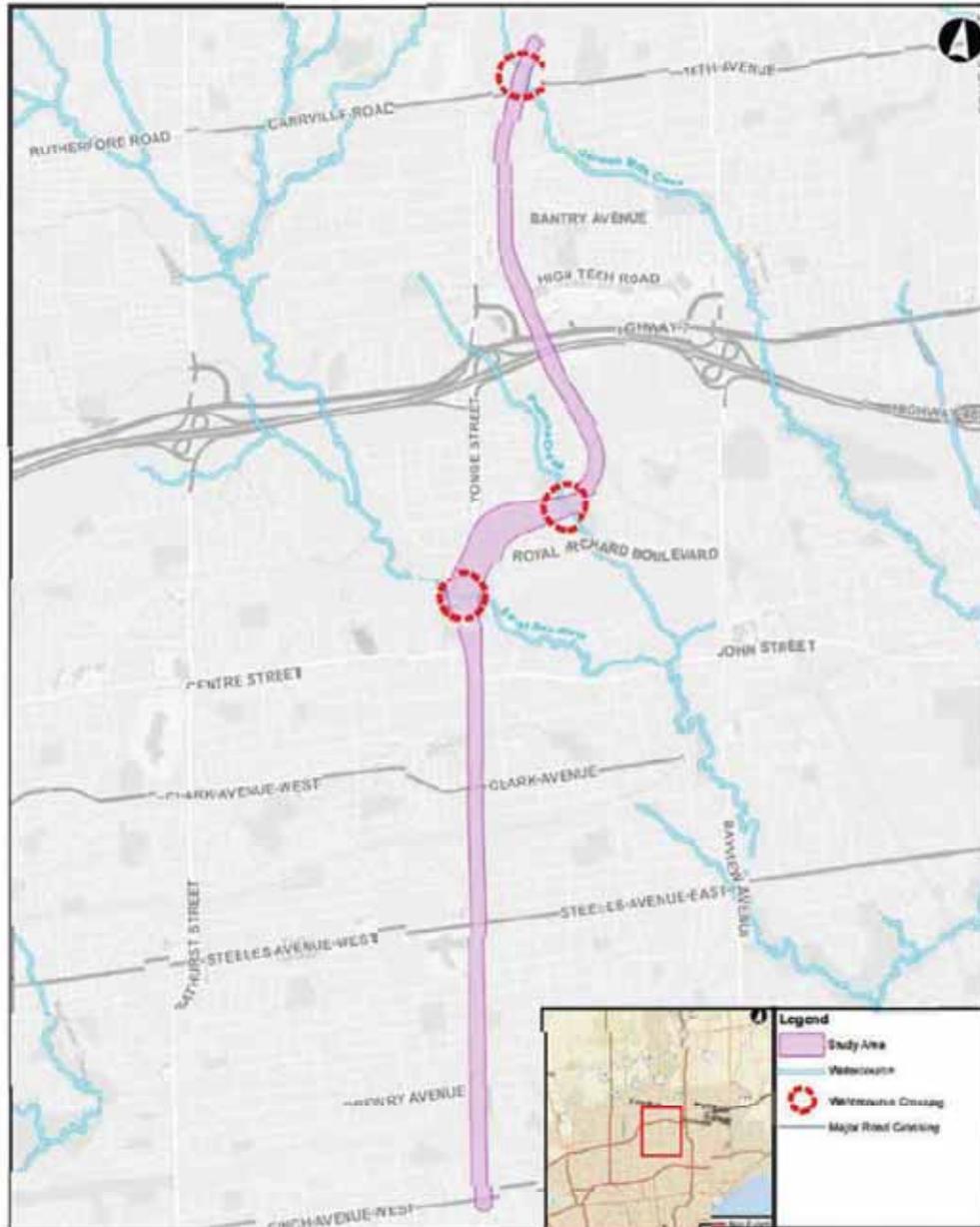
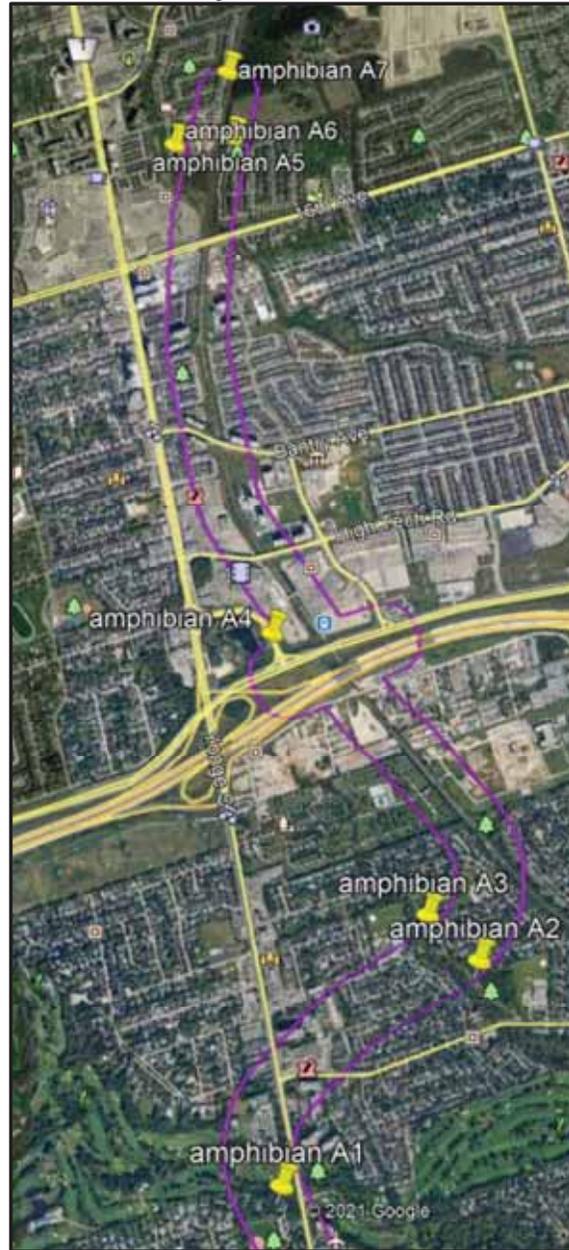


Figure 2 - Yonge North Subway Extension Anuran Call Survey Locations



From: [Julia Kun](#)
To: "[Julie Kapyrka](#)"; [Kaylin Barnes](#)
Cc: [Francis M. Chua](#); [Kaitlin Hill](#); [Indigenous Relations](#)
Subject: RE: Yonge North Subway Extension - Natural Environmental Field Studies
Date: July 5, 2021 5:35:28 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.png](#)

Hi Julie,

Thank you for letting me know and for responding so quickly. The work for today will be starting at 8pm, but I recognize this is still not adequate time to mobilize. Again, sincere apologies for the short notice.

Thanks,
Julia

JULIA KUN

Environmental Project Manager, Environmental Programs & Assessment

From: Julie Kapyrka <JulieK@curvelake.ca>
Sent: July 5, 2021 5:28 PM
To: Julia Kun <Julia.Kun@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Cc: Francis M. Chua [REDACTED]; Kaitlin Hill [REDACTED] Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Natural Environmental Field Studies

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Aaniin Julia,

Thank you for your e-mail and for the invitation. [REDACTED]

Some of this work already occurred today prior to this e-mail.

Miigwech,

Dr. Julie Kapyrka
Lands Resource Consultation Liaison
Curve Lake First Nation
Government Services Building
22 Winookeedaa St. Curve Lake, ON K0L 1R0
P. 705.657.8045 ext 239 F. 705.657.8708



W. www.curvelakefirstnation.ca
E. JulieK@curvelake.ca

From: Julia Kun <Julia.Kun@metrolinx.com>

Sent: Monday, July 5, 2021 5:10 PM

To: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Julie Kapyrka [REDACTED]

Cc: Francis M. Chua [REDACTED]; Kaitlin Hill [REDACTED] Jordon MacArthur [REDACTED] Emily Whetung [REDACTED]

[REDACTED]; Indigenous Relations <IndigenousRelations@metrolinx.com>

Subject: RE: Yonge North Subway Extension - Natural Environmental Field Studies

Hi Julie,

This week's fieldwork (Chimney Swift SAR Reconnaissance and breeding bird surveys) was originally planned for July 6 and 7. However, OneT+ has shifted the dates ahead one day (July 5 and 6) to accommodate for weather. Apologies for the late notice [REDACTED] [REDACTED], please reach out to the Natural Environment specialist, information provided below. Otherwise, we will have field notes submitted for your review.

- Purpose: evening Species at Risk Reconnaissance (targeting Chimney Swift and bats, to the extent possible), morning Breeding Bird Surveys (BBS)
- Start time: July 5 - 8:00pm; July 6 - 5:00am
- End time: July 5 – around 9:30pm; July 6 – around 7:00am
- Start location: July 5 – Suitable viewing location for 6075 Yonge Street; July 6 – BB1 on Drewry Ave.
- Field crew lead name and contact information: Erin Hellinga, 647-919-7607
- Survey-specific PPE requirements: high visibility vest and face mask

Thanks,

Julia

JULIA KUN

Environmental Project Manager, Environmental Programs & Assessment



From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Sent: June 22, 2021 12:15 PM

To: Julie Kapyrka [REDACTED]
Cc: Francis M. Chua [REDACTED] Kaitlin Hill [REDACTED] Jordan MacArthur [REDACTED]; Emily Whetung [REDACTED]
[REDACTED] Julia Kun <Julia.Kun@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Natural Environmental Field Studies

Hello Julie and Team,

I'm reaching out to advise of upcoming Natural Environment field work for the YNSE Project:

Project: YNSE

Date of Fieldwork: Wednesday, June 23, 2021

Start Time: 5:00 am. End time approx. 12pm.

Consultant Company: Wood

Field Personnel and Cell #: Erin Hellinga, 647-919-7607

Type of Survey: Breeding Bird Survey

Required PPE: minimum high visibility vest and face mask; recommended full Class 3 PPE for roadside safety and ASTM Level 2 medical mask

Meeting Location: 52 Drewry Ave. Newtonbrook. Ending location will be 16 Sunshine Dr., Richmond Hill

As a lookahead, this will be the first of two breeding bird surveys. The second will take place during the **week of July 5th-9th** – we will reach out again with confirmation of date for the second survey.

If this or any future field work is of interest for Curve Lake to participate in, we'd be happy to discuss [REDACTED] Wood in the field work.

Thanks and please reach out if there is interest,

Kaylin Barnes

Project Coordinator, Environmental Programs and Assessment

130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.5627 C: 416.728.9147

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Tuesday, June 15, 2021 1:22 PM

To: Julie Kapyrka [REDACTED]

Cc: Francis M. Chua [REDACTED] Kaitlin Hill [REDACTED] Jordan MacArthur [REDACTED]; Emily Whetung [REDACTED]

[REDACTED] Julia Kun <Julia.Kun@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Subject: RE: Yonge North Subway Extension - Natural Environmental Field Studies

Hey Julie and Team,

Further to the fieldwork lookahead provided on May 25th, we'd like to update you with confirmed Natural Environment field work taking place for the YNSE project:

Project: YNSE

Date of Fieldwork: June 15, 2021

Start Time: 5:00 pm

Consultant Company: Wood

Field Personnel and Cell #: Erin Hellinga, 647-919-7607

Type of Survey: Species at Risk and Species at Risk Habitat Reconnaissance (5 – 9 pm); Anuran Call Surveys (9 pm – 12 am)

Required PPE: minimum high visibility vest and face mask; recommended full Class 3 PPE for roadside safety and ASTM Level 2 medical mask

Meeting Location: intersection of Yonge St. and John St. All anuran surveys points are shown in the attached figure.

Understanding an [REDACTED] not yet been set in place, we'd like to keep you informed with respect to any alternatives to direct participation due to safety concerns, if this work is of interest to CLFN. As well, if any of the proposed field work is of interest to CLFN, we'd be pleased to [REDACTED] with the consultant to [REDACTED] in future field work.

Hope all is well,

Thanks

Jaimi

From: Indigenous Relations

Sent: May-25-21 3:19 PM

To: Julie Kapyrka [REDACTED]

Cc: Francis M. Chua [REDACTED]; Kaitlin Hill [REDACTED]; 'Jordon

MacArthur [REDACTED] Emily Whetung [REDACTED]

[REDACTED] Julia Kun <Julia.Kun@metrolinx.com>;

Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Subject: Yonge North Subway Extension - Natural Environmental Field Studies

Hi Julie,

It was a pleasure meeting with CLFN this morning to discuss the Yonge North Subway Extension. As promised, here is a formal letter that provides an outline of the anticipated field studies for the project. Metrolinx is committed to working with CLFN should you wish to participate in any of the studies that are remaining. Please let us know if any of the dates are feasible [REDACTED] [REDACTED] and coordinate with your Nation and the technical advisor. We are also open to discussing alternatives to direct participation if this is of interest to CLFN due to safety concerns etc. [REDACTED]

[REDACTED]

I will be uploading this letter and the powerpoint from today's meeting [REDACTED].

Thanks

Jaimi

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May 25, 2021

Megan DeVries
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. DeVries

RE: Natural Environment Fieldwork - Yonge North Subway Extension & Eglinton Crosstown West Extension

Metrolinx will be undertaking natural environment fieldwork associated with the Yonge North Subway Extension Environmental Project Report (EPR) Addendum and the Eglinton West Crosstown Extension. We appreciate Mississaugas of the Credit First Nation’s interest in participating in these studies. The following letter provides details about the anticipated natural environment studies to support the planning and coordination of involvement by your Nation.

The natural environment fieldwork will take place within each Project’s general Study Area (see attached figures for locations). Metrolinx is conducting updated natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. The fieldwork is anticipated to be conducted on several dates between **May and August 2021** and includes anuran call surveys, breeding bird surveys, vegetation inventory and classification, and fish habitat assessments. Targeted surveys for species at risk (SAR) potentially impacted by the project, such as barn swallow, butternut, chimney swift, redbside dace, and bat SAR, will also be conducted. Details for the anticipated field surveys for each project can be found below. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Mississaugas of the Credit First Nation apprised as the work unfolds.

Yonge North Subway Extension - Natural Environment Field Surveys

Survey	Date(s) or Ranges
Anuran Call Surveys	• May 13

*Locations found at Appendix A	<ul style="list-style-type: none"> • June 15
SAR and SAR Habitat Reconnaissance	<ul style="list-style-type: none"> • June 15 • Second "leaf off" survey in autumn
Breeding Bird Surveys	<ul style="list-style-type: none"> • Two morning surveys between May 24 and July 10 <ul style="list-style-type: none"> ◦ Dates TBD 1 week prior to survey
Aquatic Habitat Assessment	<ul style="list-style-type: none"> • Spring survey date TBD, week of May 31 - June 4 • Autumn survey date TBD, week of August 23-27
Vegetation Surveys	<ul style="list-style-type: none"> • One date TBD in month of August

Eglinton Crosstown West Extension - Natural Environment Field Surveys

Survey	Date(s) or Ranges
*Survey Locations found at Appendix B	
Turtle Basking Surveys	<ul style="list-style-type: none"> • May 14 • May 17 - May 19 • May 25 • June 9 • June 16
Amphibian Breeding	<ul style="list-style-type: none"> • May 17 - May 19
Bat Acoustic Monitoring	<ul style="list-style-type: none"> • May 25 • June 16 • July 22-23
Breeding Bird Surveys	<ul style="list-style-type: none"> • June 9 • June 23

Vegetation Surveys	<ul style="list-style-type: none"> • May 14 • May 17 - May 19 • September/October
Tree Inventory	<ul style="list-style-type: none"> • May 26-31 • September/October
Aquatic Habitat Assessment	<ul style="list-style-type: none"> • June 23
Ecological Land Classification and Butternut Health Assessment	<ul style="list-style-type: none"> • July 20-21

Engagement

If your Nation requires additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*. Thank you for your time in reviewing these assessments.

Yours Truly,



Julia Kun
 Project Manager, Environmental Programs and Assessment
 Metrolinx

cc: Mark LaForme, Director, Department of Consultation & Accommodation,
 Mississaugas of the Credit First Nation



Fawn Sault, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation

Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx

Flavia Santiago, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Indigenous Relations Office, Metrolinx

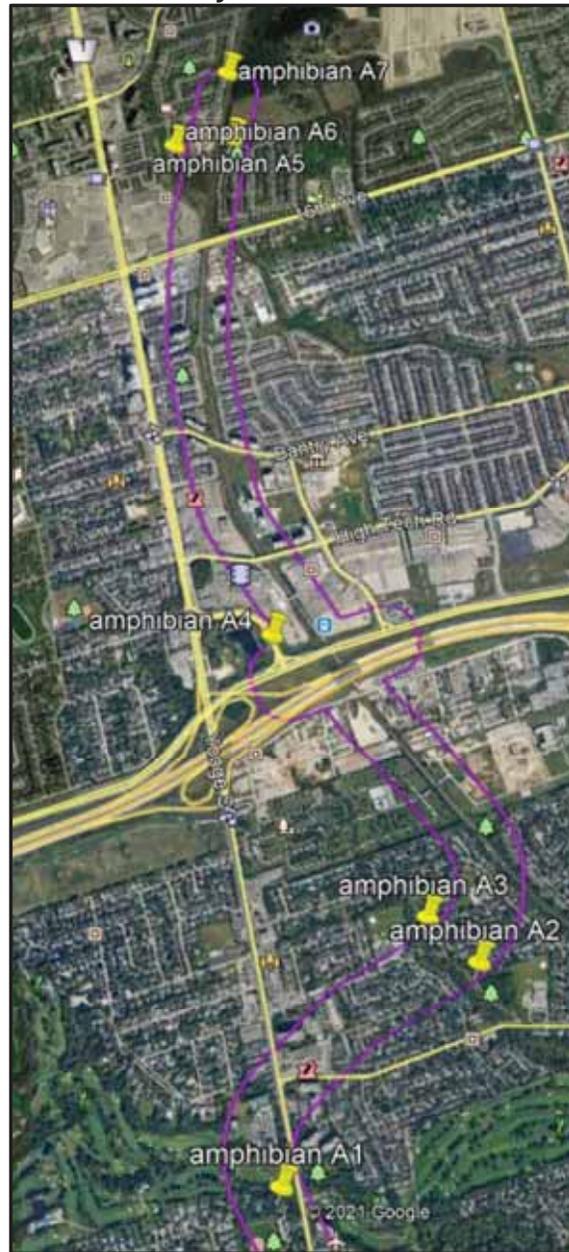
Figure 1 - Yonge North Subway Extension Natural Environment Study Area



Figure 2 - Eglinton Crosstown West Extension - Natural Environment Study Area



Figure 3 - Yonge North Subway Extension Anuran Call Survey Locations



From: Kaylin Barnes
Sent: June 15, 2021 1:11 PM
To: Megan DeVries; Joelle Williams
Cc: Julia Kun; Indigenous Relations; Jaimi O'Hara
Subject: RE: Natural Environmental Field Studies - Yonge North Subway Extension and Eglinton Crosstown West Extension
Attachments: amphibian_survey_points.png

Hello Megan and Joelle,

Further to the fieldwork lookahead provided for the YNSE project, we have confirmation of the June 15th anuran call survey and species at risk field investigations. Here are the details of the surveys for this evening:

Project: YNSE

Date of Fieldwork: June 15, 2021

Start Time: 5:00 pm

Consultant Company: Wood

Field Personnel and Cell #: Erin Hellinga, 647-919-7607

Type of Survey: Species at Risk and Species at Risk Habitat Reconnaissance (5 – 9 pm); Anuran Call Surveys (9 pm – 12 am)

Required PPE: minimum high visibility vest and face mask; recommended full Class 3 PPE for roadside safety and ASTM Level 2 medical mask

Meeting Location: intersection of Yonge St. and John St. All anuran surveys points are shown in the attached figure.

As we move forward with the season's field work we'll endeavor to provide confirmation further in advance. [REDACTED]

[REDACTED], please share the registration and submission details for the online submission portal.

Thank you,

Kaylin Barnes

Project Coordinator, Environmental Programs and Assessment

130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.5627 C: 416.728.9147



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, May 26, 2021 10:59 AM

To: Megan DeVries [REDACTED]

Cc: Fawn Sault [REDACTED]; Mark LaForme [REDACTED]; Julia Kun

<Julia.Kun@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Kaylin Barnes

<Kaylin.Barnes@metrolinx.com>; Joelle Williams [REDACTED]

Subject: RE: Natural Environmental Field Studies - Yonge North Subway Extension and Eglinton Crosstown West Extension

Hi Megan,

Thank you for sharing this. We will be sure to get this information to you and Joelle in a timely manner.

Thank you
Jaimi

From: Megan DeVries [REDACTED]
Sent: May-26-21 9:26 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Fawn Sault [REDACTED]; Mark LaForme [REDACTED]; Julia Kun <Julia.Kun@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Joelle Wiliams [REDACTED]
Subject: RE: Natural Environmental Field Studies - Yonge North Subway Extension and Eglinton Crosstown West Extension

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Hi Jaimi,

Thank you for the information. As each study approaches and the date is more or less confirmed, please contact Joelle Williams (our Field Coordinator) and myself with the following information:

Project: (e.g. YNSE or ECWE)
Date of Fieldwork:
Start Time:
Consultant Company:
Field Personnel and Cell #:
Type of Survey:
Required PPE:
Meeting Location:

[REDACTED] we will ask the consultant to complete a daily report via our online submission portal located at [REDACTED] We will send the registration and submission details for this portal the day before as well.

The above information can come directly from someone at Metrolinx or from the consultant company directly. The latter is generally what we see happen, but we don't have a preference as long as the scheduling information gets to us.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON NOA 1H0
Mobile: 289-527-2763

<http://www.mncfn.ca>

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Tuesday, May 25, 2021 3:15 PM

To: Megan DeVries [REDACTED]

Cc: Fawn Sault [REDACTED]; Mark LaForme [REDACTED]; Julia Kun <Julia.Kun@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Subject: Natural Environmental Field Studies - Yonge North Subway Extension and Eglinton Crosstown West Extension

Hi Megan,

Please find attached, a letter, which provides the details for the forthcoming natural environmental field studies for the Eglinton Crosstown West Extension and the Yonge North Subway Extension. We appreciate MCFN's interest in participating in these studies. [REDACTED]

Hope you enjoyed the long weekend and are keeping safe,

Thanks

Jaimi

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

GRT Circulation to Indigenous Nations – October 20th, 2021

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); [REDACTED] [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Julia Kun](#); [Stephen Collins](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 4:58:58 PM
Attachments: [image001.png](#)
[YNSE_DraftEPRAddendumTechnical Report_AldervilleFN.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)

Dear Chief Mowat,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Alderville First Nation. Metrolinx appreciates and respects that Alderville First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Alderville First Nation's review and comment. Metrolinx shared a letter introducing the project with Alderville First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Alderville First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

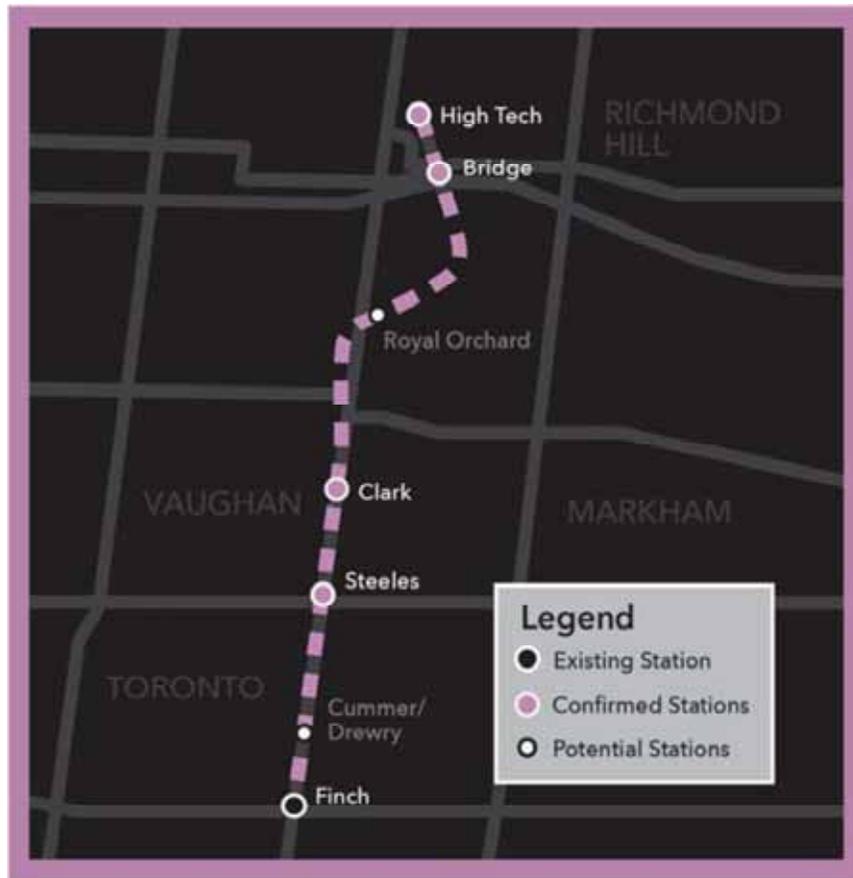


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Alderville First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized

where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Alderville First Nation. If Alderville First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Alderville First Nation apprised of the timing of these studies and will ensure that an opportunity to participate will be provided.

Metrolinx would appreciate any interest Alderville First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Alderville First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Alderville First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax virens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Butorides virescens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Pheucticus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SJ - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S4 - Apparently Secure Species.

S5 - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (BBC) et al. 2028.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				Ø	X, Ø
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					Ø
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoris</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euronymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Galium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+	+	
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name. No plant species data is available for the southern end of Segment 1.

Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).

Type I = Invasive; HI = Highly Invasive Adventive

S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.

SNA - Not applicable because the species is not a suitable target for conservation activities.

S4 - Apparently Secure Species

S5 - Secure Species

L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009)

U - Uncommon

R - Rare

1 - Greater Toronto Area

2 - York Region

L-Rank as provided by TRCA's Fauna, Banks and Soils for TRCA Jurisdiction, 2020.

L1 = Species of Regional Conservation Concern, regional scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 = species that are considered secure throughout the region

I+ = introduced species, not native to the Toronto region

- = L-Rank not assigned

? = Uncertainty

ESA: Endangered Species Act, 2007

SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 1M, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).*
- *• = Species reported by Explan 1G in Oct. 2005, not previously reported by LGL (2009).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNRP to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: [Susan Copegog](#); [REDACTED]; [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 5:04:52 PM
Attachments: [image001.png](#)
[YNSE_DraftEPRAddendumTechnical Report_BFN.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)

Dear Chief Sandy,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9

Delivered by Email

Dear Chief Sandy,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Beausoleil First Nation. Metrolinx appreciates and respects that Beausoleil First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Beausoleil First Nation's review and comment. Metrolinx shared a letter introducing the project with Beausoleil First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Beausoleil First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

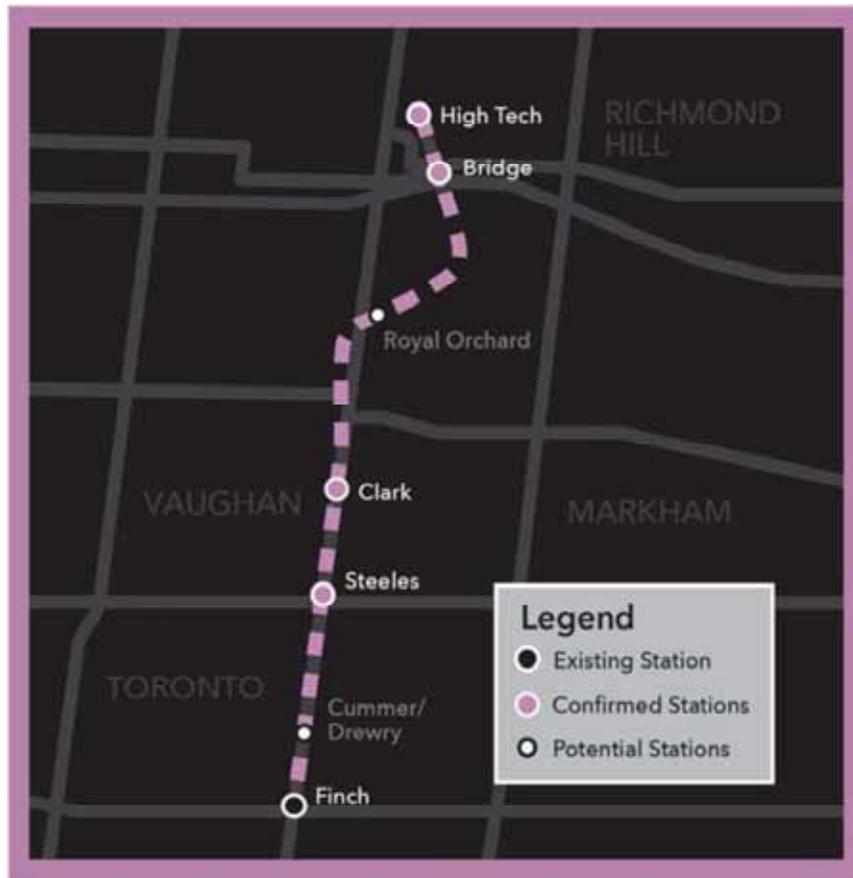


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Beausoleil First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized

where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Beausoleil First Nation. If Beausoleil First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Beausoleil First Nation apprised of the timing of these studies and will ensure that an opportunity to participate will be

provided. Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Beausoleil First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Beausoleil First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Susan Copegog, Consultation, Lands Department, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigations

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Butorides virescens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern, THR = Threatened, END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SJ - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S4 - Apparently Secure Species.

S5 - Secure Species.

B - Breeding.

N - Non-birding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, especially scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (OBSC) et al. 2028.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

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TECHNICAL ADVISORY SERVICES FOR THE
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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nigshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoris</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euanymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Galium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+		
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+	+	
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+				X	X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
 No plant species data is available for the southern end of Segment 1.
 Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
 Type I = Invasive; HI = Highly Invasive Adventive
 S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
 SNA - Not applicable because the species is not a suitable target for conservation activities.
 S4 - Apparently Secure Species
 S5 - Secure Species
 L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
 U – Uncommon
 R – Rare
 L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020:
 L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
 L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
 L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
 L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
 L5 = species that are considered secure throughout the region.
 I+ = introduced species, not native to the Toronto region.
 - = L-Rank not assigned.
 ? = Uncertainty
 ESA: Endangered Species Act, 2007
 SARA: Species at Risk Act, 2002

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Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 14, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196th Avenue (2009) (filed in 1009).*
- *• = Species reported by Explan 14, in Oct. 2005, not previously reported by LGL (2005).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

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Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Minimize impacts to riparian vegetation. Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNR to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site personnel should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); [REDACTED]; [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 4:59:48 PM
Attachments: [image001.png](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[YNSE_DraftEPRAddendumTechnical Report_CGI.pdf](#)

Dear Chief Big Canoe,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0

Delivered by Email

Dear Chief Big Canoe,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Chippewas of Georgina Island. Metrolinx appreciates and respects that Chippewas of Georgina Island should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Chippewas of Georgina Island's review and comment. Metrolinx shared a letter introducing the project with Chippewas of Georgina Island on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Chippewas of Georgina Island on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

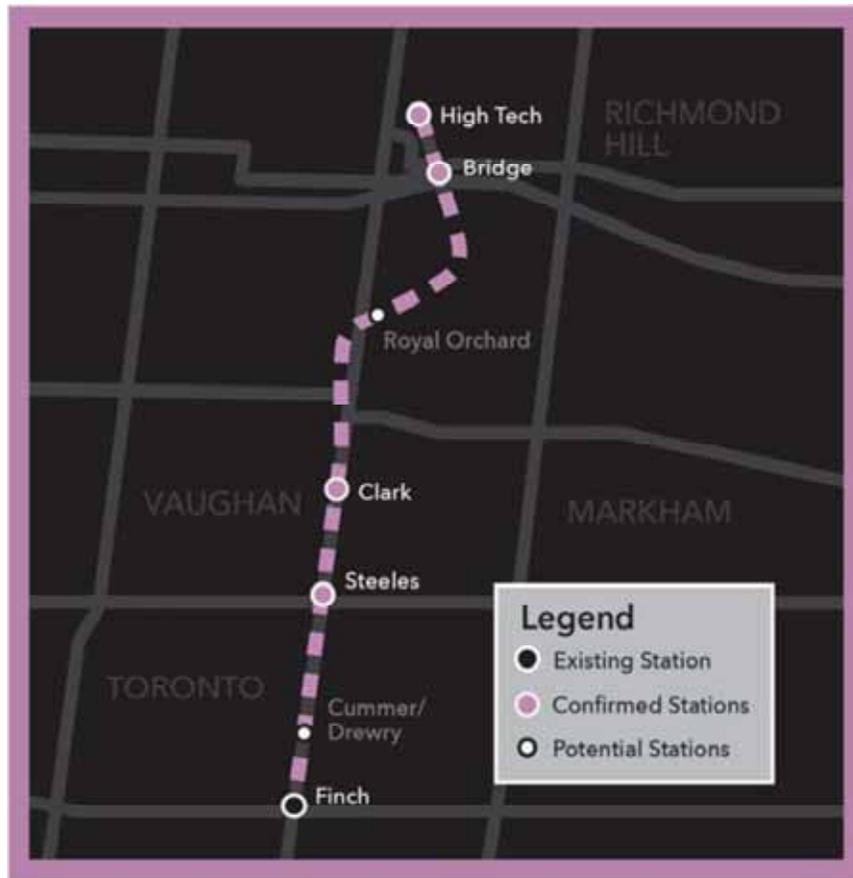


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Chippewas of Georgina Island for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch,

Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Chippewas of Georgina Island. If Chippewas of Georgina Island has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Chippewas of Georgina Island apprised of the timing of these studies and will ensure that an opportunity to participate will

be provided. Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Chippewas of Georgina Island may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Chippewas of Georgina Island may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigations

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₀	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₀	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Butorides virescens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern, THR = Threatened, END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SJ - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S4 - Apparently Secure Species.

S5 - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (BSA) at 2020.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoralis</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euronymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra</i> ssp. <i>rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Galium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis</i> sp.	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+			X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4				O	
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+				X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+		
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+			X	X, +	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricaricium ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricaricium lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricaricium novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphytum officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Tarritis glabra</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

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Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 1M, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).*
- *• = Species reported by Explan 1G in Oct. 2005, not previously reported by LGL (2005).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

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Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNR to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site personnel should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Redacted] [Nikhil Lobo; Kaitlin Hill; Jordan MacArthur;](#) [Redacted]
[James Francis; Kaylin Barnes; Jessica Neto; Stephen Collins; Julia Kun](#)
Subject: EPR Addendum Yonge North Subway Extension
Date: October 28, 2021 4:51:55 PM
Attachments: [image001.png](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[YNSE DraftEPRAddendumTechnical Report CLFN.pdf](#)
[Redacted]
[Attachment 1.pdf](#)

Dear Julie and Team,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

[Redacted]

Provide any comments no later than December 9, 2021.

[Redacted]

[Redacted]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[Redacted]



October 28, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Curve Lake First Nation. Metrolinx appreciates and respects that Curve Lake First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Curve Lake First Nation's review and comment. Metrolinx shared a letter introducing the project with Curve Lake First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Curve Lake First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

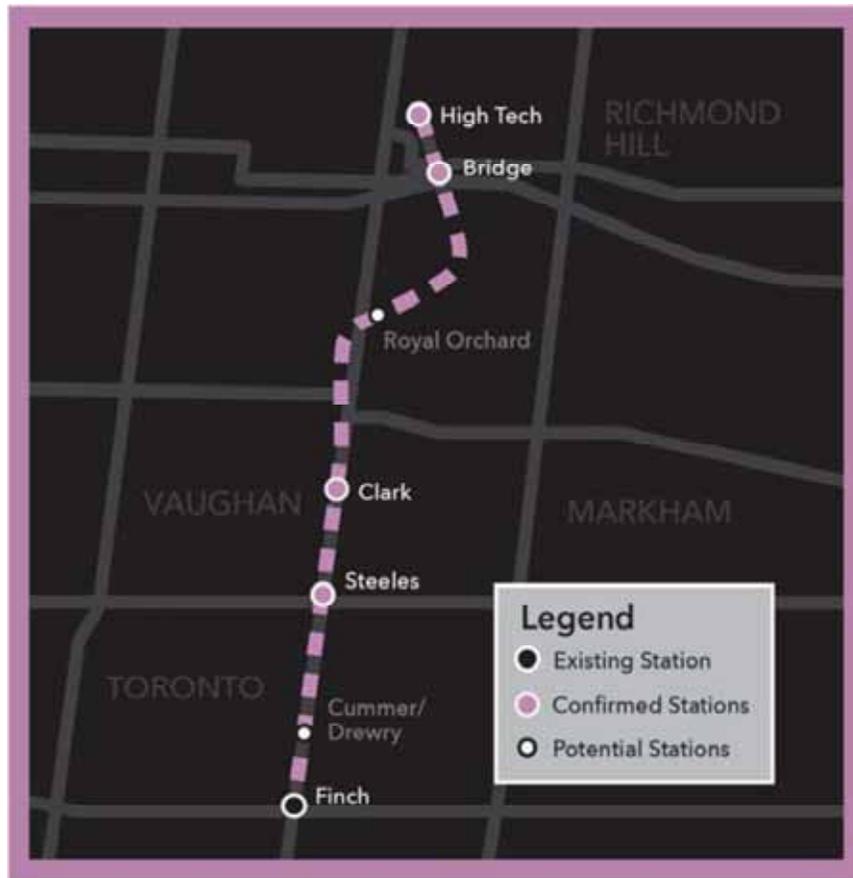


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Curve Lake First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized

where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Curve Lake First Nation. If Curve Lake First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Curve Lake First Nation apprised of the timing of these studies and will ensure that an opportunity to participate will be

provided. Metrolinx would appreciate any interest Curve Lake First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Curve Lake First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Curve Lake First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,
Metrolinx

Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigations



Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombycilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Buteo virens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SJ - Rare throughout its range in the province.

SI - Uncommon or vulnerable species.

SJ - Apparently Secure Species.

SS - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020).

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (BSC et al. 2020).

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoralis</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euronymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra</i> ssp. <i>rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis</i> sp.	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	I	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	HI	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+			X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4				O	
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+				X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+		
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- *Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report* (Explan 1M, 2009).
- X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Street/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).
- + = Species reported by Explan 1G, in Oct. 2005, not previously reported by LGL (2009).
- o = Species reported by TRCA through correspondence in Nov. 2024.

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNR to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site personnel should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: Kaylin Barnes
Sent: December 14, 2021 4:49 PM
To: 'sfurfurica@GFNET.com'; Coulter, Kevin C.
Cc: Amber Saltarelli; Julia Kun; Jessica Neto
Subject: FW: EPR Addendum - Yonge North Subway Extension
Attachments: CLFN Metrolinx CLFN Review - YNSE.pdf

Categories: Filed

Hi Silvia and Kevin,

Here are the comments from CLFN on both the EPR Addendum, reports, and additional feedback on the proposed Species at Risk letter (shared by Jessica last week).

Kaylin Barnes

Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416.202.5627 C: 416.728.9147



From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Tuesday, December 14, 2021 4:40 PM
To: Francis M. Chua [REDACTED]; Julie Kapyrka [REDACTED]
Cc: [REDACTED]; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Kaitlin Hill [REDACTED]; Jordon MacArthur [REDACTED]; [REDACTED] James Francis <James.Francis@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; [REDACTED] Kayla Wright [REDACTED]
Subject: RE: EPR Addendum - Yonge North Subway Extension

Thank you for sharing this with us Francis & to Julie and Team.

I will coordinate with the project team to follow up with you on your comments and hopefully we can walk through the responses at our next monthly meeting like we did with Parklawn GO.

If I don't speak with you before the holiday – have a wonderful time and Happy New Year!

Thanks

Jaimi

From: Francis M. Chua [REDACTED]
Sent: December-14-21 4:36 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka [REDACTED]
Cc: [REDACTED]; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Kaitlin Hill [REDACTED]; Jordon MacArthur [REDACTED]; [REDACTED] James Francis <James.Francis@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Jessica Neto

<Jessica.Neto@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Julia Kun
<Julia.Kun@metrolinx.com>; [REDACTED]; Kayla Wright
[REDACTED]

Subject: Re: EPR Addendum Yonge North Subway Extension

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello Jaimi and Team.

I am sending this on behalf of Curve Lake First Nation.

Sincerely,
Francis Chua
Support to Curve Lake First Nation Consultation Department
519-375-6749

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Thursday, October 28, 2021 4:51 PM
To: Julie Kapyrka [REDACTED]
Cc: [REDACTED]; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Kaitlin Hill
[REDACTED]; Jordon MacArthur [REDACTED]
[REDACTED]; Francis M. Chua [REDACTED]; James Francis <James.Francis@metrolinx.com>;
Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Stephen Collins
<Stephen.Collins1@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>
Subject: EPR Addendum - Yonge North Subway Extension

Dear Julie and Team,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

[REDACTED]

We ask that your Nation provide any comments no later than **December 9, 2021**.

[Redacted]

[Redacted]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715



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From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: [REDACTED] [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 5:03:36 PM
Attachments: [image001.png](#)
[YNSE_DraftEPRAddendumTechnical Report_CRFN.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)

Dear Sharday,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
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T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Chippewas of Rama First Nation. Metrolinx appreciates and respects that Chippewas of Rama First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Chippewas of Rama First Nation's review and comment. Metrolinx shared a letter introducing the project with Chippewas of Rama First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Chippewas of Rama First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

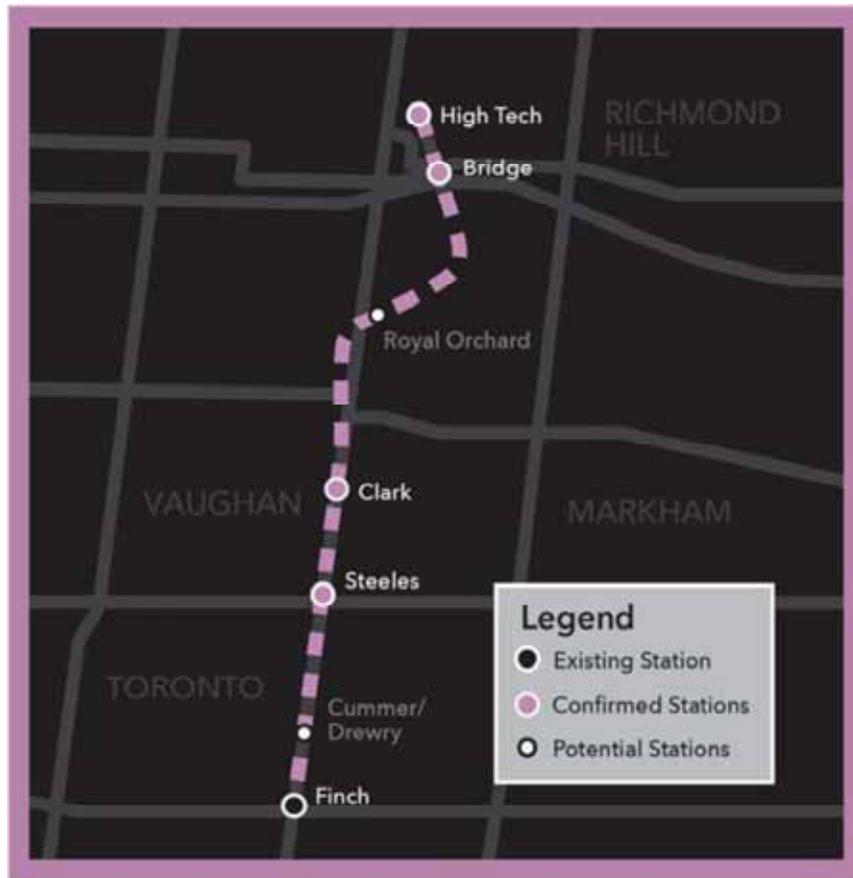


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Chippewas of Rama First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch,

Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Chippewas of Rama First Nation. If Chippewas of Rama First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Chippewas of Rama First Nation apprised of the timing of these studies and will ensure that an opportunity to participate will

be provided. Metrolinx would appreciate any interest Chippewas of Rama First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Chippewas of Rama First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Chippewas of Rama First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

Cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S58	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S48	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S58	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S58	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S58	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S58	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S48	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S48	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S48	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S48	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S48	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S58	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S58	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S58	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S58	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S48	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S48	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S58	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Buteo virens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Pheucticus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X, +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X, +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SJ - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S4 - Apparently Secure Species.

S5 - Secure Species.

B - Breeding.

N - Non-birding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (BSA) at 2020.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Appendix B: Table B-2

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				Ø	X, Ø
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					Ø
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centauria stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
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DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoris</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euronymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra</i> ssp. <i>rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis</i> sp.	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+		
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+	+	
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna, Birds and Soars for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional scarce due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

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Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 14, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).*
- *• = Species reported by Explan 14, in Oct. 2005, not previously reported by LGL (2009).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

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Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNRP to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [Aaron Detlor](#); [HDI General](#)
Cc: [REDACTED] [Todd Williams](#); [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 4:46:32 PM
Attachments: [image001.png](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[YNSE_DraftEPRAddendumTechnical Report_HCCC.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)

Dear Mr. Detlor,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

We acknowledge that ongoing discussions have been occurring between Metrolinx and HDI. Please let me know if you have any questions or concerns.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Ms. Tracey General, Office Manager
Haudenosaunee Confederacy Chiefs Council
2634 6th Line Road, RR#2
Ohsweken, ON N0A 1M0

Delivered by Email

Dear Ms. General,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Haudenosaunee Confederacy Chiefs Council. Metrolinx appreciates and respects that Haudenosaunee Confederacy Chiefs Council should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Haudenosaunee Confederacy Chiefs Council's review and comment. Metrolinx shared a letter introducing the project with Haudenosaunee Confederacy Chiefs Council on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Haudenosaunee Confederacy Chiefs Council on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

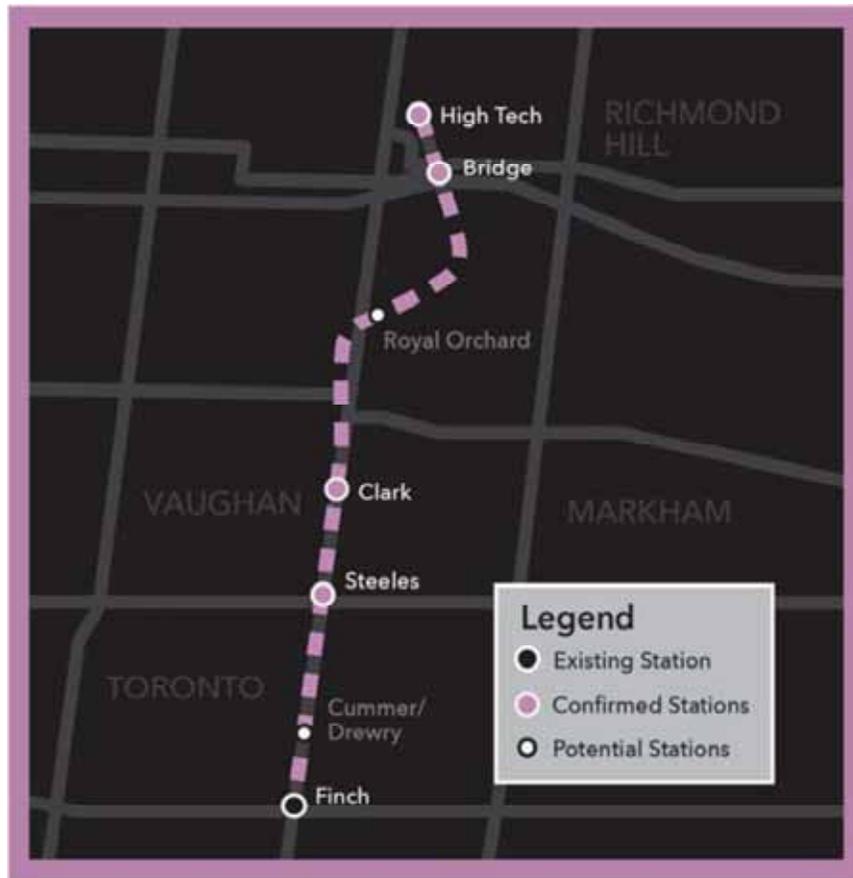


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Haudenosaunee Confederacy Chiefs Council for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch,

Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Haudenosaunee Confederacy Chiefs Council. If Haudenosaunee Confederacy Chiefs Council has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Haudenosaunee Confederacy Chiefs Council apprised of the timing of these studies and will ensure that an opportunity to

participate will be provided. Metrolinx would appreciate any interest Haudenosaunee Confederacy Chiefs Council may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Haudenosaunee Confederacy Chiefs Council may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Haudenosaunee Confederacy Chiefs Council may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

Cc: Wayne Hill, Haudenosaunee Development Institute
Todd Williams, Haudenosaunee Development Institute
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S58	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S48	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S58	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S58	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S58	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S58	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S48	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S48	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S48	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S48	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S48	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S58	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S58	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S58	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S58	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S48	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S48	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S58	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Buteo virens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorrhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X, +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Myiocichla mustelina</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X, +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SJ - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

SI - Apparently Secure Species.

SS - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (OBBA) (BSC et al. 2028).

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nigehshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoralis</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euanymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+		
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Perithaenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+		
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 1M, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).*
- *• = Species reported by Explan 1G in Oct. 2005, not previously reported by LGL (2005).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNR to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusion fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusion fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [Tom Cowie](#); [Sean Davison](#); [REDACTED]; [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 5:00:00 PM
Attachments: [image001.png](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[YNSE_DraftEPRAddendumTechnical Report_HFN.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)

Dear Chief Carr,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Hiawatha First Nation. Metrolinx appreciates and respects that Hiawatha First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Hiawatha First Nation's review and comment. Metrolinx shared a letter introducing the project with Hiawatha First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Hiawatha First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

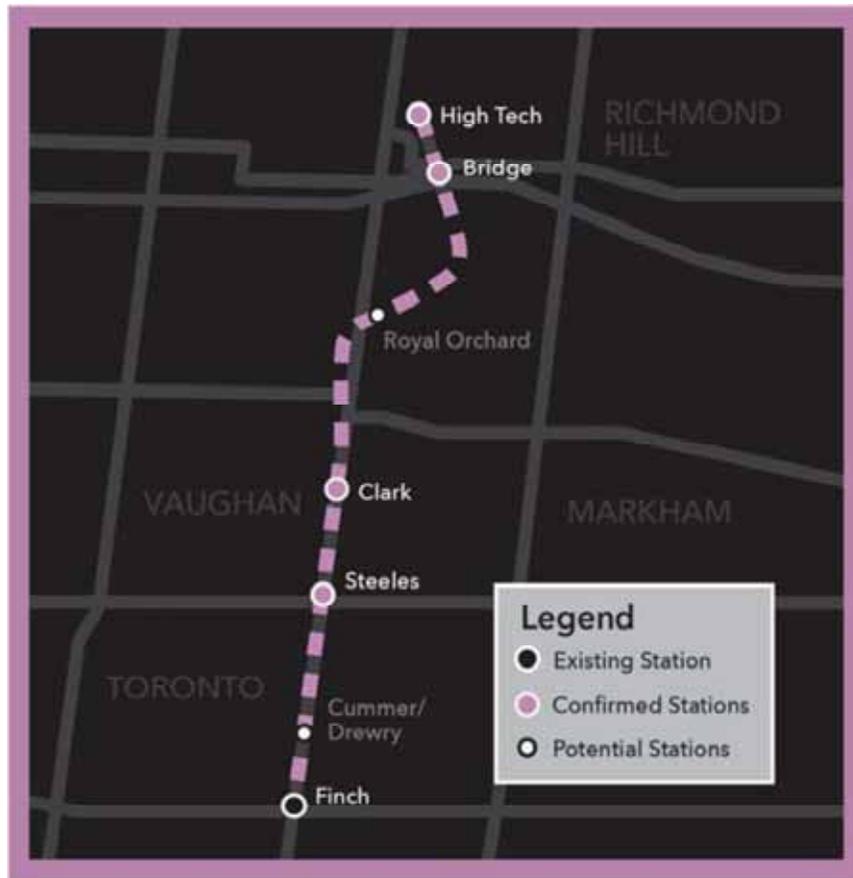


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Hiawatha First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized

where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Hiawatha First Nation. If Hiawatha First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Hiawatha First Nation apprised of the timing of these studies and will ensure that an opportunity to participate will be provided.

Metrolinx would appreciate any interest Hiawatha First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Hiawatha First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Hiawatha First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,
Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombycilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Butorides virescens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Myiocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SI - Rare throughout its range in the province.

S2 - Uncommon or vulnerable species

S4 - Apparently Secure Species

S5 - Secure Species

B - Breeding

N - Non-breeding

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region

Source:

X - Species reported in Ontario Breeding Bird Atlas (BSC et al. 2028).

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsinckia</i> sp.	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centauria stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convallaria majalis</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euanymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis</i> ssp. <i>pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris</i> ssp. <i>vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus</i> ssp. <i>strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+	+	
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+				X	X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes:

- Due to the high variability of plant common names, this species list has been sorted by scientific name.
- No plant species data is available for the southern end of Segment 1.
- Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
- Type I = Invasive; HI = Highly Invasive Adventive
- S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
 - SNA - Not applicable because the species is not a suitable target for conservation activities.
 - S4 - Apparently Secure Species
 - S5 - Secure Species
- L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
 - U – Uncommon
 - R – Rare
 - 1 – Greater Toronto Area
 - 2 – York Region
- L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
 - L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
 - L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
 - L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
 - L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
 - L5 = species that are considered secure throughout the region.
 - I+ = introduced species, not native to the Toronto region.
 - = L-Rank not assigned.
 - ? = Uncertainty
- ESA: Endangered Species Act, 2007
- SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 1M, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).*
- *• = Species reported by Explan 1G, in Oct. 2005, not previously reported by LGL (2009).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNRP to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
	Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site personnel should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [Lori Jeanne Bolduc](#); [REDACTED]
Cc: [REDACTED]; [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 4:55:00 PM
Attachments: [image001.png](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[YNSE DraftEPRAddendumTechnical Report HWN.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[REDACTED]

Dear Lori Jeanne,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

[REDACTED]

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]

From: [Dominic Ste-Marie](#)
To: [Indigenous Relations](#)
Cc: [Lori-Jeanne Bolduc](#); [Jean-Francois Richard](#); [Isabelle Lechasseur](#); [Marie-Sophie Gendron](#)
Subject: RE: EPR Addendum - Yonge North Subway Extension
Date: November 9, 2021 11:01:21 AM
Attachments: [image001.png](#)

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Kwe Jaimi,

Firstly, I would like to apologize for the delayed reply to your email, regarding the YNSE study area the Wendat Nation has a handful of sites within or really close to your project and a great many more sites around the project.

As you know we would like to be involved in all stages of all of your projects [REDACTED] and as such we would like to have a higher level meeting to have a clearer understanding of all your projects all at once as our team is fairly new to the Ontario files, I am also in need of a better understanding of what Metrolinx is as I believe I have not seen or heard of a similar organism. I believe we were meant to have a meeting on the 25th, can you confirm to me that this is indeed going to happen as it does not seem to appear on my calendar.

Tiawenhk chia' önenh
Dominic Ste-Marie

ATTENTION: Please note that Maxime Picard has a new position at the Huron-Wendat Nation Council and is no longer in charge of Ontario consultations. Any new consultation from Ontario must be sent to Mario Gros-Louis (mario.gros-louis@wendake.ca), Lori-Jeanne Bolduc (lori-jeanne.bolduc@wendake.ca) and Dominic Ste-Marie (dominic.ste-marie@wendake.ca).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Marie-Sophie Gendron (marie-sophie.gendron@wendake.ca), Isabelle Lechasseur (isabelle.lechasseur@wendake.ca) and Jean-François Richard (jean-francois.richard@wendake.ca).



October 28, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Huron-Wendat Nation. Metrolinx appreciates and respects that Huron-Wendat Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Huron-Wendat Nation's review and comment. Metrolinx shared a letter introducing the project with Huron-Wendat Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Huron-Wendat Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

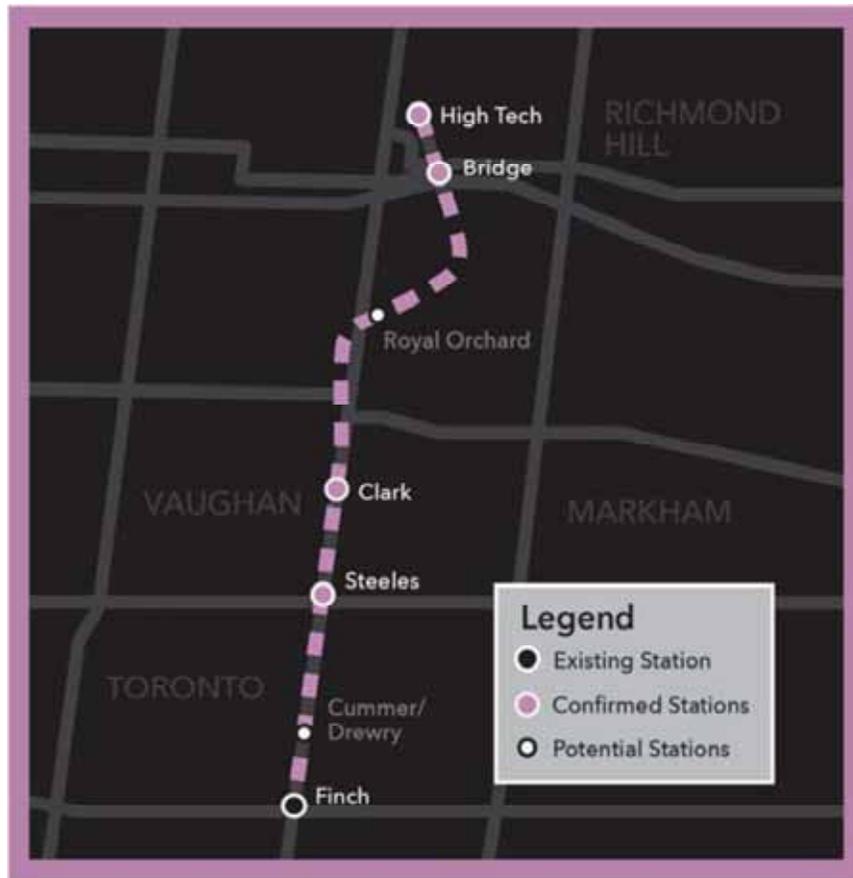


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Huron-Wendat Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized

where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Huron-Wendat Nation. If Huron-Wendat Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Huron-Wendat Nation apprised of the timing of these studies and will ensure that an opportunity to participate will be

provided. Metrolinx would appreciate any interest Huron-Wendat Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Huron-Wendat Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Huron-Wendat Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

Cc: Lori-Jeanne Bolduc, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax virens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S58	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S48	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S58	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S58	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S58	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S58	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S48	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S48	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S48	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S48	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S48	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S58	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S58	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S58	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S58	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S48	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S48	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S58	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Buteo virens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorrhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hylocichla ustellina</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SI - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S1 - Apparently Secure Species.

S2 - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (BSA) by BSC et al. 2020.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Appendix B: Table B-2

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoralis</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euronymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

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TECHNICAL ADVISORY SERVICES FOR THE
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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+	+	
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

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TECHNICAL ADVISORY SERVICES FOR THE
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Source

- From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 14, 2009).
- X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).
- + = Species reported by Explan 14, in Oct. 2005, not previously reported by LGL (2009).
- o = Species reported by TRCA through correspondence in Nov. 2024.

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Minimize impacts to riparian vegetation. Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNRP to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [REDACTED]; [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 5:00:32 PM
Attachments: [image001.png](#)
[Attachment 4.pdf](#)
[YNSE_DraftEPRAddendumTechnical Report_KNFN.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)

Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

We know that your First Nation does not have capacity as per emails received from Christopher Reid. We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Kawartha Nishnawbe First Nation. Metrolinx appreciates and respects that Kawartha Nishnawbe First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Kawartha Nishnawbe First Nation's review and comment. Metrolinx shared a letter introducing the project with Kawartha Nishnawbe First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Kawartha Nishnawbe First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

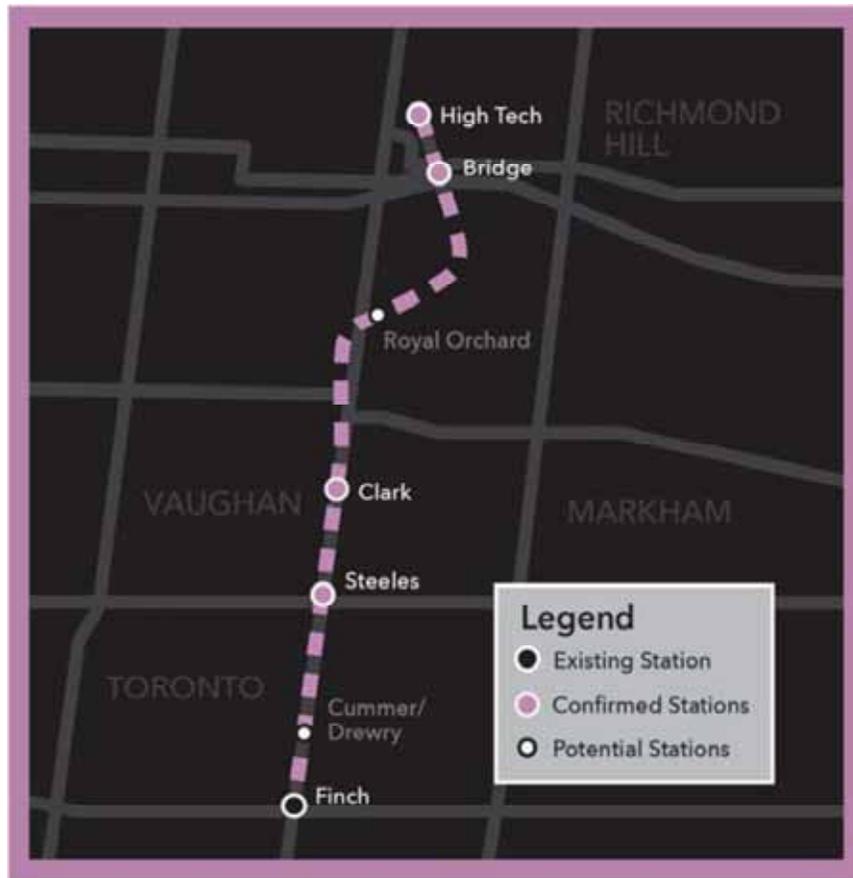


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Kawartha Nishnawbe First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch,

Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Kawartha Nishnawbe First Nation. If Kawartha Nishnawbe First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Kawartha Nishnawbe First Nation apprised of the timing of these studies and will ensure that an opportunity to participate will

be provided. Metrolinx would appreciate any interest Kawartha Nishnawbe First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Kawartha Nishnawbe First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Kawartha Nishnawbe First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Butorides virescens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X, +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X, +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2



TECHNICAL ADVISORY SERVICES FOR THE
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S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SJ - Rare throughout its range in the province.

SI - Uncommon or vulnerable species.

SJ - Apparently Secure Species.

SS - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (OBBA) (BSC et al. 2028).

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Appendix B: Table B-2

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Companula rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centauria stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoralis</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euanymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Galium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lysitrum solanaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	I	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	HI	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+		
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L-			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 1M, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).*
- *• = Species reported by Explan 1G, in Oct. 2005, not previously reported by LGL (2009).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Minimize impacts to riparian vegetation. Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNRP to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [\[REDACTED\]](#) [Julia Kun](#)
Subject: EPR Addendum Yonge North Subway Extension
Date: October 28, 2021 4:54:13 PM
Attachments: [imagef01.png](#)
[YNSE_DraftEPRAddendumTechnical Report_MCFN.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[\[REDACTED\]](#)

Dear Fawn,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

[REDACTED]

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Mississaugas of the Credit First Nation. Metrolinx appreciates and respects that Mississaugas of the Credit First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Mississaugas of the Credit First Nation's review and comment. Metrolinx shared a letter introducing the project with Mississaugas of the Credit First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Mississaugas of the Credit First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).



Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Mississaugas of the Credit First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Mississaugas of the Credit First Nation. If Mississaugas of the Credit First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Mississaugas of the Credit First Nation apprised of the timing of these studies and will ensure that an opportunity to participate will be provided. Metrolinx would appreciate any interest Mississaugas of the Credit First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Mississaugas of the Credit First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Mississaugas of the Credit First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Mark LaForme, Director, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx

Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Buteo virens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern, THR = Threatened, END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SI - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S1 - Apparently Secure Species.

S2 - Secure Species.

B - Breeding.

N - Non-birding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (BSA) at 2020.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Caladine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoris</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euanymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra</i> ssp. <i>rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Galium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis</i> sp.	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+		
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
 No plant species data is available for the southern end of Segment 1.
 Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
 Type I = Invasive; HI = Highly Invasive Adventive
 S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
 SNA - Not applicable because the species is not a suitable target for conservation activities.
 S4 - Apparently Secure Species
 S5 - Secure Species
 L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
 U – Uncommon
 R – Rare
 L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020:
 L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
 L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
 L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
 L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
 L5 = species that are considered secure throughout the region.
 I+ = introduced species, not native to the Toronto region.
 - = L-Rank not assigned.
 ? = Uncertainty
 ESA: Endangered Species Act, 2007
 SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- *Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report* (Ecoplans Ltd. 2009).
- X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196th Avenue (2009) (field survey).
- = Species reported by Ecoplans Ltd. in Oct. 2005, not previously reported by LGL (2009).
- o = Species reported by TRCA through correspondence in Nov. 2024.

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Minimize impacts to riparian vegetation. Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNRP to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site personnel should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 5:01:16 PM
Attachments: [image001.png](#)
[Attachment 4.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[YNSE_DraftEPRAddendumTechnical_Report_MNO.pdf](#)

Dear Sir/Madam,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.



If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
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October 28, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Delivered by Email

Dear Sir/Madam,

RE: Yonge North Subway Extension – Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Métis Nation of Ontario. Metrolinx appreciates and respects that Métis Nation of Ontario should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Métis Nation of Ontario's review and comment. Metrolinx shared a letter introducing the project with Métis Nation of Ontario on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Métis Nation of Ontario on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

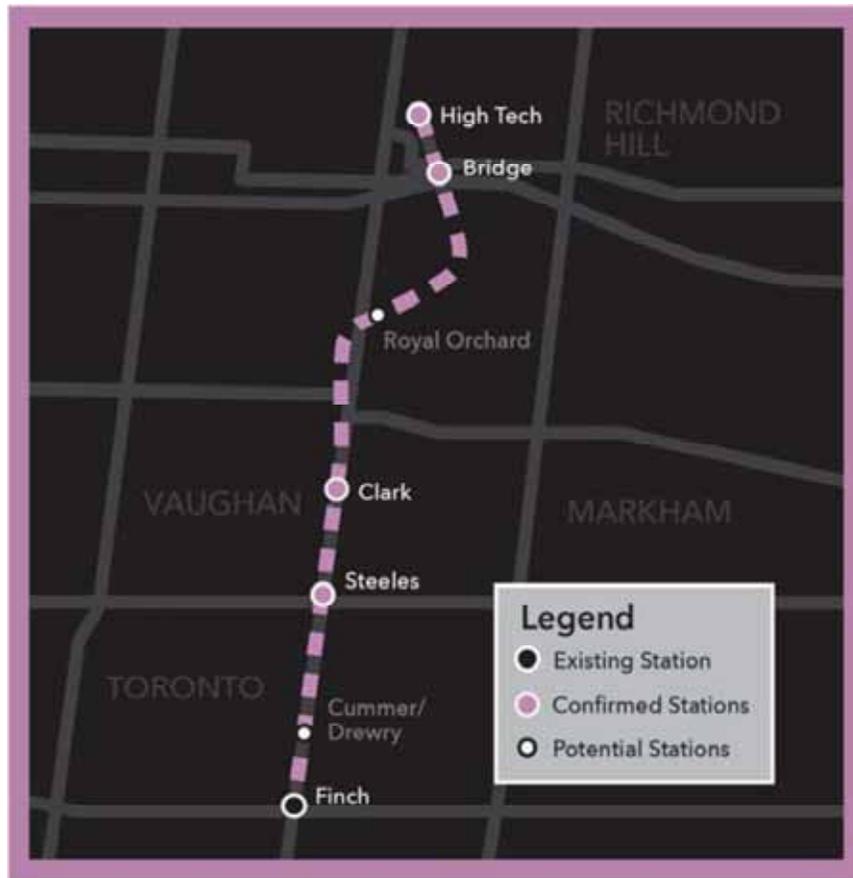


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Métis Nation of Ontario for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized

where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Métis Nation of Ontario. If Métis Nation of Ontario has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Métis Nation of Ontario apprised of the timing of these studies and will ensure that an opportunity to participate will be

provided. Metrolinx would appreciate any interest Métis Nation of Ontario may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Métis Nation of Ontario may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Métis Nation of Ontario may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

Cc: Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set
Attachment 2: Bird Species List
Attachment 3: Vegetation Species List
Attachment 4: Natural Environment Mitigation

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₀	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₀	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Buteo virens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern, THR = Threatened, END = Endangered

Appendix B: Table B-2



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SI - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

SI - Apparently Secure Species.

SS - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (OBSC) et al. 2028.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Appendix B: Table B-2

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

Appendix B: Table B-1

TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoralis</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euronymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra</i> ssp. <i>rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis</i> sp.	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+		
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Perithaenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X	X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+	+	
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- *From: Authority Submission Conceptual Design and Functional Planning Study, Natural Environment Report (Explan 1M, 2009).*
- *X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196A Avenue/Gerrard Road, Individual Environmental Assessment (screened during 2003 field survey).*
- *• = Species reported by Explan 1G, in Oct. 2005, not previously reported by LGL (2009).*
- *o = Species reported by TRCA through correspondence in Nov. 2024.*

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNR to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [Monica Sanford](#); [REDACTED]; [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Michael Thoms](#); [Stephen Collins](#); [Nikhil Lobo](#)
Subject: EPR Addendum - Yonge North Subway Extension
Date: October 28, 2021 4:43:23 PM
Attachments: [image001.png](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[YNSE_DraftEPRAddendumTechnical_Report_MSIFN.pdf](#)
[Attachment 1.pdf](#)
[YNSE_DraftEPRAddendumTechnical_Report_MSIFN.pdf](#)

Dear Chief LaRocca,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



October 28, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

RE: Yonge North Subway Extension – Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Mississaugas of Scugog Island First Nation. Metrolinx appreciates and respects that Mississaugas of Scugog Island First Nation should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Mississaugas of Scugog Island First Nation’s review and comment. Metrolinx shared a letter introducing the project with Mississaugas of Scugog Island First Nation on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Mississaugas of Scugog Island First Nation on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC’s Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

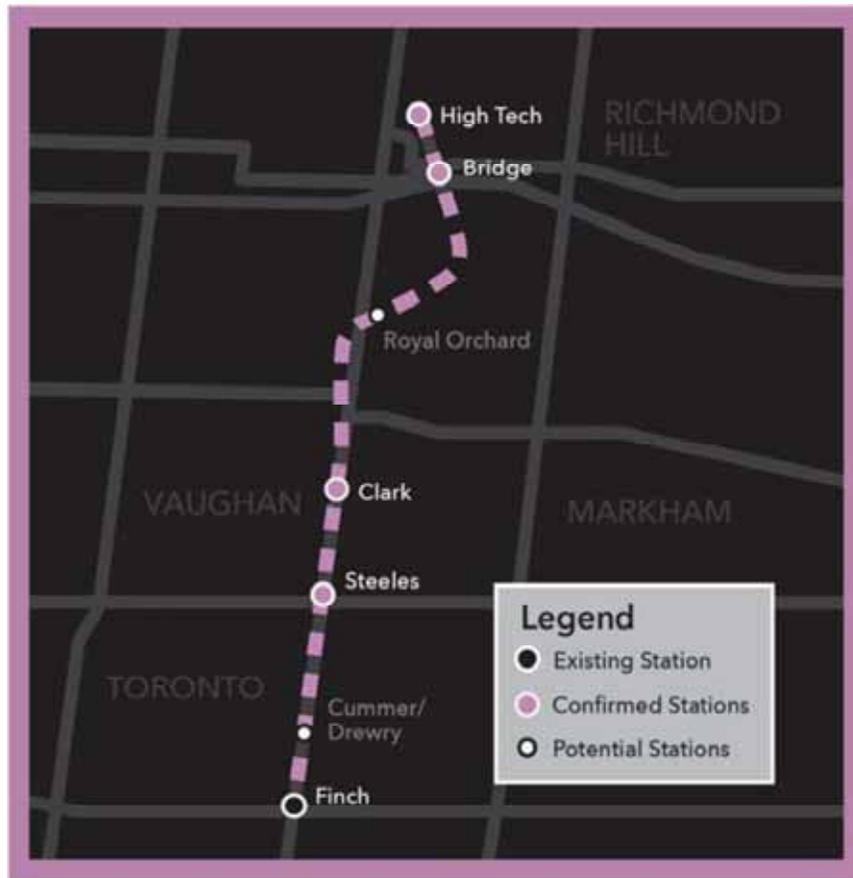


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Mississaugas of Scugog Island First Nation for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch,

Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Mississaugas of Scugog Island First Nation. If Mississaugas of Scugog Island First Nation has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Mississaugas of Scugog Island First Nation apprised of the timing of these studies and will ensure that an opportunity to

participate will be provided. Metrolinx would appreciate any interest Mississaugas of Scugog Island First Nation may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Mississaugas of Scugog Island First Nation may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Mississaugas of Scugog Island First Nation may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,

Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigations

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₊	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₊	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Butorides virescens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X ₁ +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hyalocichla ustulata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X ₁ +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2



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S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SI - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S1 - Apparently Secure Species.

S2 - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, especially scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (OBSC) et al. 2028.

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Appendix B: Table B-2

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				○	X, ○
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					○
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

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TECHNICAL ADVISORY SERVICES FOR THE
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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nigshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoris</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Eunymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

Appendix B: Table B-1

SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+		
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Periboenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+		X	X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4			O		
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+			X		
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+		
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+		X	X, +	+	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
 No plant species data is available for the southern end of Segment 1.
 Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
 Type I = Invasive; HI = Highly Invasive Adventive
 S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
 SNA - Not applicable because the species is not a suitable target for conservation activities.
 S4 - Apparently Secure Species
 S5 - Secure Species
 L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
 U – Uncommon
 R – Rare
 L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020:
 L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
 L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
 L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
 L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
 L5 = species that are considered secure throughout the region.
 I+ = introduced species, not native to the Toronto region.
 - = L-Rank not assigned.
 ? = Uncertainty
 ESA: Endangered Species Act, 2007
 SARA: Species at Risk Act, 2002

Appendix B: Table B-1



TECHNICAL ADVISORY SERVICES FOR THE
YONGE NORTH SUBWAY EXTENSION EPR ADDENDUM
DRAFT NATURAL ENVIRONMENT EXISTING CONDITIONS & IMPACT ASSESSMENT REPORT

Source

- Yonge Authority. *Yonge Station Conceptual Design and Functional Planning Study: Natural Environment Report* (Explan 1M, 2009).
- X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196th Avenue (2009) (filed in 1009).
- + = Species reported by Explan 1G in Oct. 2005, not previously reported by LGL (2009).
- 0 = Species reported by TRCA through correspondence in Nov. 2024.

Appendix B: Table B-1

Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNRP to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [Mark B. Hill](#); [Dawn LaForme](#); [Tanya Hill-Montour](#); [Robin Vanstone](#); [Dawn Russell](#); [James Francis](#); [Kaylin Barnes](#); [Jessica Neto](#); [Nikhil Lobo](#); [Stephen Collins](#); [Julia Kun](#)
Subject: EPR Addendum Yonge North Subway Extension
Date: October 28, 2021 4:58:48 PM
Attachments: [imagef01.png](#)
[YNSE_DraftEPRAddendumTechnical Report_SNGR.pdf](#)
[Attachment 1.pdf](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[Attachment 4.pdf](#)
[REDACTED]

Dear Lonny and Team,

Metrolinx continues to progress its environmental studies for the Yonge North Subway Extension (YNSE) project.

Attached you will find a letter outlining the Draft Environmental Project Report (EPR) Addendum and the draft technical studies for the YNSE TPAP. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

[REDACTED]

We ask that your Nation provide any comments no later than **December 9, 2021**.

[REDACTED]

[REDACTED]

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,
Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
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[REDACTED]



October 28, 2021

Chief Mark Hill
c/o Lonny Bomberry, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberry,

RE: Yonge North Subway Extension - Confidential Draft Environmental Project Report and Technical Reports (Natural Environment and Stage 1 Archeological Assessment)

Metrolinx seeks to continue to build a strong and meaningful relationship with Six Nations of the Grand River. Metrolinx appreciates and respects that Six Nations of the Grand River should be appropriately informed and aware of projects. The purpose of this letter is to share the Yonge North Subway Extension (YNSE) Draft Environmental Project Report (EPR) Addendum and the associated draft technical environmental studies for Six Nations of the Grand River's review and comment. Metrolinx shared a letter introducing the project with Six Nations of the Grand River on March 22, 2021. [MCFN/CLFN ONLY] Following a Project introduction meeting on May 4/May 25, MCFN/CLFN also received a letter inviting participation in Natural Environment field work on May 25, 2021. We continue to welcome any interest in engagement with Six Nations of the Grand River on this project.

Project Description

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the YNSE. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the TTC's Line 1. Four stations have been confirmed with two additional stations under review. These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

The project will reduce travel time between York Region and downtown Toronto by as much as 22 minutes and support growing neighbourhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website:

[Metrolinx.com/YongeSubwayExt](https://www.metrolinx.com/YongeSubwayExt).

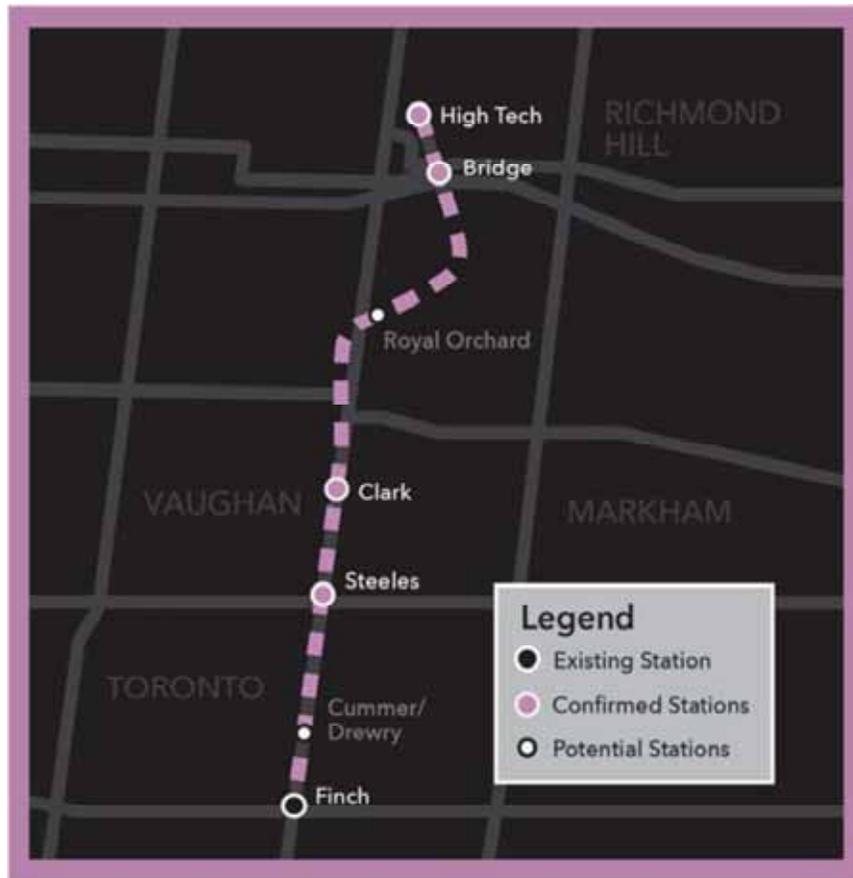


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Transit Project Assessment Process

An Environmental Project Report (EPR) was completed for the YNSE in accordance with the Transit Project Assessment Process (TPAP) in 2009. An Addendum to the 2009 EPR was undertaken in 2014 to assess design changes, including a train storage facility. Since the completion of these reports, several changes have been proposed to the project. An EPR Addendum is underway to assess the proposed changes, pursuant to Section 15 of Ontario Regulation 231/08 (O.Reg. 231/08). The EPR Addendum is also being carried out to meet Section 16 of O. Reg. 231/08 requirements, given lapse of time since completion of the EPR in 2009.

As part of the TPAP Consultation Process, Metrolinx is circulating the draft EPR Addendum and draft technical reports for YNSE to Six Nations of the Grand River for review and comment.

Natural Environment

The draft EPR Addendum and draft technical reports assess existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch,

Pomona Creek and German Mills Creek. As design progresses, impacts will be minimized where possible. Details can be found in the draft technical reports, available to download by the link provided in this email. Please find a brief summary below of findings of field studies:

Aquatic Environment

- I. Watercourses observed within the Study Area provide suitable habitat for Coldwater and Warmwater fish species (i.e., Blacknose Dace, White Sucker and Bluntnose Minnow)
- II. In-water works for the YNSE project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and near-water construction activities, including the use of industrial equipment, excavation activities, and implementation of erosion and sediment control measures include:
 - a. Introduction of sediments and/or other deleterious substances to the watercourse
 - b. Erosion and sedimentation due to the operation of machinery and exposure of soils
 - c. Removal or impacts to wetland, aquatic and riparianMitigation measures for these potential impacts are outlined in **Attachment 4**.
- III. No in water works or impacts are expected at the Don River East Branch or Pomona Creek, due to deep tunneling 10-30 metres below these watercourses.

Terrestrial Environment

- I. No Species at Risk (SAR) vegetation communities have been observed in the Study Area during initial field investigations; however, a Butternut tree is noted within Segment 3 of the Study Area, near the intersection of Yonge St. and High Tech Road.
- II. 44 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments
- III. 116 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. 65 vegetation species were recorded in Segment 1, 127 in Segment 2 and 95 in Segment 3; the vegetation species list can be found in **Attachment 3**
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no direct or indirect impacts identified at this time for Species at Risk (SAR). Assessment will continue as design progresses.

The following species were noted in the field investigations undertaken within the Study Area:

- I. Barn Swallows (Threatened):
 - a. Confirmed to be foraging within the study area
 - b. Bridges, culverts and buildings may provide habitat within the Study Area
- II. Chimney Swift (Threatened):
 - a. Confirmed to be flying over the Study Area
 - b. Locations of potential habitable chimneys will be confirmed as known property impacts are refined
- III. Bats (Species Unknown):
 - a. Segment 1 - 1 bat (species unknown) observed during field investigations
 - b. Segment 2 - 2 bats (species unknown) were observed during field investigations
 - c. Segment 3 - no bats observed during field investigations
- IV. Butternut
 - a. Butternut is confirmed to occur in Segment 3 of the Study Area. At this time no impacts are anticipated, however mitigation measures are provided in **Attachment 4**.

Impacts and Mitigation Measures

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the draft EPR Addendum that may be of interest to Six Nations of the Grand River. If Six Nations of the Grand River has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment (AA) is included in this review package. The Stage 1 AA assessed all lands within the Study Area for the YNSE. The Study Area extends the entire length of the Project's alignment, from the existing Finch Station to the Train Storage Facility at Moonlight Lane.

A summary of the findings of the Stage 1 AA is as follows:

- 1) Approximately 57 ha (87%) of the Study Area has low archaeological potential due to disturbance and requires no further Archaeological Assessment
- 2) Approximately 7.2 ha (11%) of the Study Area has been previously assessed and requires no further Archaeological Assessment
- 3) Approximately 1.2 ha (2%) of the Study Area retains archaeological potential and must be subject to Stage 2 Archaeological Assessment using test pit survey or mechanical trenching, prior to construction, if these areas are anticipated to be disturbed.

Stage 2 AA field work may be required. Metrolinx will keep Six Nations of the Grand River apprised of the timing of these studies and will ensure that an opportunity to participate will

be provided. Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the Stage 2 Fieldwork.

Engagement

Metrolinx would appreciate any comments that Six Nations of the Grand River may have in relation to the YNSE and the draft EPR Addendum. Please provide comments in writing by December 9, 2021.

We are happy to address any questions that Six Nations of the Grand River may have about this project. If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx would like to note that the information found in these reports is sensitive in nature as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public. Metrolinx requests that the content of these draft documents remains confidential at this time. Any inquiries related to the report or project should be directed to Metrolinx.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,



Julia Kun
Project Manager, Environmental Programs and Assessment, Metrolinx

cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
Indigenous Relations Office, Metrolinx
James Francis, Manager, Environmental Programs and Assessment, Metrolinx
Kaylin Barnes, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment,

Metrolinx
Stephen Collins, Program Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx

Encl.:

Attachment 1: Ecological Land Classification Figure Set

Attachment 2: Bird Species List

Attachment 3: Vegetation Species List

Attachment 4: Natural Environment Mitigations

Table B-2 Bird Species Reported in the Vicinity of the YNSE Project Study Area in the Ontario Breeding Bird Atlas and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Empidonax vireescens</i>	Acadian Flycatcher	S2536	L3	END	END	X	X	X
<i>Empidonax alnorum</i>	Alder Flycatcher	S5B	L4			X	X	X
<i>Botaurus lentiginosus</i>	American Bittern	S4B	L3			X	X	X
<i>Anas rubripes</i>	American Black Duck	S4	L3			X	X	X
<i>Corvus brachyrhynchos</i>	American Crow	S5B	L5			X	X, O	X
<i>Spinus tristis</i>	American Goldfinch	S5B	L5			X, +	X, O, +	X, +
<i>Falco sparverius</i>	American Kestrel	S4	L4			X	X	X
<i>Setophaga ruticilla</i>	American Redstart	S5B	L4			X	X	X
<i>Turdus migratorius</i>	American Robin	S5B	L5			X, +	X, O, +	X, +
<i>Scelopax minor</i>	American Woodcock	S4B	L3			X	X	X
<i>Icterus galbula</i>	Baltimore Oriole	S4B	L5			X	X, O	X
<i>Piparia riparia</i>	Bank Swallow	S4B	L3	THR	THR	X	X	X
<i>Hirundo rustica</i>	Barn Swallow	S4B	L4	THR	THR	X	X	X, +
<i>Strix varia</i>	Barred Owl	S5	L2			X	X	X
<i>Megascops alcyon</i>	Belted Kingfisher	S4B	L4			X	X	X
<i>Mniotilta varia</i>	Black-and-white Warbler	S5B	L2			X	X	X
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	S5B	L3			X	X	X
<i>Poocile atricapillus</i>	Black-tapped Chickadee	S5	L5			X, +	X, O	X, +
<i>Setophaga caerulescens</i>	Black-throated Blue Warbler	S5B	L3			X	X	X
<i>Setophaga virens</i>	Black-throated Green Warbler	S5B	L3			X	X	X
<i>Cyanocitta cristata</i>	Blue Jay	S5	L5			X, +	X	X, +
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	S4B	L4			X	X	X
<i>Dolichonyx oryzivorus</i>	Bobolink	S4B	L3	THR	THR	X	X	X
<i>Certhia americana</i>	Brown Creeper	S5B	L4			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Toxostoma rufum</i>	Brown Thrasher	S4B	L3			X	X	X
<i>Molothrus ater</i>	Brown-headed Cowbird	S4B	L5			X	X	X ₊
<i>Branta canadensis</i>	Canada Goose	S5	L5			X	X	X ₊
<i>Thryothorus ludovicianus</i>	Carolina Wren	S4	L4			X		
<i>Bombicilla cedrorum</i>	Cedar Waxwing	S5B	L5			X	X ₀	X
<i>Setophaga pensylvanica</i>	Chestnut-sided Warbler	S5B	L3			X	X	X
<i>Chaetura pelagica</i>	Chimney Swift	S4B,S4N	L4	THR	THR	X	X	X
<i>Spizella passerina</i>	Chipping Sparrow	S5B	L5			X	X	X
<i>Petrochelidon pyrrhonota</i>	Cliff Swallow	S4B	L5			X	X	X
<i>Quiscalus quiscula</i>	Common Grackle	S5B	L5			X ₊	X	X ₊
<i>Chordeiles minor</i>	Common Nighthawk	S4B	L3	SC	THR	X		
<i>Geothlypis trichas</i>	Common Yellowthroat	S5B	L4			X	X	X
<i>Accipiter cooperii</i>	Cooper's Hawk	S4	L4			X	X	X
<i>Phalacrocorax auritus</i>	Double-crested Cormorant	S5B	L3			+		
<i>Picoides pubescens</i>	Downy Woodpecker	S5	L5			X	X ₀	X
<i>Sialia sialis</i>	Eastern Bluebird	S5B	L4			X		
<i>Tyrannus tyrannus</i>	Eastern Kingbird	S4B	L4			X	X	X ₊
<i>Sturnella magna</i>	Eastern Meadowlark	S4B	L3	THR	THR	X	X	X
<i>Sayornis phoebe</i>	Eastern Phoebe	S5B	L5			X	X	X
<i>Megascops asio</i>	Eastern Screech-Owl	S4	L3			X	X	X
<i>Pipilo erythrophthalmus</i>	Eastern Towhee	S4B	L3			X	X	X
<i>Contopus virens</i>	Eastern Wood-Pewee	S4B	L4	SC	SC	X	X	X
<i>Sturnus vulgaris</i>	European Starling	SNA	L+			X ₊	X	X ₊
<i>Spizella pusilla</i>	Field Sparrow	S4B	L4			X	X	X
<i>Anas strepera</i>	Gadwall	S4	L4			X	X	X
<i>Regulus satrapa</i>	Golden-crowned Kinglet	S5B	L3			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Dumetella carolinensis</i>	Gray Catbird	S4B	L4			X, +	X, O, +	X
<i>Ardea herodias</i>	Great Blue Heron	S4	L3			+		
<i>Myiarchus crinitus</i>	Great Crested Flycatcher	S4B	L4			X	X	X
<i>Bubo virginianus</i>	Great Horned Owl	S4	L4			X	X	X
<i>Buteo virens</i>	Green Heron	S4B	L4			X	X	X
<i>Picoides villosus</i>	Hairy Woodpecker	S5	L4			X	X	X
<i>Lophodytes cuculatus</i>	Hooded Merganser	S5B, S5N	L3			X		
<i>Eremophila alpestris</i>	Horned Lark	S5B	L3			X	X	X
<i>Haemorhous mexicanus</i>	House Finch	SNA	L+			X, +	X	X
<i>Passer domesticus</i>	House Sparrow	SNA	L+			X, +	X, O	X, +
<i>Troglodytes aedon</i>	House Wren	S5B	L5			X	X, +	X
<i>Passerina cyanea</i>	Indigo Bunting	S4B	L4			X	X	X
<i>Chondestes vociferus</i>	Killdeer	S5B, S5N	L4			X	X	X, +
<i>Empidonax minimus</i>	Least Flycatcher	S4B	L3			X	X	X
<i>Asio otus</i>	Long-eared Owl	S4	L3			X	X	X
<i>Anas platyrhynchos</i>	Mallard	S5	L5			X	X	X, +
<i>Zenaidura macroura</i>	Mourning Dove	S5	L5			X, +	X	X, +
<i>Geothlypis philadelphia</i>	Mourning Warbler	S4B	L3			X	X	X
<i>Oreothlypis ruficapilla</i>	Nashville Warbler	S5B	L3			X	X	X
<i>Cardinalis cardinalis</i>	Northern Cardinal	S5	L5			X, +	X, O, +	X, +
<i>Colaptes auratus</i>	Northern Flicker	S4B	L4			X	X	X
<i>Circus hudsonius</i>	Northern Harrier	S4B	L2			X	X	X
<i>Mimus polyglottos</i>	Northern Mockingbird	S4	L4			X, +	X	X
<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow	S4B	L4			X	X	X, +
<i>Parkesia noveboracensis</i>	Northern Waterthrush	S5B	L3			X	X	X
<i>Icterus spurius</i>	Orchard Oriole	S4B	L5			X	X	X

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Seturus auricapilla</i>	Ovenbird	S4B	L2			X	X	X
<i>Falco peregrinus</i>	Peregrine Falcon	S3B	L4	SC		X		
<i>Podilymbus podiceps</i>	Pied-billed Grebe	S4B, S4N	L3			X	X	X
<i>Dryocopus pileatus</i>	Pileated Woodpecker	S5	L3			X	X	X
<i>Setophaga pinus</i>	Pine Warbler	S5B	L4			X	X	X
<i>Progne subis</i>	Purple Martin	S3S4B	L4			X		
<i>Melanerpes carolinus</i>	Red-bellied Woodpecker	S4	L5			X	X	X
<i>Sitta canadensis</i>	Red-breasted Nuthatch	S5	L4			X	X, O	X, +
<i>Vireo olivaceus</i>	Red-eyed Vireo	S5B	L4			X	X, O	X
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	S4B	L3	SC	THR	X	X	X
<i>Buteo jamaicensis</i>	Red-tailed Hawk	S5	L5			X, +	X, O	X
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	S4	L5			X, +	X, +	X, +
<i>Larus delawarensis</i>	Ring-billed Gull	S5B, S4N	L4			+		
<i>Phasianus colchicus</i>	Ring-necked Pheasant	SNA	L+			X	X	X
<i>Columba livia</i>	Rock Pigeon	SNA	L+			X, +	X	X, +
<i>Phaethicus ludovicianus</i>	Rose-breasted Grosbeak	S4B	L4			X	X	X
<i>Archilochus colubris</i>	Ruby-throated Hummingbird	S5B	L4			X	X	X
<i>Bonasa umbellus</i>	Ruffed Grouse	S4	L2			X	X	X
<i>Passerculus sandwichensis</i>	Savannah Sparrow	S4B	L4			X	X	X, +
<i>Piranga olivacea</i>	Scarlet Tanager	S4B	L3			X	X	X
<i>Accipiter striatus</i>	Sharp-shinned Hawk	S5	L3			X	X	X
<i>Melospiza melodia</i>	Song Sparrow	S5B	L5			X, +	X, O	X, +
<i>Porzana carolina</i>	Sora	S4B	L3			X	X	X
<i>Actitis macularia</i>	Spotted Sandpiper	S5	L4			X	X	X
<i>Melospiza georgiana</i>	Swamp Sparrow	S5B	L4			X	X	X
<i>Tachycineta bicolor</i>	Tree Swallow	S4B	L4			X	X	X, +

Appendix B: Table B-2

SCIENTIFIC NAME	COMMON NAME	S-RANK	TRCA L-RANK	ESA	SARA	2023 EPR Addendum Study Area Segment Associated with Report		
						1	2	3
<i>Cathartes aura</i>	Turkey Vulture	S5B	L5			X	X	X
<i>Catharus fuscescens</i>	Veery	S4B	L2			X	X	X
<i>Pooecetes gramineus</i>	Vesper Sparrow	S4B	L3			X	X	X
<i>Vireo gilvus</i>	Warbling Vireo	S5B	L5			X	X	X, +
<i>Sitta carolinensis</i>	White-breasted Nuthatch	S5	L4			X	X	X
<i>Zonotrichia albicollis</i>	White-throated Sparrow	S5B	L3			X	X	X
<i>Empidonax traillii</i>	Willow Flycatcher	S5B	L4			X	X	X
<i>Gallinago delicata</i>	Wilson's Snipe	S5B	L2			X		
<i>Troglodytes hiemalis</i>	Winter Wren	S5B	L3			X	X	X
<i>Aix sponsa</i>	Wood Duck	S5	L4			X	X	X
<i>Hylocichla ustellata</i>	Wood Thrush	S4B	L3	SC	THR	X	X	X
<i>Setophaga petechia</i>	Yellow Warbler	S5B	L5			X	X	X, +
<i>Sphyrapicus varius</i>	Yellow-bellied Sapsucker	S5B	L3			X	X	X
<i>Vireo flavifrons</i>	Yellow-throated Vireo	S4B	L3			X	X	X

Notes

The division of grid ID 17P24 and grid ID 17P25 is at the intersection of Yonge Street and Goulding Avenue (approximately 100m south of Newton Drive). As such, Segment 1 is partially within grid ID 17P24 and partially within grid ID 17P25.

ESA: Endangered Species Act, 2007; SARA: Species at Risk Act, 2002

SC = Special Concern; THR = Threatened; END = Endangered

Appendix B: Table B-2

S-Rank: The Natural Heritage provincial ranking system (provincial S-rank) is used by the MNRF to set protection priorities for rare species and natural communities.

SMA - Not applicable because the species is not a suitable target for conservation activities.

SI - Rare throughout its range in the province.

SU - Uncommon or vulnerable species.

S1 - Apparently Secure Species.

S2 - Secure Species.

B - Breeding.

N - Non-breeding.

Toronto and Region Conservation Authority (TRCA) Rank as provided by TRCA's Fauna Ranks and Scores for TRCA Jurisdiction, 2020.

L1 - Species of Regional Conservation Concern, regionally scarce due to either accidental occurrence or extreme sensitivity to human impacts.

L2 - Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.

L3 - Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.

L4 - Species of Urban Concern, occur throughout the region but could show declines if urban impacts are not mitigated effectively.

L5 - species that are considered secure throughout the region.

L+ - introduced species, not native to the Toronto region.

Source:

X - Species reported in Ontario Breeding Bird Atlas (OBBA) (BSC et al. 2020).

B - Species reported by TRCA through correspondence in Nov. 2020.

+ - Species observed during One+ 2021 field investigations.

Table B-1 Plant Species Observed within the YNSE Project Study Area During 2005 and 2008 Field Surveys and as Reported by TRCA

SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Abies</i> sp.	Fir sp.		-	-					+
<i>Acer negundo</i>	Manitoba Maple	I	S5	L+7			X	X	X
<i>Acer platanoides</i>	Norway Maple	I	SNA	L+			X	X	X
<i>Acer saccharinum</i>	Silver Maple		S5	L4				Ø	X, Ø
<i>Acer saccharum</i>	Sugar Maple		S5	L5					X
<i>Achillea millefolium</i>	Common Yarrow	I	SMA	L+			X		X
<i>Actaea rubra</i>	Red Baneberry		S5	L5					
<i>Aesculus hippocastanum</i>	Horse Chestnut	I	SMA	L+				X	
<i>Agrostis gigantea</i>	Redtop	HI	SNA	L+			X		
<i>Alliaria petiolata</i>	Garlic Mustard	HI	SNA	L+			X	X	X
<i>Ambrosia artemisiifolia</i>	Annual Ragweed		S5	L5				X	
<i>Amsincher sp.</i>	Serviceberry Species		-	-			X	X	+
<i>Aralia nudicaulis</i>	Wild Sarsaparilla		S5	L5					X
<i>Arctium minus</i>	Common Burdock	I	SMA	L+			X		
<i>Arisaema triphyllum</i>	Jack-in-the-pulpit		S5	L5					X
<i>Asclepias syriaca</i>	Kansas Milkweed		S5	L5			X	X, +	X
<i>Betula papyrifera</i>	Paper Birch		S5	L4					Ø
<i>Bidens frondosa</i>	Devil's Beggar-ticks		S5	L5			X		
<i>Bromus inermis</i>	Awnless Brome		SMA	L+			X	X	X
<i>Bromus tectorum</i>	Chest Grass	I	SMA	L+			X	X	X
<i>Composita rapunculoides</i>	Creeping Bellflower	I	SMA	L+			X	+	
<i>Carex laxiflora</i>	Loose-flowered Sedge		S5	U1, U2, L4				X	
<i>Celtis occidentalis</i>	Common Hackberry		S4	R1, L+					+
<i>Centaurea stoebe</i>	Spotted Knapweed		SNA	L+			X		
<i>Chelidonium majus</i>	Greater Celadine	I	SNA	L+				X	
<i>Chenopodium album</i>	White Goosefoot	I	SMA	L+			X	X	X
<i>Cichorium intybus</i>	Chicory	I	SMA	L+			X	X	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	I-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Cicuta maculata</i>	Spotted Water-hemlock		S5	U2, L5			X		
<i>Circaea canadensis</i>	Broad-leaved Enchanter's Nighshade		S5	L5				X	X
<i>Cirsium arvense</i>	Canada Thistle	HI	SNA	L+			X	X, +	+
<i>Convolvulus majoris</i>	European Lily-of-the-valley	I	SNA	L+				X	+
<i>Cornus alternifolia</i>	Alternate-leaf Dogwood		S5	L5				X	+
<i>Cornus alba</i>	Silky Dogwood		S5	L4				O	
<i>Cornus rugosa</i>	Roundleaf Dogwood		S5	L4				X	
<i>Cornus sericea</i>	Red-osier Dogwood		S5	L5				X, +	+
<i>Daucus carota</i>	Wild Carrot	I	SNA	L+			X	X	X
<i>Dipsacus fullonum</i>	Fuller's Teasel		SNA	L+			X		
<i>Echinocystis lobata</i>	Wild Mock-cucumber		S5	L5					X
<i>Echium vulgare</i>	Viper's Bugloss	I	SNA	L+			X		
<i>Elaeagnus angustifolia</i>	Russian Olive	I	SNA	L+				+	+
<i>Eleocharis compressa</i>	Flat-stemmed Spike-rush		S4	-			X		
<i>Elymus canadensis</i>	Canada Wild-rye		S5	L4				O	
<i>Elymus repens</i>	Creeping Wild-rye	I	SNA	L+				X	X
<i>Elymus virginicus var. virginicus</i>	Virginia Wild-rye		S5	U2, L5					X
<i>Equisetum arvense</i>	Field Horsetail		S5	L5			X	+	
<i>Erigeron annuus</i>	White-top Fleabane		S5	L5			X		
<i>Erigeron canadensis</i>	Canada Horseweed		S5	L5				X	
<i>Erigeron philadelphicus</i>	Philadelphia Fleabane		S5	L5			X		
<i>Erysimum cheiranthoides</i>	Wormseed Wallflower	I	S5	L+				X	
<i>Euanymus europaeus</i>	European Spindle-tree		SNA	L+				+	
<i>Eupatorium perfoliatum</i>	Boneset		S5	L5				O	
<i>Fagus grandifolia</i>	American Beech		S4	L4				O	
<i>Fallopia convolvulus</i>	Black Bindweed		SNA	L+				X	
<i>Fallopia japonica</i>	Japanese Knotweed	I	SNA	L+				+	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Festuca rubra ssp. rubra</i>	Red Fescue	I	SNA	L+			X	X	X
<i>Fragaria virginiana</i>	Virginia Strawberry		S5	L5			X		
<i>Fraxinus americana</i>	White Ash		S4	L5			X		
<i>Fragaria pennsylvanica</i>	Green Ash		S4	L5				+	
<i>Gallium verum</i>	Yellow Spring Bedstraw	I	SNA	L+				+	+
<i>Geum alepicum</i>	Yellow Avens		S5	L5			X		
<i>Geum urbanum</i>	Wood Avens	I	SNA	L+				X	X
<i>Glechoma hederacea</i>	Ground Ivy	I	SNA	L+				X, +	
<i>Hackelia virginiana</i>	Virginia Stickseed		S5	U1, R2, L5				+	X
<i>Hamamelis virginiana</i>	American Witch-hazel		S5	U2, L3					+
<i>Hedera helix</i>	English Ivy	I	SNA	L+				+	
<i>Helianthus tuberosus</i>	Jerusalem Artichoke		SU	L5				+	
<i>Hemerocallis sp.</i>	Daylily sp.		-	-				+	
<i>Hesperis matronalis</i>	Dame's Rocket	I	SNA	L+				+	X
<i>Hieracium pilosella</i>	Glaucous King-devil	I	SNA	L+			X		
<i>Hypericum perforatum</i>	A St. John's-wort	I	SNA	L+			X	X	X
<i>Impatiens capensis</i>	Spotted Jewel-weed		S5	L5				+	X
<i>Juglans nigra</i>	Black Walnut		S4	R2, L5				X	X
<i>Juncus torreyi</i>	Torrey's Rush		S5	L5				X	
<i>Juniperus communis</i>	Ground Juniper		S5	R1, R2, L3			X		
<i>Juniperus virginiana</i>	Eastern Red Cedar		S5	U1, U2, L5			X		
<i>Lactuca scariola</i>	Prickly Lettuce	I	SNA	L+			X	X	X
<i>Larix laricina</i>	Tamarack		S5	L3					O
<i>Leonurus cardiaca</i>	Common Mother-wort		SNA	L+				+	+
<i>Leucanthemum vulgare</i>	Oxeye Daisy	I	SNA	L+			X		
<i>Linaria vulgaris</i>	Butter-and-eggs	I	SNA	L+				X, +	+
<i>Lolium perenne</i>	Perennial Ryegrass	I	SNA	L+				X	
<i>Lonicera tatarica</i>	Tartarian Honeysuckle	I	SNA	L+				X, +	X, +

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-BANK	L-BANK	ESA	SABA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	I	SNA	L+			X, +	X	
<i>Lysimachia ciliata</i>	Fringed Loosestrife		SS	L5			+		
<i>Lysimachia nummularia</i>	Creeping Jennie	HI	SNA	L+			+		
<i>Lyttrum salicaria</i>	Purple Loosestrife	HI	SNA	L+		X		X	
<i>Maianthemum stellatum</i>	Starflower False Solomon's seal		SS	L5			X		
<i>Matricaria discoidea</i>	Pineappleweed	I	SNA	L+		X			
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SS	L5			X		
<i>Medicago lupulina</i>	Black Medic	I	SNA	L+			X	X	
<i>Meibomia albus</i>	White Sweet Clover	I	SNA	L+		X	X	X	
<i>Meibomia officinalis</i>	Yellow Sweet Clover	I	SNA	L+			X	X	
<i>Morus alba</i>	White Mulberry	HI	SNA	L+			+	+	
<i>Nasturtium microphyllum</i>	Small-leaved Watercress	I	SNA	L+			+		
<i>Nepeta cataria</i>	Catnip	I	SNA	L+		X	X		
<i>Oenothera biennis</i>	Common Evening-primrose		SS	L5		X	+	+	
<i>Oxalis stricta</i>	Upright Yellow Wood-sorrel		SS	L5			X		
<i>Perithaenocissus quinquefolia</i>	Virginia Creeper		SS	L5			X	X	
<i>Panicum arundinaceo</i>	Pale Smartweed		SS	L5		X			
<i>Phalaris arundinacea</i>	Reed Canary Grass		SS	L7		X	X	X	
<i>Phleum pratense</i>	Meadow Timothy	HI	SNA	L+		X	X	X	
<i>Phragmites australis ssp. australis</i>	European Reed	HI	SNA	L+			+	+	
<i>Picea abies</i>	Norway Spruce	I	SNA	L+			X	X	
<i>Picea glauca</i>	White Spruce		SS	L3			X	X, O	
<i>Pinus nigra</i>	Black Pine	I	SNA	L+			+		
<i>Pinus resinosa</i>	Red Pine		SS	L1			O	X, O	
<i>Pinus strobus</i>	Eastern White Pine		SS	L4				+, O	
<i>Pinus sylvestris</i>	Scotch Pine	I	SNA	L+				X	
<i>Plantago major</i>	Nipple-seed Plantain	I	SS	L+			X		

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Poa annua</i>	Annual Bluegrass	I	SNA	L+			X	X	
<i>Poa compressa</i>	Canada Bluegrass	I	SNA	L+			X	X	
<i>Poa pratensis ssp. pratensis</i>	Kentucky Bluegrass	I	S5	L+		X	X	X	
<i>Populus tremuloides</i>	Trembling Aspen	I	S5	L5			X, +	+	
<i>Potentilla recta</i>	Sulphur Cinquefoil	I	SNA	L+		X			
<i>Prunella vulgaris ssp. vulgaris</i>	Common Hesi-all	I	SNA	L+			X		
<i>Prunus virginiana</i>	Choke Cherry	I	S5	L5		X		X	
<i>Puccinellia distans</i>	Spreading Alkali Grass	I	SNA	L+			X	X	
<i>Quercus macrocarpa</i>	Massy-cup Oak	I	S5	L4			+, O	+	
<i>Quercus rubra</i>	Northern Red Oak	I	S5	L4			X	+	
<i>Ranunculus acris</i>	Tail Butter-cup	I	SNA	L+				X	
<i>Rhamnus cathartica</i>	Common Buckthorn	HI	SNA	L+		X	+	X, +	
<i>Rhus aromatica</i>	Fragrant Sumac	I	S5	R1, R2, L+				+	
<i>Rhus typhina</i>	Staghorn Sumac	I	S5	L5			X	X, +	
<i>Ribes rubrum</i>	Northern Red Currant	I	SNA	L+				X	
<i>Robinia pseudoacacia</i>	Black Locust	HI	SNA	L+		X	X	X	
<i>Rubus idaeus ssp. strigosus</i>	Wild Red Raspberry	I	S5	L+			X	X	
<i>Rubus occidentalis</i>	Black Raspberry	I	S5	L5			+		
<i>Rumex crispus</i>	Curly Dock	I	SNA	L+			X	X	
<i>Salix alba</i>	White Willow	I	SNA	L+			X, +		
<i>Salix amygdaloides</i>	Peach-leaved Willow	I	S5	L4				O	
<i>Salix discolor</i>	Pussy Willow	I	S5	L4				O	
<i>Salix x rubens</i>	Reddish Willow	I	SNA	L+				X	
<i>Salix x sepulcralis</i>	Weeping Willow	I	SNA	L+				X	
<i>Sambucus racemosa</i>	Red Elderberry	I	S5	L5				+	
<i>Saponaria officinalis</i>	Bouncing-bet	I	SNA	L+		X	+	+	
<i>Securigera varia</i>	Common Crown-vetch	HI	SNA	L+			+	+	
<i>Solanum dulcamara</i>	Climbing Nightshade	I	SNA	L+			X	X, +	

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod		S5	L5			X	X	X
<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod		S5	L5				X, +	+
<i>Solidago flexicaulis</i>	Broad-leaved Goldenrod		S5	L5				X	
<i>Solidago gigantea</i>	Smooth Goldenrod		S5	L5				+	
<i>Solidago nemoralis</i> ssp. <i>nemoralis</i>	Field Goldenrod		S5	L5			X	X	X
<i>Sorbus aucuparia</i>	European Mountain-ash	I	SNA	L-			X		
<i>Symphoricarpon ericoides</i> var. <i>ericoides</i>	White Heath Aster		S5	L5			X	+	+
<i>Symphoricarpon lanceolatum</i> ssp. <i>lanceolatum</i>	Panicled Aster		S5	L5			X		
<i>Symphoricarpon novae-angliae</i>	New England Aster		S5	L5				+	+
<i>Symphoricarpon officinale</i>	Common Comfrey		SNA	L+				X	
<i>Syringa vulgaris</i>	Common Lilac	I	SNA	L+				+	
<i>Tanacetum vulgare</i>	Common Tansy	I	SNA	L+			X	+	+
<i>Taraxacum officinale</i>	Brown-seed Dandelion	HI	SNA	L+				X	X
<i>Thuja occidentalis</i>	Eastern White Cedar		S5	L5				X, O	X, O
<i>Tilia cordata</i>	Little-leaf Linden	I	SNA	L+				+	
<i>Toxicodendron radicans</i>	Climbing Poison Ivy		S5	L5					X
<i>Tragopogon dubius</i>	Meadow Goat's-beard	I	SNA	L+			X	X	
<i>Trifolium pratense</i>	Red Clover	I	SNA	L+			X	X	X
<i>Trifolium repens</i>	White Clover	I	SNA	L+				X	X
<i>Taraxacum officinale</i>	Tower-mustard		S5	R1, R2, L3			X		
<i>Tussilago farfara</i>	Colt's Foot	I	SNA	L+			X	X, +	
<i>Typha angustifolia</i>	Narrow-leaved Cattail	I	SNA	L+			X	X	X
<i>Typha latifolia</i>	Broad-leaved Cattail		S5	L4			X	X	X
<i>Ulmus americana</i>	American Elm		S5	L5				X	+
<i>Ulmus pumila</i>	Siberian Elm	I	SNA	L+				X, +	+

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SCIENTIFIC NAME	COMMON NAME	TYPE	S-RANK	L-RANK	ESA	SARA	2022 EPR Addendum Study Area Segment Associated with Observation		
							1	2	3
<i>Ulmus rubra</i>	Slippery Elm		S5	U2, L3					+
<i>Urtica dioica</i> ssp. <i>dioica</i>	Stinging Nettle	I	SNA	L+				+	
<i>Verbascum thapsus</i>	Great Mullein	I	SNA	L+				X, +	+
<i>Verbena urticifolia</i>	White Vervain		S5	L5				+	X
<i>Viburnum lantana</i>	Wayfaring-tree	I	SNA	L+				+	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	Cranberry Viburnum	I	SNA	L+				+	X
<i>Vicia cracca</i>	Tufted Vetch	HI	SNA	L+				X	X, +
<i>Vinca minor</i>	Pertwinkle	HI	SNA	L+					X
<i>Vincetoxicum rossicum</i>	European Swallow-wort	I	SNA	L+				X	X
<i>Vitis riparia</i>	Riverbank Grape		S5	L5				X	X, +

Notes

Due to the high variability of plant common names, this species list has been sorted by scientific name.
No plant species data is available for the southern end of Segment 1.
Some species names (scientific and/or common) have been revised to match current nomenclature specified by the Ministry of Natural Resources and Forestry, as documented in the Southern Ontario Vascular Plant Species List (MNR 2013) and/or the National Heritage Information Centre database (NHIC 2019).
Type I = Invasive; HI = Highly Invasive Adventive
S-Rank: The National Heritage provincial ranking system (provincial S-rank) is used by the MNR to set protection priorities for rare species and natural communities.
SNA - Not applicable because the species is not a suitable target for conservation activities.
S4 - Apparently Secure Species
S5 - Secure Species
L-Rank: Local ranking system as identified by region as reported in the Yonge Subway Extension Conceptual Design and Functional Planning Study, Natural Environment Report (Ecoplains Ltd. 2009).
U – Uncommon
R – Rare
1 – Greater Toronto Area
2 – York Region
L-Rank as provided by TRCAS Fauna Banks and Scores for TRCA Jurisdiction, 2020.
L1 = Species of Regional Conservation Concern, regional score due to either accidental occurrence or extreme sensitivity to human impacts.
L2 = Species of Regional Conservation Concern, somewhat more abundant and generally slightly less sensitive than L1 species.
L3 = Species of Regional Conservation Concern, generally less sensitive and more abundant than L1 and L2 ranked species.
L4 = Species of Urban Concern occur throughout the region but could show declines if urban impacts are not mitigated effectively.
L5 = species that are considered secure throughout the region.
I+ = introduced species, not native to the Toronto region.
- = L-Rank not assigned.
? = Uncertainty
ESA: Endangered Species Act, 2007
SARA: Species at Risk Act, 2002

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Source

- Yonge Authority. *Yonge Station Conceptual Design and Functional Planning Study: Natural Environment Report* (Explan 1M, 2009).
- X = Species reported by LGL (2009) Natural Sciences Report, Yonge Street Feasibility from Streets Avenue to 196th Avenue (2009) (filed in 1009).
- + = Species reported by Explan 1G, in Oct. 2005, not previously reported by LGL (2009).
- 0 = Species reported by TRCA through correspondence in Nov. 2024.

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Table B3-4: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Natural Heritage Features	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction to natural heritage features. 	<ul style="list-style-type: none"> Seek to refine potential impacts to natural heritage features as design progresses outside of the Project footprint to ensure protection of these areas. Prior to the site preparation phase, prepare an Erosion and Sediment Control Plan (ESC Plan), in accordance with the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time. Implement the ESC Plan during the site preparation phase and maintain all ESC measures for the duration of construction to minimize the risk of erosion and sedimentation. Prior to the site preparation phase, develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction to ensure procedures and policies are in place to minimize impacts. During the site preparation phase, establish visual barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the Project footprint. During construction, maintain the buffers established during the site preparation phase to minimize negative impacts to the natural environment. During construction, in the event of an accidental spill, ensure the Spill Prevention and Response Plan (including spill kit materials, instructions regarding their use, and emergency contact numbers) is present on site at all times. All spills are to be reported to the MECP Spills Action Centre (SAC) at 1-800-268-6060. Ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species, and noxious weed. Operate and store all materials and equipment in such a manner that prevents any deleterious substance from entering the natural environment. While in operation, implement drip pans under equipment (i.e., generators, pumps, etc.). Adhere to other mitigation measures as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNRF, and DFO. Minimize staging and access areas to reduce disturbance to the natural environment. Remove all construction materials from site upon Project completion. Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. If not feasible, install a heavy-duty silt fence and Silt-Soxx (or equivalent) around the construction areas where within 30 metres from a watercourse. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Surface Water	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Removal or impacts to wetland, aquatic and riparian vegetation. Erosion and sedimentation to surface water from construction Risk of contamination (sediment, concrete and other deleterious 	<ul style="list-style-type: none"> If watercourse banks are disturbed by construction activities, stabilize the disturbed areas through re-vegetation with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline and as approved by TRCA, as necessary. Any stockpiled materials shall be stored and stabilized away from surface water. Schedule at grade Project work to avoid wet and rainy periods, as required. Conduct in-water works in the dry during low flow condition, where possible. Minimize the disturbance and removal of riparian vegetation. Where applicable to Project activities, in-water work should comply with the Ontario Provincial Standard Specifications (OPSS), including but not limited to OPSS 805 (Erosion and Sediment Control Measures), and OPSS 182 (Environmental Protection for Construction in Waterbodies and on Waterbody Banks). Refueling is to be undertaken at least 30 m from any watercourse or any other surface drainage feature (as indicated OPSS 182). 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include alteration of activities to minimize impacts and enhance mitigation measures.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
			<ul style="list-style-type: none"> substances) to wetlands / waterbodies as a result of spills. Alteration of natural habitat features and flows due to the removal of woody debris and riparian vegetation. 	<ul style="list-style-type: none"> Please refer to the Natural Heritage Features environmental component within this table for other applicable general mitigation measures. 	
Fish and Fish Habitat	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility (Tail Tracks) German Mills Creek Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Potential for direct, in-water impacts to fish and fish habitat, including disruption of critical fish life stages. 	<ul style="list-style-type: none"> Adhere to the requirements of all applicable permits, licenses, and agreements. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window. Prior to dewatering isolated work areas, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNRF. For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). For the protection of fish, including their eggs, juveniles, spawning adults, and/or the organisms upon which they feed, when working in and/or near water construction timing must adhere to the applicable in-water timing window (to be specified by MNRF). Minimize impacts to riparian vegetation. Shorelines or banks disturbed by construction activities will be immediately stabilized to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. Please refer to the Surface Water, Wildlife and Habitat, and Natural Heritage Features environmental components within this table for other applicable mitigation measures. If in-water and/or near water construction works are required, appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Vegetation and Vegetation Communities	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, and destruction of trees, plants and plant communities. 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e., vegetation clearing) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest Searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) <i>Vegetation Guideline</i>, and as approved by IRCA, as necessary. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime. Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, <i>Agrilus planipennis</i> (Fairmaire) (2014), as amended from time to time. To comply with this Directive, all ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the Emerald Ash Borer Regulated Areas of Canada unless otherwise authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer to un-infested areas in other part of Ontario and Canada. The Contractor must dispose of all wood at a registered waste facility. Adhere to the applicable legislation for tree protection as per Metrolinx (2020) <i>Vegetation Guideline</i>, and more specific mitigation measures as detailed in the OneT+ (2021) <i>YNSE</i> 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife. 	<ul style="list-style-type: none"> Prior to construction, investigate the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous site inspections, as appropriate. If wildlife is encountered, measures to avoid destruction, injury, or interference with the species, and/or its habitat should be implemented. For example, construction activities should cease or be reduced, and wildlife will be encouraged to move off site and away from the construction area on its own. As necessary, a qualified biologist should be consulted to define the appropriate buffer required for wildlife and/or its habitat. An Application for a Wildlife Scientific Collector's Authorization, under the FWCA, should be submitted to the MNR to relocate any wildlife (e.g., turtles or amphibians) found within the Project footprint during the work activities. Metrolinx will be responsible for the permitting and completion of the wildlife rescue and relocation work (if required). All work will be required to be completed by a qualified biologist. Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area. For additional mitigation measures that may be applicable to this environmental component, please refer to the Surface Water environmental component and the Natural Heritage Features environmental components within this table. Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff will occur within the construction area to ensure that no wildlife is trapped within the construction area.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Disturbance or destruction of migratory birds and/or nests. 	<ul style="list-style-type: none"> Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario). If activities are proposed to occur during the general nesting period, then a breeding bird and nest survey should be undertaken prior to commencement of the activities. Nest searches 	<ul style="list-style-type: none"> Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Turtles and Turtle Habitat	<ul style="list-style-type: none"> German Mills Creek Culvert Replacement At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<p>should be performed no more than 48 hours prior to vegetation removal. Nest searches should be performed by a biologist with experience conducting nest searches.</p> <ul style="list-style-type: none"> Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. If a nest is found, then a protective buffer area should be established around the nest. The extent of the buffer should be determined in consultation with a qualified biologist and agencies as required. It is recommended that the inactive nests be removed prior to installation of exclusion measures on structures. Please refer to the Vegetation and Vegetation Communities environmental component within this table for other applicable general mitigation measures. Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for turtles potentially trapped within exclusionary areas.
Snake Hibernacula	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Disturbance or destruction of Reptile Hibernaculum. 	<ul style="list-style-type: none"> Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. If exclusionary fencing cannot be installed, then follow-up discussions with the MECP and the MNRF are recommended to determine adequate alternative mitigation measure(s). In areas where the hibernacula feature require removal to facilitate development, the exclusionary fencing should be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered within the exclusionary fencing should be relocated outside the fencing and within habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) and in accordance with the MNRF's <i>Reptile and Amphibian Exclusion Fencing</i> (2013). Please refer to the Wildlife and Wildlife Habitat environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> Monitoring should be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped within exclusionary areas. If hibernacula removal is required, then continuous monitoring of the removal is recommended.
Species at Risk	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR. 	<ul style="list-style-type: none"> Prior to construction, consultation with MECP should be undertaken to identify and address potential impacts to SAR and their habitat. Species-specific mitigation measures should be implemented as required based on this consultation. Adhere to the ESA and SARA and any terms or conditions set forth in approvals received under these Acts. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
Barn/Bank Swallow	<ul style="list-style-type: none"> Traction Power Substations Portal Structure Launch Shaft German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow. 	<ul style="list-style-type: none"> On-site surveys should be provided with information (e.g., factsheets) regarding the SAR that have potential to occur on site. This should include information related to the identification of the SAR species and the procedure(s) to follow if SAR are encountered or injured. It is recommended that a plan be developed to outline the actions which will be taken if SAR are observed within the Project footprint. This plan should include a requirement to contact MNRF/MECP. Conduct targeted SAR investigations as required by the YNSE Permit 'D' and associated Schedules. Please refer to the Vegetation and Vegetation Communities, Surface Water, Wildlife And Wildlife Habitat and Fish And Fish Habitat environmental components within this table for other applicable mitigation measures. Field surveys should be undertaken prior to construction to confirm the number of Barn and/or Bank Swallow nests present in known nest locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. If construction activities are scheduled during the nesting season for Barn and/or Bank Swallow (1 April to 31 August), a nest search should be undertaken by a qualified biologist. The nest search should confirm that no Barn and/or Bank Swallow are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage nesting. If required, register activities for Barn and/or Bank Swallow under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat 	<ul style="list-style-type: none"> alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA. On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Chimney Swift	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Chimney Swift. 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009). Repair, maintenance, or demolition of an identified roosting/nesting structure may constitute destruction of critical habitat and should be discussed in advance with the MECP to ensure the requirements of the ESA are met. If required, register activities for Chimney Swift under the ESA. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
SAR Turtles	<ul style="list-style-type: none"> None identified. Snapping Turtle and Northern Map Turtle have the potential to be present in the East Don River and in Pomona Creek; however, the YNSE is proposed below-grade in these areas. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat if the alignment is changed to at-grade at the East Don River or Pomona Creek 	<ul style="list-style-type: none"> Timing windows for work within wetlands or waterbodies should be followed to reduce potential impacts to turtles. Work should be scheduled outside of the turtle overwintering period which occurs from 1 October to 30 April in any given year. Turtle surveys should be conducted prior to the work, as required. Please refer to the Vegetation And Vegetation Communities and Surface Water, Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Monitoring should be undertaken prior to construction

Environmental Component	Applicable Project Components	Applicable Project Activities	Potential Impacts	Mitigation Measure(s)	Monitoring
SAR Bats	<ul style="list-style-type: none"> At Grade Alignment Finch Station Modifications (Including Duct Bank, Transition Box Structure) Train Storage Facility At Grade Stations Emergency Exit Buildings Traction Power Substations Portal Structure Launch Shaft 	<ul style="list-style-type: none"> Site preparation Construction 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats. 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements. Please refer to the Vegetation and Vegetation Communities and Wildlife And Wildlife Habitat environmental components within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Redside Dace	<ul style="list-style-type: none"> At Grade Alignment Train Storage Facility German Mills Culvert Replacement 	<ul style="list-style-type: none"> Site preparation Construction Operations & Maintenance 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Redside Dace. 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented. If Redside Dace are present, design and construction will occur in accordance with MECP, and DFO requirements. If required, register activities that fall under the notice of activity for aquatic species for works within habitat of certain fish or mussels. YNSE Permit 'D' and associated Schedules shall be complied with. Please refer to the Vegetation and Vegetation Communities, Surface Water environmental component within this table for other applicable general mitigation measures. 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Additional monitoring measures will be developed with the MECP, if required.
Butternut	<ul style="list-style-type: none"> None identified at this time but have potential to be present in natural areas associated with: Train Storage Facility German Mills Creek Crossing Proposed bus terminal north of 407ETR 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Butternut. 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements. 	<ul style="list-style-type: none"> The presence/absence of Butternuts will be confirmed during detailed design. Should any Butternuts be identified, a health assessment will be required for any pure Butternuts. Health and hybridity should be evaluated using the methodology provided in MNRF's <i>Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007</i>.

Species at Risk 17(2)(d) Permit Under Endangered Species Act Correspondence

From: Indigenous Relations
Sent: December 10, 2021 1:43 PM
To: Dave Mowat
Cc: Dave Simpson; [REDACTED] Julia Kun; Kaylin Barnes; Jessica Neto
Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Attachments: Attachment 2 - Summary of Impacts.pdf; Attachment 1 - YNSE_Project_Location (1).pdf; Letter_SAR_Permit_AldervilleFN.pdf

Dear Chief Mowat,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of your Nation. We appreciate the volume of documents that Metrolinx has shared with your Nation across a number of projects. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

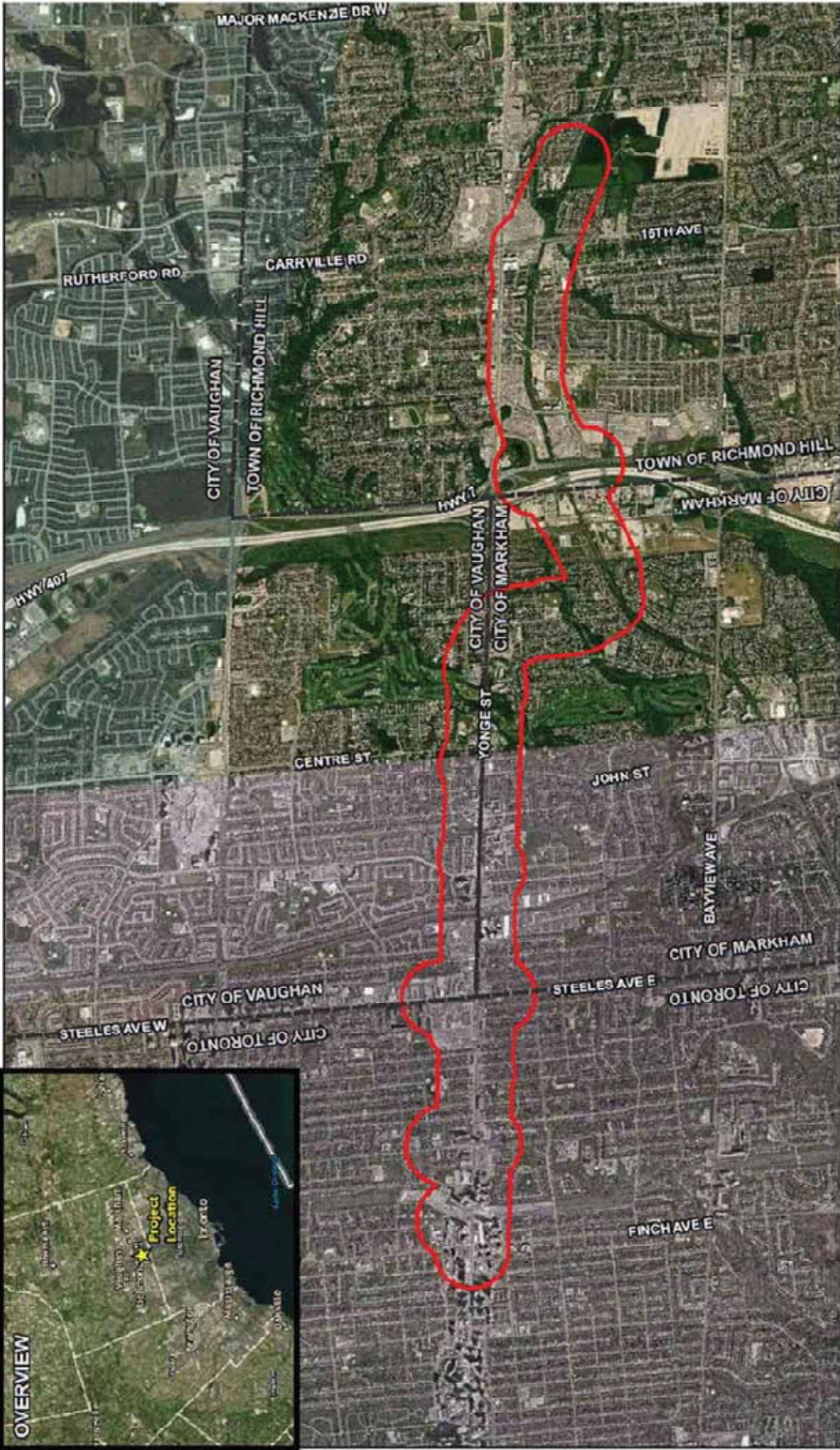
Manager, Indigenous Relations

Metrolinx

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METROLINX **One** GO Transit

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 **FIGURE: 1**

SCALE 1:45,000 **DATE: November 2021**

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

Table 1: Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Location	SAR Potentially Present	Preferred Habitat	Probability of Occurrence based on Presence of Suitable Habitat	SAR Habitat Impacts in Project Footprint	Recommendations and Conclusions
Potential for Occurrences: Confirmed					
Segments 2 and 3	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Observed foraging within the Segment 3 Study Area during One1+ field investigations on 22 June 2021. eBird states that TRCA Regional Data from 1 June 2017 confirmed an adult leaving / entering a nest under a bridge at the Ladies Golf Club of Toronto. Structures associated with the Don River East Branch and Pomona Creek watercourse crossings (bridges, culverts, etc.) could provide suitable nesting habitat 	<ul style="list-style-type: none"> Potential for species to make use of any existing or newly created structures Nests must be identified and adequately protected to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segment 1	Chimney Swift	<ul style="list-style-type: none"> Mainly associated with areas with chimneys to use as nesting and resting sites; however, likely that a small portion of the population continues to use hollow trees (COSEWIC 2007a). 	<ul style="list-style-type: none"> Observed flying over the Study Area during One1+ field investigations on 15 June 2021. On 6 July 2021 two (2) locations within Project Segment 1 were surveyed for Chimney Swift. Chimney Swift were confirmed entering/exiting a chimney on the building at 6061 Yonge St (Patricia Ave and Yonge St intersection) 	<ul style="list-style-type: none"> It is not anticipated that construction activities will result in modification or removal of any such buildings, but if so, nesting sites of these species may be impacted Unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009), and should be discussed with the MECP to ensure requirements of ESA are met On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: High					
Segment 1	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area 	<ul style="list-style-type: none"> Nests must be identified and adequately protected, to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segments 2 and 3	Butternet	<ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. 	<ul style="list-style-type: none"> One (1) Butternut within the Segment 3 Study Area near intersection of High Tech Road and Yonge Street (iNaturalist) Outside of the Study Area, in 2003 and 2013, two (2) Butternuts were recorded in the South Richvale Greenway Walk near Camgreen Court (TRCA) 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the Potential Impact Zone (30 m buffer around the Project footprint) (PIZ) will occur as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segments 1, 2 and 3</p>	<p>Bats (Little Brown Myotis, Northern Bat)</p>	<ul style="list-style-type: none"> Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b) Found within tree cavities/canopies, rock faces and human structures Hibernates in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) Typically found in clearings and forest edges Breeds in nearly any type of wooded habitat including mature woodlands, urban shade trees, roadsides and orchards Prefers deciduous forest and to a lesser extent, open pine woodlands of the south and mixed hardwood-conifer forest of the north (CLO 2015; McCarty 1996). 	<ul style="list-style-type: none"> In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA) Unidentified bat species (two (2) individuals) observed 5 July 2021 foraging over Thornhill Park Suitable habitat potentially present immediately to the north and east within the Don River East Branch riparian area, Pomona Creek watersheds and the designated York Region Woodlands Records within the wooded area near Richmond Hill Golf Club and one record near Mackenzie Richmond Hill Hospital (TRCA) Various eBird records have Eastern Wood-pewee sightings just outside the Study Area One record from June 2015 documents Eastern Wood-pewee south of Riverside Boulevard near the Thornhill Club May 2019 records note Eastern Wood-pewee in the Pomona Mills Park (likely migrants) Likely nesting locations within the Study Area include along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat Suitable habitat for nesting and feeding may be present within the Study Area Potential for disturbance or destruction of migratory birds and/or nests 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 1, 2 and 3</p>	<p>Peregrine Falcon</p>	<ul style="list-style-type: none"> Nests on cliff ledges or crevices Some may use tall buildings and bridges near suitable foraging areas Habitats have 3 scales: a nest site with associated perching sites, a nesting territory, and a home range (Ontario Peregrine Falcon Recovery Team 2010). 	<ul style="list-style-type: none"> No nesting sites are confirmed during OneT+ field investigations, but perching sites or territory likely occur in the Study Area In 2009 there was a nest at Sheppard Avenue, just east of Yonge Street (south of Finch Avenue, near Segment 1) Peregrine Falcon record within the Toronto Ladies Golf Course near Segment 2 (TRCA) Observation from Spruce Avenue park, (adjacent to Segment 3) in May 2020 Between April 2006 to March 2020, several additional eBird sightings near Segment 1 Numerous sightings in the City and Greater Toronto Area 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of any such buildings. Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat is to take place, targeted surveys for Peregrine Falcon should be completed by a qualified biologist. During the construction phase of the project, on-site inspection should be undertaken to confirm the impacts and identify corrective actions if required

<p>Segments 2 and 3</p>	<p>Snapping Turtle</p>	<ul style="list-style-type: none"> Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in the watercourses in the Toronto area (COSEWIC 2008b) 	<ul style="list-style-type: none"> Two (2) Snapping Turtle records south of Carrville Road, approx. 1.6 km outside of the Study Area (TRCA) Adult observed in mid-May and a hatchling was observed in August 2017 near South Richvale Greenway Adult observed in the Oakbank Pond Park (a stormwater management pond at Oakbank Road) outside the Study Area southwest of the Don River East Branch crossing (Naturalist) Species also has the potential to occur in the stormwater pond just north of Highway 407 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
<p>Segments 1, 2 and 3</p>	<p>Monarch</p>	<ul style="list-style-type: none"> Habitat is confined to sites where milkweeds occur. Milkweed is the sole food source of Monarch caterpillars. Different milkweed species grow in a variety of environments which include fields, roadsides, open areas, wet areas and urban gardens (COSEWIC 2010b). 	<ul style="list-style-type: none"> Numerous records of Monarchs in the Study Area (Naturalist) Breeding habitat of species confined to sites where milkweeds occur 	<ul style="list-style-type: none"> Meadows and edge habitats are present throughout, and Common Milkweed has been recorded in the Study Area Species may be impacted through removal of milkweed and general habitat modification; 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Potential for Occurrence: Moderate</p>					
<p>Segments 1, 2, and 3</p>	<p>Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)</p>	<ul style="list-style-type: none"> Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) 	<ul style="list-style-type: none"> Suitable habitat is expected to be scarce within the Study Area due to deforestation and fragmentation of remaining woodlots Most likely to occur in the natural habitats in the vicinity of the existing natural habitats associated with the Don River East Branch and Pomona Creek watersheds and the designated York Region Woodlands Bat distribution and habitat is not fully understood, and absence of this species should not be assumed TRCA data does not include records of snags and/or suitable bat habitat 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements Once tree removal areas are confirmed inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Redside Dace</p>	<ul style="list-style-type: none"> Found in pools and slow-flowing sections of relatively small headwater streams with both pool and riffle habitats and a moderate to high gradient Typically found in stream segments that flow through open meadows, pasture or shrub overstory 	<ul style="list-style-type: none"> Recorded in Don River East Branch which crosses Segment 2, approximately 1.3 km upstream of the SAR Desktop Study Area crossing (DFO aquatic SAR mapping). Pomona Creek, which crosses Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat. 	<ul style="list-style-type: none"> Correspondence with MECP and DFO is underway to confirm presence of, and identify concerns associated with, Redside Dace, their critical habitat, and/or contributing habitat within or downstream of the Study Area 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented Construction to occur in accordance with MECP, and DFO requirements During the construction phase of the project, on-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segment 1</p>	<p>Butternut</p>	<p>as opposed to closed canopy forest in Ontario (COSEWIC 2007f).</p> <ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. Does not do well in the shade, and often grows in sunny openings and near forest edges 	<ul style="list-style-type: none"> The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat. Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the PTIZ is recommended as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements
<p>Segments 1, 2 and 3</p>	<p>Common Nighthawk</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p> <p>Within</p>	<ul style="list-style-type: none"> Species is not reported in the area during TRCA surveys, albeit there is no record stating that crepuscular bird surveys were completed September 2020 documented flyover, likely a migrant, near Clark Avenue and Yonge Street (eBird) 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of buildings within the Study Area that may contain nests, but if so, nesting sites of these species may be impacted Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> On-site inspection should be undertaken once impacted buildings are confirmed to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Wood Thrush</p>	<p>Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter</p> <p>Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)</p>	<ul style="list-style-type: none"> Potentially suitable nesting areas along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area Habitat present is likely too small to support breeding of this species Species documented in May 2013, west of the Study Area, on Idleswift Drive near the 407 ETR (eBird) July 2014 record of Wood Thrush within Webster Park, along the Don River East Branch, approximately 2 km upstream from the Study Area (TRCA) 	<ul style="list-style-type: none"> Removal of portions of habitat may have negative effects on the species if present 	<ul style="list-style-type: none"> Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 2 and 3</p>	<p>Northern Map Turtle</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p>	<ul style="list-style-type: none"> Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse No above grade works are currently planned. However, East Don River has the potential in a few locations to be suitable habitat and 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted

					Ponoma Creek is shallow and fast moving with clay and cobble/gravel.	<ul style="list-style-type: none"> If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
Potential for Occurrence: Low						
Segments 1, 2 and 3	Acadian Flycatcher (S2, S3), Bank Swallow, Bobolink, Eastern Meadowlark, Red-headed Woodpecker, Western Chorus Frog	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> Recent field surveys conducted did not report species 	<ul style="list-style-type: none"> Suitable habitat scarce or non-existent within Study Area for listed species. 	<ul style="list-style-type: none"> Any construction activity in the vicinity of such newly established nesting areas has the potential to have negative impacts on species Nests to be identified and adequately protected 	
Potential for Occurrence: None						
Segments 1, 2 and 3	Acadian Flycatcher (S1), Bald Eagle, Canada Warbler, Olive-sided Flycatcher, Rusty Blackbird, Blanding's Turtle, Northern Map Turtle (S1), Snapping Turtle (S1), Northern Brook Lamprey, Redside Dace (S1)	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> No SAR observed Migrants documented outside of SAR Desktop Study Area 	<ul style="list-style-type: none"> Suitable nesting habitat not present. 	N/A	



December 10, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes to build a strong and meaningful relationship with Alderville First Nation. Metrolinx appreciates and respects that Alderville First Nation should be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Alderville First Nation information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) being sought in support of the Yonge North Subway Extension Project.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Yonge North Subway Extension Project which will bring 8 kilometres of subway service to the Greater Toronto region.

Metrolinx Application for 17(2)(d) Permit under the *Endangered Species Act*

Metrolinx, as part of the Yonge North Subway Extension (YNSE) Project, is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007). The purpose of this permit is to seek approval for those project activities that may have adverse impacts on identified Species at Risk and/or their habitat. The permit being sought will allow for those activities to take place, but also provide direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss. The Study Area for the proposed permit can be found in **Attachment 1**.

As part of the Transit Project Assessment Process (TPAP) Metrolinx drafted Environmental Assessment reports and studies, including the completion of initial SAR screening and impact assessments. Draft versions of the SAR Screening and

impact assessments were included as part of previous packages of reports shared with Alderville First Nation for review on October 28, 2021. Metrolinx appreciates the significance of wildlife to many Indigenous Nations and therefore, wishes to draw specific attention to the potential impacts and mitigations contemplated as part of this proposed SAR permit.

Impacted Species at Risk

Based on the SAR screening completed to date, some activities required to support the proposed YNSE Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Chimney Swift - Threatened
- Butternut - Endangered
- Eastern Small-footed Myotis - Endangered
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Tri-colored Bat - Endangered

The identified impacts and proposed mitigation measures for the YNSE Project are outlined in a table found as **Attachment 2**.

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence. An impact assessment will be conducted if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation include measures such as scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures as outlined in the permit conditions, such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Metrolinx would be pleased to understand how Alderville First Nation may want to participate in the above-mentioned studies and welcomes feedback to that end. We are also pleased to receive feedback on the proposed mitigation and compensation measures. Metrolinx will endeavour to accommodate requests where feasible. The earlier we understand any expressed interest in participation, the easier it can be to accommodate. We would appreciate Alderville First Nation's feedback regarding potential requests for involvement by January 28th, 2022. We also welcome any requests for a meeting to discuss these potential opportunities or to explore this project in more detail with Alderville First Nation.

Permit Activities - Next Steps

The Proposal for the 17(2)(d) Permit is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this winter, and Metrolinx will notify Alderville First Nation when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all *Endangered Species Act* permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Alderville First Nation's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance or during of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period. MECP will consider all comments received through public and Indigenous Nation consultation, which will be taken into consideration when drafting the permit conditions and making recommendations to the Minister.

Following the 30-day public review period, the proposed permit will be submitted to the Minister for review and consideration. The Permit may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the ESA have been satisfied. Should Metrolinx be issued the permit, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Alderville First Nation will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Alderville First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to meaningful engagement and to identifying and prioritizing the sharing of relevant and appropriate information with Alderville First Nation. If you require additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of the Indigenous Relations Office at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'Julia K', with a stylized flourish at the end.

Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Kaylin Barnes, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Appendices: **Appendix 1** - YNSE Proposed Study Area Figure

 Appendix 2 - Summary of Impacted Species Affected, Potential
 Magnitude of Effect, Conclusions and Recommendations

From: Indigenous Relations
Sent: December 10, 2021 1:42 PM
To: [REDACTED]
Cc: Susan Copegog; [REDACTED] Julia Kun; Jessica Neto; Kaylin Barnes
Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Attachments: Letter_SAR_Permit_BFN.pdf; Attachment 1 - YNSE_Project_Location (1).pdf; Attachment 1 - YNSE_Project_Location.pdf

Dear Chief Sandy,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of your Nation. We appreciate the volume of documents that Metrolinx has shared with your Nation across a number of projects. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

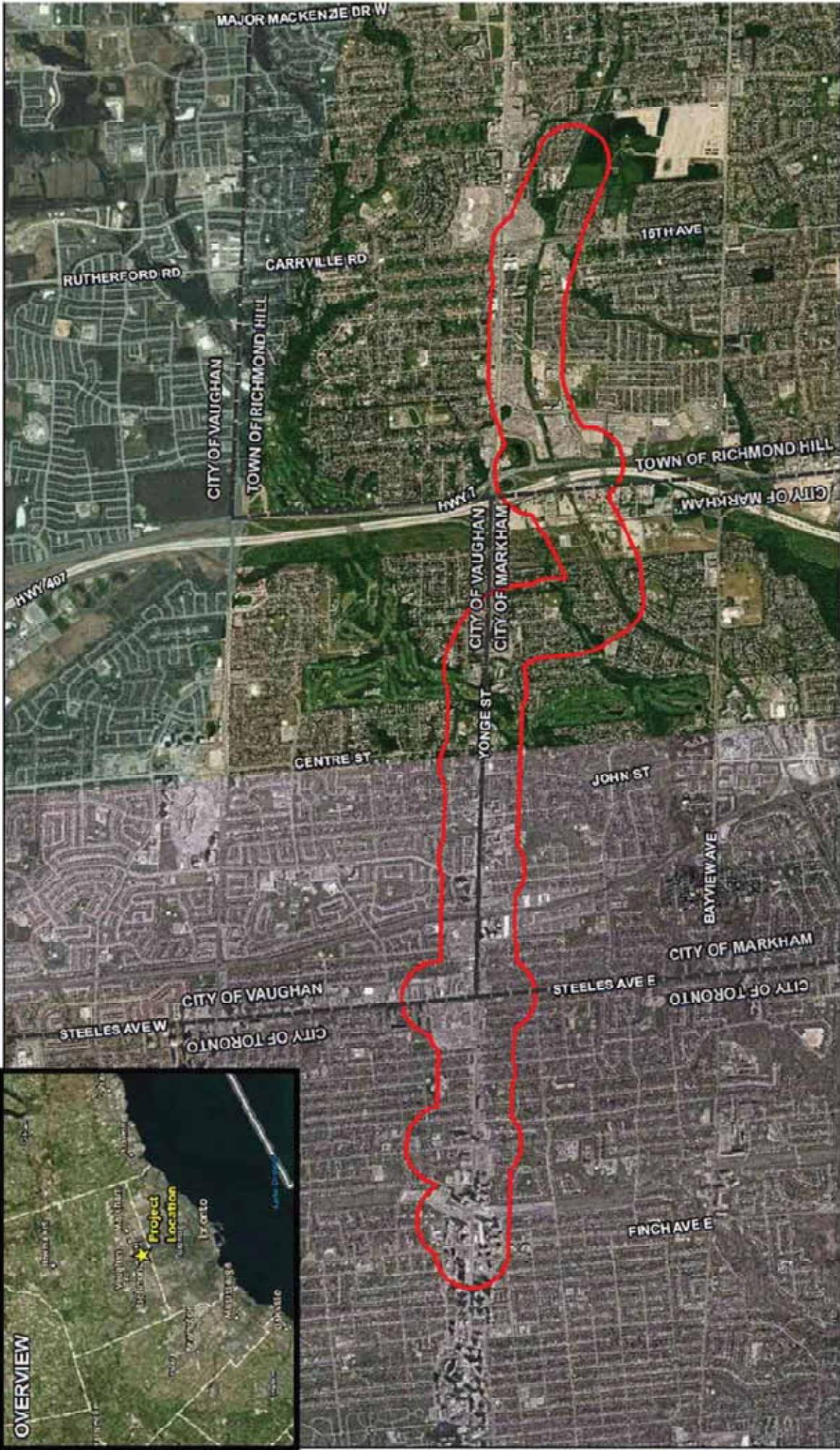
Jaimi O'Hara

Manager, Indigenous Relations
Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715





METROLINX **One** GO Transit

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 **FIGURE: 1**

SCALE 1:45,000 **DATE: November 2021**

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search\NaturalFeatures\WXD\Fig_1_Project_Location_10.mxd

Table 1: Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Location	SAR Potentially Present	Preferred Habitat	Probability of Occurrence based on Presence of Suitable Habitat	SAR Habitat Impacts in Project Footprint	Recommendations and Conclusions
Potential for Occurrences: Confirmed					
Segments 2 and 3	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Observed foraging within the Segment 3 Study Area during One1+ field investigations on 22 June 2021. eBird states that TRCA Regional Data from 1 June 2017 confirmed an adult leaving / entering a nest under a bridge at the Ladies Golf Club of Toronto. Structures associated with the Don River East Branch and Pomona Creek watercourse crossings (bridges, culverts, etc.) could provide suitable nesting habitat 	<ul style="list-style-type: none"> Potential for species to make use of any existing or newly created structures Nests must be identified and adequately protected to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segment 1	Chimney Swift	<ul style="list-style-type: none"> Mainly associated with areas with chimneys to use as nesting and resting sites; however, likely that a small portion of the population continues to use hollow trees (COSEWIC 2007a). 	<ul style="list-style-type: none"> Observed flying over the Study Area during One1+ field investigations on 15 June 2021. On 6 July 2021 two (2) locations within Project Segment 1 were surveyed for Chimney Swift. Chimney Swift were confirmed entering/exiting a chimney on the building at 6061 Yonge St (Patricia Ave and Yonge St intersection) 	<ul style="list-style-type: none"> It is not anticipated that construction activities will result in modification or removal of any such buildings, but if so, nesting sites of these species may be impacted Unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009), and should be discussed with the MECP to ensure requirements of ESA are met On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: High					
Segment 1	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area 	<ul style="list-style-type: none"> Nests must be identified and adequately protected, to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segments 2 and 3	Butternet	<ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. 	<ul style="list-style-type: none"> One (1) Butternut within the Segment 3 Study Area near intersection of High Tech Road and Yonge Street (iNaturalist) Outside of the Study Area, in 2003 and 2013, two (2) Butternuts were recorded in the South Richvale Greenway Walk near Camgreen Court (TRCA) 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the Potential Impact Zone (30 m buffer around the Project footprint) (PIZ) will occur as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segments 1, 2 and 3</p>	<p>Bats (Little Brown Myotis, Northern Bat)</p>	<ul style="list-style-type: none"> Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b) Found within tree cavities/canopies, rock faces and human structures Hibernates in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) Typically found in clearings and forest edges Breeds in nearly any type of wooded habitat including mature woodlands, urban shade trees, roadsides and orchards Prefers deciduous forest and to a lesser extent, open pine woodlands of the south and mixed hardwood-conifer forest of the north (CLO 2015; McCarty 1996). 	<ul style="list-style-type: none"> In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA) Unidentified bat species (two (2) individuals) observed 5 July 2021 foraging over Thornhill Park Suitable habitat potentially present immediately to the north and east within the Don River East Branch riparian area, Pomona Creek watersheds and the designated York Region Woodlands Records within the wooded area near Richmond Hill Golf Club and one record near Mackenzie Richmond Hill Hospital (TRCA) Various ebird records have Eastern Wood-pewee sightings just outside the Study Area One record from June 2015 documents Eastern Wood-pewee south of Riverside Boulevard near the Thornhill Club May 2019 records note Eastern Wood-pewee in the Pomona Mills Park (likely migrants) Likely nesting locations within the Study Area include along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat Suitable habitat for nesting and feeding may be present within the Study Area Potential for disturbance or destruction of migratory birds and/or nests 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 1, 2 and 3</p>	<p>Peregrine Falcon</p>	<ul style="list-style-type: none"> Nests on cliff ledges or crevices Some may use tall buildings and bridges near suitable foraging areas Habitats have 3 scales: a nest site with associated perching sites, a nesting territory, and a home range (Ontario Peregrine Falcon Recovery Team 2010). 	<ul style="list-style-type: none"> No nesting sites are confirmed during OneT+ field investigations, but perching sites or territory likely occur in the Study Area In 2009 there was a nest at Sheppard Avenue, just east of Yonge Street (south of Finch Avenue, near Segment 1) Peregrine Falcon record within the Toronto Ladies Golf Course near Segment 2 (TRCA) Observation from Spruce Avenue park, (adjacent to Segment 3) in May 2020 Between April 2006 to March 2020, several additional ebird sightings near Segment 1 Numerous sightings in the City and Greater Toronto Area 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of any such buildings. Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat is to take place, targeted surveys for Peregrine Falcon should be completed by a qualified biologist. During the construction phase of the project, on-site inspection should be undertaken to confirm the impacts and identify corrective actions if required

<p>Segments 2 and 3</p>	<p>Snapping Turtle</p>	<ul style="list-style-type: none"> Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in the watercourses in the Toronto area (COSEWIC 2008b) 	<ul style="list-style-type: none"> Two (2) Snapping Turtle records south of Carrville Road, approx. 1.6 km outside of the Study Area (TRCA) Adult observed in mid-May and a hatchling was observed in August 2017 near South Richvale Greenway Adult observed in the Oakbank Pond Park (a stormwater management pond at Oakbank Road) outside the Study Area southwest of the Don River East Branch crossing (Naturalist) Species also has the potential to occur in the stormwater pond just north of Highway 407 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
<p>Segments 1, 2 and 3</p>	<p>Monarch</p>	<ul style="list-style-type: none"> Habitat is confined to sites where milkweeds occur. Milkweed is the sole food source of Monarch caterpillars. Different milkweed species grow in a variety of environments which include fields, roadsides, open areas, wet areas and urban gardens (COSEWIC 2010b). 	<ul style="list-style-type: none"> Numerous records of Monarchs in the Study Area (Naturalist) Breeding habitat of species confined to sites where milkweeds occur 	<ul style="list-style-type: none"> Meadows and edge habitats are present throughout, and Common Milkweed has been recorded in the Study Area Species may be impacted through removal of milkweed and general habitat modification; 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Potential for Occurrence: Moderate</p>					
<p>Segments 1, 2, and 3</p>	<p>Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)</p>	<ul style="list-style-type: none"> Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) 	<ul style="list-style-type: none"> Suitable habitat is expected to be scarce within the Study Area due to deforestation and fragmentation of remaining woodlots Most likely to occur in the natural habitats in the vicinity of the existing natural habitats associated with the Don River East Branch and Pomona Creek watersheds and the designated York Region Woodlands Bat distribution and habitat is not fully understood, and absence of this species should not be assumed TRCA data does not include records of snags and/or suitable bat habitat 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements Once tree removal areas are confirmed inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Redside Dace</p>	<ul style="list-style-type: none"> Found in pools and slow-flowing sections of relatively small headwater streams with both pool and riffle habitats and a moderate to high gradient Typically found in stream segments that flow through open meadows, pasture or shrub overstory 	<ul style="list-style-type: none"> Recorded in Don River East Branch which crosses Segment 2, approximately 1.3 km upstream of the SAR Desktop Study Area crossing (DFO aquatic SAR mapping). Pomona Creek, which crosses Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat. 	<ul style="list-style-type: none"> Correspondence with MECP and DFO is underway to confirm presence of, and identify concerns associated with, Redside Dace, their critical habitat, and/or contributing habitat within or downstream of the Study Area 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented Construction to occur in accordance with MECP, and DFO requirements During the construction phase of the project, on-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segment 1</p>	<p>Butternut</p>	<p>as opposed to closed canopy forest in Ontario (COSEWIC 2007f).</p> <ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. Does not do well in the shade, and often grows in sunny openings and near forest edges 	<ul style="list-style-type: none"> The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat. Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the PTIZ is recommended as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements
<p>Segments 1, 2 and 3</p>	<p>Common Nighthawk</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p> <p>Within</p>	<ul style="list-style-type: none"> Species is not reported in the area during TRCA surveys, albeit there is no record stating that crepuscular bird surveys were completed September 2020 documented flyover, likely a migrant, near Clark Avenue and Yonge Street (eBird) 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of buildings within the Study Area that may contain nests, but if so, nesting sites of these species may be impacted Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> On-site inspection should be undertaken once impacted buildings are confirmed to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Wood Thrush</p>	<p>Breeds in mature deciduous and mixed forest habitats with well-developed understoreys, nearby moist soils and abundant leaf litter</p> <p>Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)</p>	<ul style="list-style-type: none"> Potentially suitable nesting areas along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area Habitat present is likely too small to support breeding of this species Species documented in May 2013, west of the Study Area, on Idleswift Drive near the 407 ETR (eBird) July 2014 record of Wood Thrush within Webster Park, along the Don River East Branch, approximately 2 km upstream from the Study Area (TRCA) 	<ul style="list-style-type: none"> Removal of portions of habitat may have negative effects on the species if present 	<ul style="list-style-type: none"> Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 2 and 3</p>	<p>Northern Map Turtle</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p>	<ul style="list-style-type: none"> Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse No above grade works are currently planned. However, East Don River has the potential in a few locations to be suitable habitat and 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted

					Ponoma Creek is shallow and fast moving with clay and cobble/gravel.	<ul style="list-style-type: none"> If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
Potential for Occurrence: Low						
Segments 1, 2 and 3	Acadian Flycatcher (S2, S3), Bank Swallow, Bobolink, Eastern Meadowlark, Red-headed Woodpecker, Western Chorus Frog	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> Recent field surveys conducted did not report species 	<ul style="list-style-type: none"> Suitable habitat scarce or non-existent within Study Area for listed species. 	<ul style="list-style-type: none"> Any construction activity in the vicinity of such newly established nesting areas has the potential to have negative impacts on species Nests to be identified and adequately protected 	
Potential for Occurrence: None						
Segments 1, 2 and 3	Acadian Flycatcher (S1), Bald Eagle, Canada Warbler, Olive-sided Flycatcher, Rusty Blackbird, Blanding's Turtle, Northern Map Turtle (S1), Snapping Turtle (S1), Northern Brook Lamprey, Redside Dace (S1)	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> No SAR observed Migrants documented outside of SAR Desktop Study Area 	<ul style="list-style-type: none"> Suitable nesting habitat not present. 	N/A	



December 10, 2021

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gema Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes to build a strong and meaningful relationship with Beausoleil First Nation. Metrolinx appreciates and respects that Beausoleil First Nation should be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Beausoleil First Nation information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) being sought in support of the Yonge North Subway Extension Project.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Yonge North Subway Extension Project which will bring 8 kilometres of subway service to the Greater Toronto region.

Metrolinx Application for 17(2)(d) Permit under the *Endangered Species Act*

Metrolinx, as part of the Yonge North Subway Extension (YNSE) Project, is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007). The purpose of this permit is to seek approval for those project activities that may have adverse impacts on identified Species at Risk and/or their habitat. The permit being sought will allow for those activities to take place, but also provide direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss. The Study Area for the proposed permit can be found in **Attachment 1**.

As part of the Transit Project Assessment Process (TPAP) Metrolinx drafted Environmental Assessment reports and studies, including the completion of initial SAR screening and impact assessments. Draft versions of the SAR Screening and impact assessments were included as part of previous packages of reports shared

with Beausoleil First Nation for review on October 28, 2021. Metrolinx appreciates the significance of wildlife to many Indigenous Nations and therefore, wishes to draw specific attention to the potential impacts and mitigations contemplated as part of this proposed SAR permit.

Impacted Species at Risk

Based on the SAR screening completed to date, some activities required to support the proposed YNSE Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Chimney Swift - Threatened
- Butternut - Endangered
- Eastern Small-footed Myotis - Endangered
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Tri-colored Bat - Endangered

The identified impacts and proposed mitigation measures for the YNSE Project are outlined in a table found as **Attachment 2**.

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence. An impact assessment will be conducted if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation include measures such as scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures as outlined in the permit conditions, such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Metrolinx would be pleased to understand how Beausoleil First Nation may want to participate in the above-mentioned studies and welcomes feedback to that end. We are also pleased to receive feedback on the proposed mitigation and compensation measures. Metrolinx will endeavour to accommodate requests where feasible. The earlier we understand any expressed interest in participation, the easier it can be to accommodate. We would appreciate Beausoleil First Nation's feedback regarding potential requests for involvement by January 28th, 2022. We also welcome any requests for a meeting to discuss these potential opportunities or to explore this project in more detail with Beausoleil First Nation.

Permit Activities - Next Steps

The Proposal for the 17(2)(d) Permit is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this winter, and Metrolinx will notify Beausoleil First Nation when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all *Endangered Species Act* permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Beausoleil First Nation's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance or during of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period. MECP will consider all comments received through public and Indigenous Nation consultation, which will be taken into consideration when drafting the permit conditions and making recommendations to the Minister.

Following the 30-day public review period, the proposed permit will be submitted to the Minister for review and consideration. The Permit may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the ESA have been satisfied. Should Metrolinx be issued the permit, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Beausoleil First Nation will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Beausoleil First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to meaningful engagement and to identifying and prioritizing the sharing of relevant and appropriate information with Beausoleil First Nation. If you require additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of the Indigenous Relations Office at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'Julia Kun', written in a cursive style.

Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Kaylin Barnes, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Appendices: **Appendix 1** - YNSE Proposed Study Area Figure

 Appendix 2 - Summary of Impacted Species Affected, Potential
 Magnitude of Effect, Conclusions and Recommendations

From: Indigenous Relations
Sent: December 10, 2021 1:44 PM
To: Chief Donna Big Canoe
Cc: Natasha Charles; [REDACTED]; Julia Kun; Jessica Neto; Kaylin Barnes
Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Attachments: Letter_SAR_Permit_CGI.pdf; Attachment 1 - YNSE_Project_Location (1).pdf; Attachment 2 - Summary of Impacts.pdf

Dear Chief Big Canoe,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of your Nation. We appreciate the volume of documents that Metrolinx has shared with your Nation across a number of projects. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

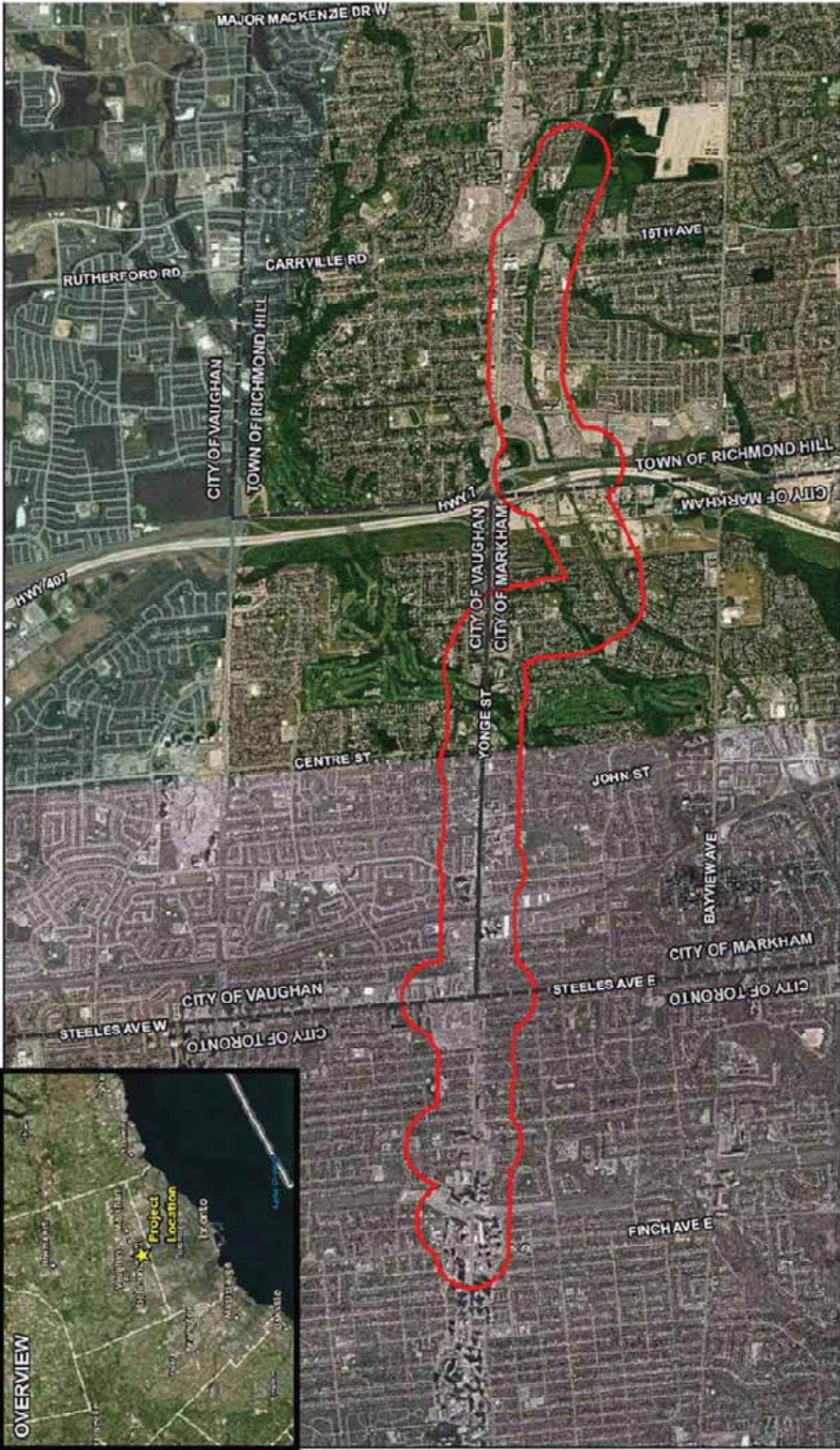
Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715





METROLINX **One** GO Transit

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 **FIGURE: 1**

SCALE 1:45,000 **DATE: November 2021**

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

Table 1: Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Location	SAR Potentially Present	Preferred Habitat	Probability of Occurrence based on Presence of Suitable Habitat	SAR Habitat Impacts in Project Footprint	Recommendations and Conclusions
Potential for Occurrences: Confirmed					
Segments 2 and 3	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Observed foraging within the Segment 3 Study Area during One1+ field investigations on 22 June 2021. eBird states that TRCA Regional Data from 1 June 2017 confirmed an adult leaving / entering a nest under a bridge at the Ladies Golf Club of Toronto. Structures associated with the Don River East Branch and Pomona Creek watercourse crossings (bridges, culverts, etc.) could provide suitable nesting habitat 	<ul style="list-style-type: none"> Potential for species to make use of any existing or newly created structures Nests must be identified and adequately protected to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segment 1	Chimney Swift	<ul style="list-style-type: none"> Mainly associated with areas with chimneys to use as nesting and resting sites; however, likely that a small portion of the population continues to use hollow trees (COSEWIC 2007a). 	<ul style="list-style-type: none"> Observed flying over the Study Area during One1+ field investigations on 15 June 2021. On 6 July 2021 two (2) locations within Project Segment 1 were surveyed for Chimney Swift. Chimney Swift were confirmed entering/exiting a chimney on the building at 6061 Yonge St (Patricia Ave and Yonge St intersection) 	<ul style="list-style-type: none"> It is not anticipated that construction activities will result in modification or removal of any such buildings, but if so, nesting sites of these species may be impacted Unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009), and should be discussed with the MECP to ensure requirements of ESA are met On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: High					
Segment 1	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area 	<ul style="list-style-type: none"> Nests must be identified and adequately protected, to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segments 2 and 3	Butternet	<ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. 	<ul style="list-style-type: none"> One (1) Butternut within the Segment 3 Study Area near intersection of High Tech Road and Yonge Street (iNaturalist) Outside of the Study Area, in 2003 and 2013, two (2) Butternuts were recorded in the South Richvale Greenway Walk near Camgreen Court (TRCA) 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the Potential Temporary Impact Zone (30 m buffer around the Project footprint) (PTIZ) will occur as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segments 1, 2 and 3</p>	<p>Bats (Little Brown Myotis, Northern Bat)</p>	<ul style="list-style-type: none"> Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b) Found within tree cavities/canopies, rock faces and human structures Hibernates in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) Typically found in clearings and forest edges Breeds in nearly any type of wooded habitat including mature woodlands, urban shade trees, roadsides and orchards Prefers deciduous forest and to a lesser extent, open pine woodlands of the south and mixed hardwood-conifer forest of the north (CLO 2015; McCarty 1996). 	<ul style="list-style-type: none"> In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA) Unidentified bat species (two (2) individuals) observed 5 July 2021 foraging over Thornhill Park Suitable habitat potentially present immediately to the north and east within the Don River East Branch riparian area, Pomona Creek watersheds and the designated York Region Woodlands Records within the wooded area near Richmond Hill Golf Club and one record near Mackenzie Richmond Hill Hospital (TRCA) Various ebird records have Eastern Wood-pewee sightings just outside the Study Area One record from June 2015 documents Eastern Wood-pewee south of Riverside Boulevard near the Thornhill Club May 2019 records note Eastern Wood-pewee in the Pomona Mills Park (likely migrants) Likely nesting locations within the Study Area include along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat Suitable habitat for nesting and feeding may be present within the Study Area Potential for disturbance or destruction of migratory birds and/or nests 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 1, 2 and 3</p>	<p>Peregrine Falcon</p>	<ul style="list-style-type: none"> Nests on cliff ledges or crevices Some may use tall buildings and bridges near suitable foraging areas Habitats have 3 scales: a nest site with associated perching sites, a nesting territory, and a home range (Ontario Peregrine Falcon Recovery Team 2010). 	<ul style="list-style-type: none"> No nesting sites are confirmed during OneT+ field investigations, but perching sites or territory likely occur in the Study Area In 2009 there was a nest at Sheppard Avenue, just east of Yonge Street (south of Finch Avenue, near Segment 1) Peregrine Falcon record within the Toronto Ladies Golf Course near Segment 2 (TRCA) Observation from Spruce Avenue park, (adjacent to Segment 3) in May 2020 Between April 2006 to March 2020, several additional ebird sightings near Segment 1 Numerous sightings in the City and Greater Toronto Area 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of any such buildings. Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat is to take place, targeted surveys for Peregrine Falcon should be completed by a qualified biologist. During the construction phase of the project, on-site inspection should be undertaken to confirm the impacts and identify corrective actions if required

<p>Segments 2 and 3</p>	<p>Snapping Turtle</p>	<ul style="list-style-type: none"> Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in the watercourses in the Toronto area (COSEWIC 2008b) 	<ul style="list-style-type: none"> Two (2) Snapping Turtle records south of Carrville Road, approx. 1.6 km outside of the Study Area (TRCA) Adult observed in mid-May and a hatchling was observed in August 2017 near South Richvale Greenway Adult observed in the Oakbank Pond Park (a stormwater management pond at Oakbank Road) outside the Study Area southwest of the Don River East Branch crossing (Naturalist) Species also has the potential to occur in the stormwater pond just north of Highway 407 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
<p>Segments 1, 2 and 3</p>	<p>Monarch</p>	<ul style="list-style-type: none"> Habitat is confined to sites where milkweeds occur. Milkweed is the sole food source of Monarch caterpillars. Different milkweed species grow in a variety of environments which include fields, roadsides, open areas, wet areas and urban gardens (COSEWIC 2010b). 	<ul style="list-style-type: none"> Numerous records of Monarchs in the Study Area (Naturalist) Breeding habitat of species confined to sites where milkweeds occur 	<ul style="list-style-type: none"> Meadows and edge habitats are present throughout, and Common Milkweed has been recorded in the Study Area Species may be impacted through removal of milkweed and general habitat modification; 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Potential for Occurrence: Moderate</p>					
<p>Segments 1, 2, and 3</p>	<p>Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)</p>	<ul style="list-style-type: none"> Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) 	<ul style="list-style-type: none"> Suitable habitat is expected to be scarce within the Study Area due to deforestation and fragmentation of remaining woodlots Most likely to occur in the natural habitats in the vicinity of the existing natural habitats associated with the Don River East Branch and Pomona Creek watersheds and the designated York Region Woodlands Bat distribution and habitat is not fully understood, and absence of this species should not be assumed TRCA data does not include records of snags and/or suitable bat habitat 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements Once tree removal areas are confirmed inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Redside Dace</p>	<ul style="list-style-type: none"> Found in pools and slow-flowing sections of relatively small headwater streams with both pool and riffle habitats and a moderate to high gradient Typically found in stream segments that flow through open meadows, pasture or shrub overstory 	<ul style="list-style-type: none"> Recorded in Don River East Branch which crosses Segment 2, approximately 1.3 km upstream of the SAR Desktop Study Area crossing (DFO aquatic SAR mapping). Pomona Creek, which crosses Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat. 	<ul style="list-style-type: none"> Correspondence with MECP and DFO is underway to confirm presence of, and identify concerns associated with, Redside Dace, their critical habitat, and/or contributing habitat within or downstream of the Study Area 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented Construction to occur in accordance with MECP, and DFO requirements During the construction phase of the project, on-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segment 1</p>	<p>Butternut</p>	<p>as opposed to closed canopy forest in Ontario (COSEWIC 2007f).</p> <ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. Does not do well in the shade, and often grows in sunny openings and near forest edges 	<ul style="list-style-type: none"> The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat. Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the PTIZ is recommended as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements
<p>Segments 1, 2 and 3</p>	<p>Common Nighthawk</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p> <p>Within</p>	<ul style="list-style-type: none"> Species is not reported in the area during TRCA surveys, albeit there is no record stating that crepuscular bird surveys were completed September 2020 documented flyover, likely a migrant, near Clark Avenue and Yonge Street (eBird) 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of buildings within the Study Area that may contain nests, but if so, nesting sites of these species may be impacted Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> On-site inspection should be undertaken once impacted buildings are confirmed to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Wood Thrush</p>	<p>Breeds in mature deciduous and mixed forest habitats with well-developed understoreys, nearby moist soils and abundant leaf litter</p> <p>Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)</p>	<ul style="list-style-type: none"> Potentially suitable nesting areas along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area Habitat present is likely too small to support breeding of this species Species documented in May 2013, west of the Study Area, on Idleswift Drive near the 407 ETR (eBird) July 2014 record of Wood Thrush within Webster Park, along the Don River East Branch, approximately 2 km upstream from the Study Area (TRCA) 	<ul style="list-style-type: none"> Removal of portions of habitat may have negative effects on the species if present 	<ul style="list-style-type: none"> Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 2 and 3</p>	<p>Northern Map Turtle</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p>	<ul style="list-style-type: none"> Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse No above grade works are currently planned. However, East Don River has the potential in a few locations to be suitable habitat and 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted

					Ponoma Creek is shallow and fast moving with clay and cobble/gravel.	<ul style="list-style-type: none"> If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
Potential for Occurrence: Low						
Segments 1, 2 and 3	Acadian Flycatcher (S2, S3), Bank Swallow, Bobolink, Eastern Meadowlark, Red-headed Woodpecker, Western Chorus Frog	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> Recent field surveys conducted did not report species 	<ul style="list-style-type: none"> Suitable habitat scarce or non-existent within Study Area for listed species. 	<ul style="list-style-type: none"> Any construction activity in the vicinity of such newly established nesting areas has the potential to have negative impacts on species Nests to be identified and adequately protected 	
Potential for Occurrence: None						
Segments 1, 2 and 3	Acadian Flycatcher (S1), Bald Eagle, Canada Warbler, Olive-sided Flycatcher, Rusty Blackbird, Blanding's Turtle, Northern Map Turtle (S1), Snapping Turtle (S1), Northern Brook Lamprey, Redside Dace (S1)	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> No SAR observed Migrants documented outside of SAR Desktop Study Area 	<ul style="list-style-type: none"> Suitable nesting habitat not present. 	N/A	



December 10, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes to build a strong and meaningful relationship with Chippewas of Georgina Island. Metrolinx appreciates and respects that Chippewas of Georgina Island should be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Chippewas of Georgina Island information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) being sought in support of the Yonge North Subway Extension Project.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Yonge North Subway Extension Project which will bring 8 kilometres of subway service to the Greater Toronto region.

Metrolinx Application for 17(2)(d) Permit under the *Endangered Species Act*

Metrolinx, as part of the Yonge North Subway Extension (YNSE) Project, is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007). The purpose of this permit is to seek approval for those project activities that may have adverse impacts on identified Species at Risk and/or their habitat. The permit being sought will allow for those activities to take place, but also provide direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss. The Study Area for the proposed permit can be found in **Attachment 1**.

As part of the Transit Project Assessment Process (TPAP) Metrolinx drafted Environmental Assessment reports and studies, including the completion of initial SAR screening and impact assessments. Draft versions of the SAR Screening and impact assessments were included as part of previous packages of reports shared

with Chippewas of Georgina Island for review on October 28, 2021. Metrolinx appreciates the significance of wildlife to many Indigenous Nations and therefore, wishes to draw specific attention to the potential impacts and mitigations contemplated as part of this proposed SAR permit.

Impacted Species at Risk

Based on the SAR screening completed to date, some activities required to support the proposed YNSE Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Chimney Swift - Threatened
- Butternut - Endangered
- Eastern Small-footed Myotis - Endangered
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Tri-colored Bat - Endangered

The identified impacts and proposed mitigation measures for the YNSE Project are outlined in a table found as **Attachment 2**.

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence. An impact assessment will be conducted if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation include measures such as scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures as outlined in the permit conditions, such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Metrolinx would be pleased to understand how Chippewas of Georgina Island may want to participate in the above-mentioned studies and welcomes feedback to that end. We are also pleased to receive feedback on the proposed mitigation and compensation measures. Metrolinx will endeavour to accommodate requests where feasible. The earlier we understand any expressed interest in participation, the easier it can be to accommodate. We would appreciate Chippewas of Georgina Island's feedback regarding potential requests for involvement by January 28th, 2022. We also welcome any requests for a meeting to discuss these potential opportunities or to explore this project in more detail with Chippewas of Georgina Island.

Permit Activities - Next Steps

The Proposal for the 17(2)(d) Permit is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this winter, and Metrolinx will notify Chippewas of Georgina Island when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all *Endangered Species Act* permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Chippewas of Georgina Island's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance or during of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period. MECP will consider all comments received through public and Indigenous Nation consultation, which will be taken into consideration when drafting the permit conditions and making recommendations to the Minister.

Following the 30-day public review period, the proposed permit will be submitted to the Minister for review and consideration. The Permit may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the ESA have been satisfied. Should Metrolinx be issued the permit, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Chippewas of Georgina Island will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Chippewas of Georgina Island prior to seeking any necessary permit amendments.

Metrolinx is committed to meaningful engagement and to identifying and prioritizing the sharing of relevant and appropriate information with Chippewas of Georgina Island. If you require additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of

the Indigenous Relations Office at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'Julia K', with a stylized flourish at the end.

Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Kaylin Barnes, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Appendices: **Appendix 1** - YNSE Proposed Study Area Figure

Appendix 2 - Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, December 10, 2021 1:44 PM

To: Julie Kapyrka [REDACTED]

Cc: [REDACTED] Kaitlin Hill [REDACTED]; Jordon MacArthur

[REDACTED] Francis M. Chua

[REDACTED]; Kayla Wright [REDACTED] Julia Kun <Julia.Kun@metrolinx.com>; Jessica

Neto <Jessica.Neto@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Julie and Team,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of your Nation. Metrolinx values its relationship with Curve Lake First Nation and has learned much about your Nation and its expectations over the past several months. It is our wish to continue to work with your Nation as we move forward.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Manager, Indigenous Relations

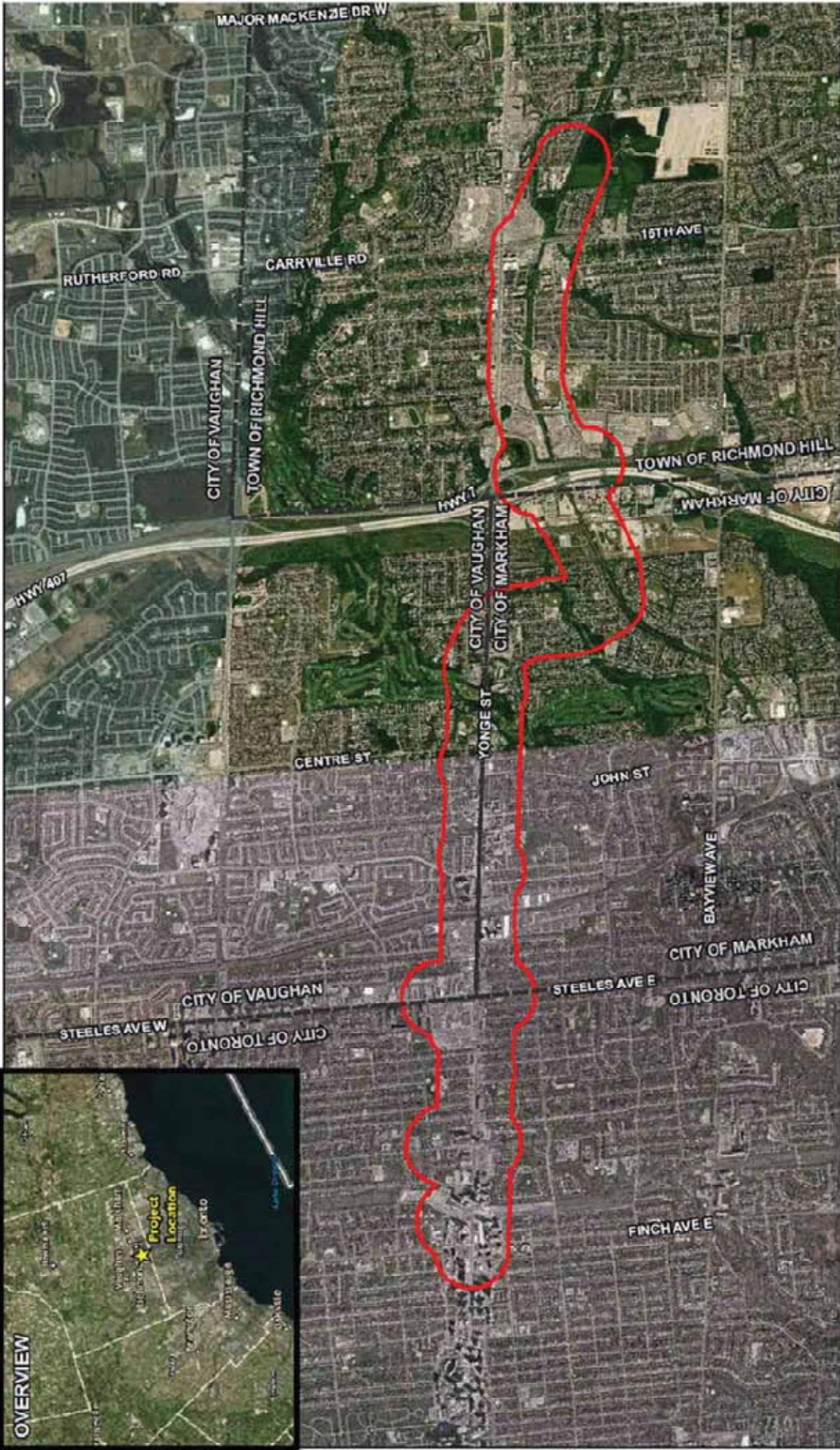
Metrolinx

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METROLINX **One** GO Transit

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 **FIGURE: 1**

SCALE 1:45,000 **DATE: November 2021**

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\WXD\Fig_1_Project_Location_10.mxd

Table 1: Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Location	SAR Potentially Present	Preferred Habitat	Probability of Occurrence based on Presence of Suitable Habitat	SAR Habitat Impacts in Project Footprint	Recommendations and Conclusions
Potential for Occurrences: Confirmed					
Segments 2 and 3	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Observed foraging within the Segment 3 Study Area during One1+ field investigations on 22 June 2021. eBird states that TRCA Regional Data from 1 June 2017 confirmed an adult leaving / entering a nest under a bridge at the Ladies Golf Club of Toronto. Structures associated with the Don River East Branch and Pomona Creek watercourse crossings (bridges, culverts, etc.) could provide suitable nesting habitat 	<ul style="list-style-type: none"> Potential for species to make use of any existing or newly created structures Nests must be identified and adequately protected to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segment 1	Chimney Swift	<ul style="list-style-type: none"> Mainly associated with areas with chimneys to use as nesting and resting sites; however, likely that a small portion of the population continues to use hollow trees (COSEWIC 2007a). 	<ul style="list-style-type: none"> Observed flying over the Study Area during One1+ field investigations on 15 June 2021. On 6 July 2021 two (2) locations within Project Segment 1 were surveyed for Chimney Swift. Chimney Swift were confirmed entering/exiting a chimney on the building at 6061 Yonge St (Patricia Ave and Yonge St intersection) 	<ul style="list-style-type: none"> It is not anticipated that construction activities will result in modification or removal of any such buildings, but if so, nesting sites of these species may be impacted Unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009), and should be discussed with the MECP to ensure requirements of ESA are met On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: High					
Segment 1	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area 	<ul style="list-style-type: none"> Nests must be identified and adequately protected, to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segments 2 and 3	Butternet	<ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. 	<ul style="list-style-type: none"> One (1) Butternut within the Segment 3 Study Area near intersection of High Tech Road and Yonge Street (iNaturalist) Outside of the Study Area, in 2003 and 2013, two (2) Butternuts were recorded in the South Richvale Greenway Walk near Camgreen Court (TRCA) 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the Potential Temporary Impact Zone (30 m buffer around the Project footprint) (PTIZ) will occur as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segments 1, 2 and 3</p>	<p>Bats (Little Brown Myotis, Northern Bat)</p>	<ul style="list-style-type: none"> Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b) Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) Typically found in clearings and forest edges Breeds in nearly any type of wooded habitat including mature woodlands, urban shade trees, roadsides and orchards Prefers deciduous forest and to a lesser extent, open pine woodlands of the south and mixed hardwood-conifer forest of the north (CLO 2015; McCarty 1996). 	<ul style="list-style-type: none"> In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA) Unidentified bat species (two (2) individuals) observed 5 July 2021 foraging over Thornhill Park Suitable habitat potentially present immediately to the north and east within the Don River East Branch riparian area, Pomona Creek watersheds and the designated York Region Woodlands Records within the wooded area near Richmond Hill Golf Club and one record near Mackenzie Richmond Hill Hospital (TRCA) Various eBird records have Eastern Wood-pewee sightings just outside the Study Area One record from June 2015 documents Eastern Wood-pewee south of Riverside Boulevard near the Thornhill Club May 2019 records note Eastern Wood-pewee in the Pomona Mills Park (likely migrants) Likely nesting locations within the Study Area include along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat Suitable habitat for nesting and feeding may be present within the Study Area Potential for disturbance or destruction of migratory birds and/or nests 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 1, 2 and 3</p>	<p>Peregrine Falcon</p>	<ul style="list-style-type: none"> Nests on cliff ledges or crevices Some may use tall buildings and bridges near suitable foraging areas Habitats have 3 scales: a nest site with associated perching sites, a nesting territory, and a home range (Ontario Peregrine Falcon Recovery Team 2010). 	<ul style="list-style-type: none"> No nesting sites are confirmed during OneT+ field investigations, but perching sites or territory likely occur in the Study Area In 2009 there was a nest at Sheppard Avenue, just east of Yonge Street (south of Finch Avenue, near Segment 1) Peregrine Falcon record within the Toronto Ladies Golf Course near Segment 2 (TRCA) Observation from Spruce Avenue park, (adjacent to Segment 3) in May 2020 Between April 2006 to March 2020, several additional eBird sightings near Segment 1 Numerous sightings in the City and Greater Toronto Area 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of any such buildings. Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat is to take place, targeted surveys for Peregrine Falcon should be completed by a qualified biologist. During the construction phase of the project, on-site inspection should be undertaken to confirm the impacts and identify corrective actions if required

<p>Segments 2 and 3</p>	<p>Snapping Turtle</p>	<ul style="list-style-type: none"> Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in the watercourses in the Toronto area (COSEWIC 2008b) 	<ul style="list-style-type: none"> Two (2) Snapping Turtle records south of Carrville Road, approx. 1.6 km outside of the Study Area (TRCA) Adult observed in mid-May and a hatchling was observed in August 2017 near South Richvale Greenway Adult observed in the Oakbank Pond Park (a stormwater management pond at Oakbank Road) outside the Study Area southwest of the Don River East Branch crossing (Naturalist) Species also has the potential to occur in the stormwater pond just north of Highway 407 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
<p>Segments 1, 2 and 3</p>	<p>Monarch</p>	<ul style="list-style-type: none"> Habitat is confined to sites where milkweeds occur. Milkweed is the sole food source of Monarch caterpillars. Different milkweed species grow in a variety of environments which include fields, roadsides, open areas, wet areas and urban gardens (COSEWIC 2010b). 	<ul style="list-style-type: none"> Numerous records of Monarchs in the Study Area (Naturalist) Breeding habitat of species confined to sites where milkweeds occur 	<ul style="list-style-type: none"> Meadows and edge habitats are present throughout, and Common Milkweed has been recorded in the Study Area Species may be impacted through removal of milkweed and general habitat modification; 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Potential for Occurrence: Moderate</p>					
<p>Segments 1, 2, and 3</p>	<p>Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)</p>	<ul style="list-style-type: none"> Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) 	<ul style="list-style-type: none"> Suitable habitat is expected to be scarce within the Study Area due to deforestation and fragmentation of remaining woodlots Most likely to occur in the natural habitats in the vicinity of the existing natural habitats associated with the Don River East Branch and Pomona Creek watersheds and the designated York Region Woodlands Bat distribution and habitat is not fully understood, and absence of this species should not be assumed TRCA data does not include records of snags and/or suitable bat habitat 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements Once tree removal areas are confirmed inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Redside Dace</p>	<ul style="list-style-type: none"> Found in pools and slow-flowing sections of relatively small headwater streams with both pool and riffle habitats and a moderate to high gradient Typically found in stream segments that flow through open meadows, pasture or shrub overstory 	<ul style="list-style-type: none"> Recorded in Don River East Branch which crosses Segment 2, approximately 1.3 km upstream of the SAR Desktop Study Area crossing (DFO aquatic SAR mapping). Pomona Creek, which crosses Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat. 	<ul style="list-style-type: none"> Correspondence with MECP and DFO is underway to confirm presence of, and identify concerns associated with, Redside Dace, their critical habitat, and/or contributing habitat within or downstream of the Study Area 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented Construction to occur in accordance with MECP, and DFO requirements During the construction phase of the project, on-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segment 1</p>	<p>Butternut</p>	<p>as opposed to closed canopy forest in Ontario (COSEWIC 2007f).</p> <ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. Does not do well in the shade, and often grows in sunny openings and near forest edges 	<ul style="list-style-type: none"> The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat. Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the PTIZ is recommended as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements
<p>Segments 1, 2 and 3</p>	<p>Common Nighthawk</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas.</p> <ul style="list-style-type: none"> In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b) Within 	<ul style="list-style-type: none"> Species is not reported in the area during TRCA surveys, albeit there is no record stating that crepuscular bird surveys were completed September 2020 documented flyover, likely a migrant, near Clark Avenue and Yonge Street (eBird) 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of buildings within the Study Area that may contain nests, but if so, nesting sites of these species may be impacted Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> On-site inspection should be undertaken once impacted buildings are confirmed to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Wood Thrush</p>	<p>Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter</p> <ul style="list-style-type: none"> Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011) 	<ul style="list-style-type: none"> Potentially suitable nesting areas along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area Habitat present is likely too small to support breeding of this species Species documented in May 2013, west of the Study Area, on Idleswift Drive near the 407 ETR (eBird) July 2014 record of Wood Thrush within Webster Park, along the Don River East Branch, approximately 2 km upstream from the Study Area (TRCA) 	<ul style="list-style-type: none"> Removal of portions of habitat may have negative effects on the species if present 	<ul style="list-style-type: none"> Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 2 and 3</p>	<p>Northern Map Turtle</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas.</p> <ul style="list-style-type: none"> In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b) 	<ul style="list-style-type: none"> Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse No above grade works are currently planned. However, East Don River has the potential in a few locations to be suitable habitat and 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted

					Ponoma Creek is shallow and fast moving with clay and cobble/gravel.	<ul style="list-style-type: none"> If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
Potential for Occurrence: Low						
Segments 1, 2 and 3	Acadian Flycatcher (S2, S3), Bank Swallow, Bobolink, Eastern Meadowlark, Red-headed Woodpecker, Western Chorus Frog	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> Recent field surveys conducted did not report species 	<ul style="list-style-type: none"> Suitable habitat scarce or non-existent within Study Area for listed species. 	<ul style="list-style-type: none"> Any construction activity in the vicinity of such newly established nesting areas has the potential to have negative impacts on species Nests to be identified and adequately protected 	
Potential for Occurrence: None						
Segments 1, 2 and 3	Acadian Flycatcher (S1), Bald Eagle, Canada Warbler, Olive-sided Flycatcher, Rusty Blackbird, Blanding's Turtle, Northern Map Turtle (S1), Snapping Turtle (S1), Northern Brook Lamprey, Redside Dace (S1)	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> No SAR observed Migrants documented outside of SAR Desktop Study Area 	<ul style="list-style-type: none"> Suitable nesting habitat not present. 	N/A	



December 10, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes to build a strong and meaningful relationship with Curve Lake First Nation. Metrolinx appreciates and respects that Curve Lake First Nation should be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Curve Lake First Nation information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) being sought in support of the Yonge North Subway Extension Project.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Yonge North Subway Extension Project which will bring 8 kilometres of subway service to the Greater Toronto region.

Metrolinx Application for 17(2)(d) Permit under the *Endangered Species Act*

Metrolinx, as part of the Yonge North Subway Extension (YNSE) Project, is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007). The purpose of this permit is to seek approval for those project activities that may have adverse impacts on identified Species at Risk and/or their habitat. The permit being sought will allow for those activities to take place, but also provide direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss. The Study Area for the proposed permit can be found in **Attachment 1**.

As part of the Transit Project Assessment Process (TPAP) Metrolinx drafted Environmental Assessment reports and studies, including the completion of initial SAR screening and impact assessments. Draft versions of the SAR Screening and

impact assessments were included as part of previous packages of reports shared with Curve Lake First Nation for review on October 28, 2021. Metrolinx appreciates the significance of wildlife to many Indigenous Nations and therefore, wishes to draw specific attention to the potential impacts and mitigations contemplated as part of this proposed SAR permit.

Impacted Species at Risk

Based on the SAR screening completed to date, some activities required to support the proposed YNSE Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Chimney Swift - Threatened
- Butternut - Endangered
- Eastern Small-footed Myotis - Endangered
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Tri-colored Bat - Endangered

The identified impacts and proposed mitigation measures for the YNSE Project are outlined in a table found as **Attachment 2**.

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence. An impact assessment will be conducted if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation include measures such as scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures as outlined in the permit conditions, such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Metrolinx would be pleased to understand how Curve Lake First Nation may want to participate in the above-mentioned studies and welcomes feedback to that end. We are also pleased to receive feedback on the proposed mitigation and compensation measures. Metrolinx will endeavour to accommodate requests where feasible. The earlier we understand any expressed interest in participation, the easier it can be to accommodate. We would appreciate Curve Lake First Nation's feedback regarding potential requests for involvement by January 28th, 2022. We also welcome any requests for a meeting to discuss these potential opportunities or to explore this project in more detail with Curve Lake First Nation.

Permit Activities - Next Steps

The Proposal for the 17(2)(d) Permit is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this winter, and Metrolinx will notify Curve Lake First Nation when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all *Endangered Species Act* permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Curve Lake First Nation's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance or during of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period. MECP will consider all comments received through public and Indigenous Nation consultation, which will be taken into consideration when drafting the permit conditions and making recommendations to the Minister.

Following the 30-day public review period, the proposed permit will be submitted to the Minister for review and consideration. The Permit may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the ESA have been satisfied. Should Metrolinx be issued the permit, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Curve Lake First Nation will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Curve Lake First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to meaningful engagement and to identifying and prioritizing the sharing of relevant and appropriate information with Curve Lake First Nation. If you require additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of the Indigenous Relations Office at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'Julia Kun', written in a cursive style.

Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Francis Chua, Consultant to Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Kaylin Barnes, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Appendices: **Appendix 1** - YNSE Proposed Study Area Figure

Appendix 2 - Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Jessica Neto

From: Samantha Craig-Curnow [REDACTED]
Sent: December 17, 2021 2:57 PM
To: Indigenous Relations
Cc: [REDACTED] Julia Kun; Jessica Neto; Kaylin Barnes
Subject: RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Jaimi,

Gchi Miigwech for providing this information. At this time, the Chippewas of Rama First Nation does not have any comment on the proposed activity. We do wish to continue to be informed of developments on this project and will provide any further comment as the project develops.

Sincerely,

Samantha Craig-Curnow

Associate General Counsel, Legal

Chippewas of Rama First Nation

(ph) 705-325-3611, 1289

(cell) 416-884-1265

(fax) 705-325-0879

(url) www.ramafirstnation.ca

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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

 Please consider the environment before printing this e-mail.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, December 10, 2021 1:42 PM

To: Sharday James [REDACTED]

Cc: [REDACTED] Julia Kun <Julia.Kun@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Sharday,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of your Nation. We appreciate the volume of documents that Metrolinx has shared with your Nation across a number of projects. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

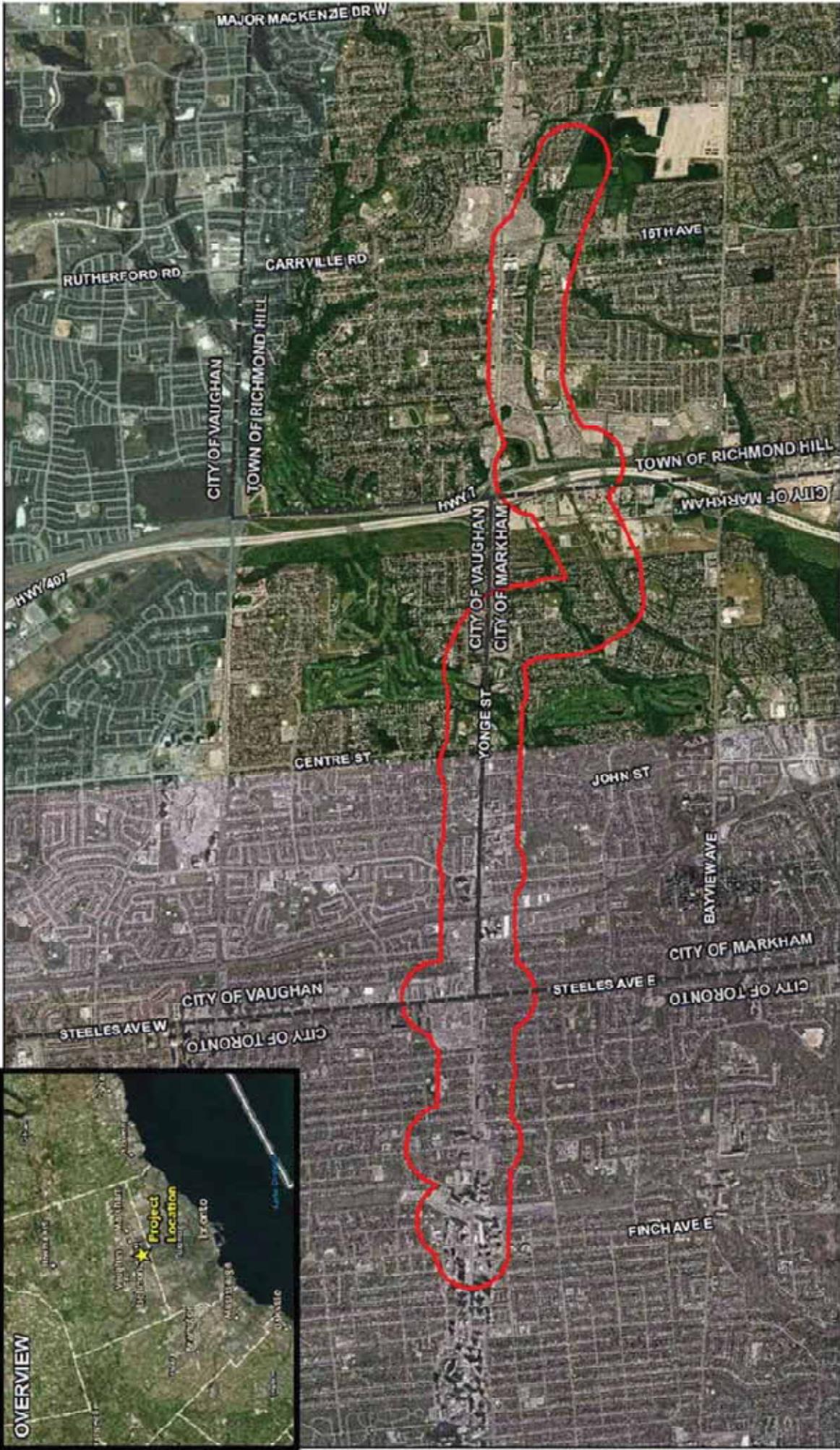
Jaimi O'Hara

Manager, Indigenous Relations
Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715



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METROLINX **One** GO Transit

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 **FIGURE: 1**

SCALE 1:45,000 **DATE: November 2021**

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

Table 1: Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Location	SAR Potentially Present	Preferred Habitat	Probability of Occurrence based on Presence of Suitable Habitat	SAR Habitat Impacts in Project Footprint	Recommendations and Conclusions
Potential for Occurrences: Confirmed					
Segments 2 and 3	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Observed foraging within the Segment 3 Study Area during One1+ field investigations on 22 June 2021. eBird states that TRCA Regional Data from 1 June 2017 confirmed an adult leaving / entering a nest under a bridge at the Ladies Golf Club of Toronto. Structures associated with the Don River East Branch and Pomona Creek watercourse crossings (bridges, culverts, etc.) could provide suitable nesting habitat 	<ul style="list-style-type: none"> Potential for species to make use of any existing or newly created structures Nests must be identified and adequately protected to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segment 1	Chimney Swift	<ul style="list-style-type: none"> Mainly associated with areas with chimneys to use as nesting and resting sites; however, likely that a small portion of the population continues to use hollow trees (COSEWIC 2007a). 	<ul style="list-style-type: none"> Observed flying over the Study Area during One1+ field investigations on 15 June 2021. On 6 July 2021 two (2) locations within Project Segment 1 were surveyed for Chimney Swift. Chimney Swift were confirmed entering/exiting a chimney on the building at 6061 Yonge St (Patricia Ave and Yonge St intersection) 	<ul style="list-style-type: none"> It is not anticipated that construction activities will result in modification or removal of any such buildings, but if so, nesting sites of these species may be impacted Unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009), and should be discussed with the MECP to ensure requirements of ESA are met On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: High					
Segment 1	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area 	<ul style="list-style-type: none"> Nests must be identified and adequately protected, to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segments 2 and 3	Butternet	<ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. 	<ul style="list-style-type: none"> One (1) Butternut within the Segment 3 Study Area near intersection of High Tech Road and Yonge Street (iNaturalist) Outside of the Study Area, in 2003 and 2013, two (2) Butternuts were recorded in the South Richvale Greenway Walk near Camgreen Court (TRCA) 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the Potential Impact Zone (30 m buffer around the Project footprint) (PIZ) will occur as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segments 1, 2 and 3</p>	<p>Bats (Little Brown Myotis, Northern Bat)</p>	<ul style="list-style-type: none"> Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b) Found within tree cavities/canopies, rock faces and human structures Hibernates in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) Typically found in clearings and forest edges Breeds in nearly any type of wooded habitat including mature woodlands, urban shade trees, roadsides and orchards Prefers deciduous forest and to a lesser extent, open pine woodlands of the south and mixed hardwood-conifer forest of the north (CLO 2015; McCarty 1996). 	<ul style="list-style-type: none"> In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA) Unidentified bat species (two (2) individuals) observed 5 July 2021 foraging over Thornhill Park Suitable habitat potentially present immediately to the north and east within the Don River East Branch riparian area, Pomona Creek watersheds and the designated York Region Woodlands Records within the wooded area near Richmond Hill Golf Club and one record near Mackenzie Richmond Hill Hospital (TRCA) Various eBird records have Eastern Wood-pewee sightings just outside the Study Area One record from June 2015 documents Eastern Wood-pewee south of Riverside Boulevard near the Thornhill Club May 2019 records note Eastern Wood-pewee in the Pomona Mills Park (likely migrants) Likely nesting locations within the Study Area include along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat Suitable habitat for nesting and feeding may be present within the Study Area Potential for disturbance or destruction of migratory birds and/or nests 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 1, 2 and 3</p>	<p>Peregrine Falcon</p>	<ul style="list-style-type: none"> Nests on cliff ledges or crevices Some may use tall buildings and bridges near suitable foraging areas Habitats have 3 scales: a nest site with associated perching sites, a nesting territory, and a home range (Ontario Peregrine Falcon Recovery Team 2010). 	<ul style="list-style-type: none"> No nesting sites are confirmed during OneT+ field investigations, but perching sites or territory likely occur in the Study Area In 2009 there was a nest at Sheppard Avenue, just east of Yonge Street (south of Finch Avenue, near Segment 1) Peregrine Falcon record within the Toronto Ladies Golf Course near Segment 2 (TRCA) Observation from Spruce Avenue park, (adjacent to Segment 3) in May 2020 Between April 2006 to March 2020, several additional eBird sightings near Segment 1 Numerous sightings in the City and Greater Toronto Area 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of any such buildings. Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat is to take place, targeted surveys for Peregrine Falcon should be completed by a qualified biologist. During the construction phase of the project, on-site inspection should be undertaken to confirm the impacts and identify corrective actions if required

<p>Segments 2 and 3</p>	<p>Snapping Turtle</p>	<ul style="list-style-type: none"> Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in the watercourses in the Toronto area (COSEWIC 2008b) 	<ul style="list-style-type: none"> Two (2) Snapping Turtle records south of Carrville Road, approx. 1.6 km outside of the Study Area (TRCA) Adult observed in mid-May and a hatchling was observed in August 2017 near South Richvale Greenway Adult observed in the Oakbank Pond Park (a stormwater management pond at Oakbank Road) outside the Study Area southwest of the Don River East Branch crossing (Naturalist) Species also has the potential to occur in the stormwater pond just north of Highway 407 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
<p>Segments 1, 2 and 3</p>	<p>Monarch</p>	<ul style="list-style-type: none"> Habitat is confined to sites where milkweeds occur. Milkweed is the sole food source of Monarch caterpillars. Different milkweed species grow in a variety of environments which include fields, roadsides, open areas, wet areas and urban gardens (COSEWIC 2010b). 	<ul style="list-style-type: none"> Numerous records of Monarchs in the Study Area (Naturalist) Breeding habitat of species confined to sites where milkweeds occur 	<ul style="list-style-type: none"> Meadows and edge habitats are present throughout, and Common Milkweed has been recorded in the Study Area Species may be impacted through removal of milkweed and general habitat modification; 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Potential for Occurrence: Moderate</p>					
<p>Segments 1, 2, and 3</p>	<p>Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)</p>	<ul style="list-style-type: none"> Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) 	<ul style="list-style-type: none"> Suitable habitat is expected to be scarce within the Study Area due to deforestation and fragmentation of remaining woodlots Most likely to occur in the natural habitats in the vicinity of the existing natural habitats associated with the Don River East Branch and Pomona Creek watersheds and the designated York Region Woodlands Bat distribution and habitat is not fully understood, and absence of this species should not be assumed TRCA data does not include records of snags and/or suitable bat habitat 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements Once tree removal areas are confirmed inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Redside Dace</p>	<ul style="list-style-type: none"> Found in pools and slow-flowing sections of relatively small headwater streams with both pool and riffle habitats and a moderate to high gradient Typically found in stream segments that flow through open meadows, pasture or shrub overstory 	<ul style="list-style-type: none"> Recorded in Don River East Branch which crosses Segment 2, approximately 1.3 km upstream of the SAR Desktop Study Area crossing (DFO aquatic SAR mapping). Pomona Creek, which crosses Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat. 	<ul style="list-style-type: none"> Correspondence with MECP and DFO is underway to confirm presence of, and identify concerns associated with, Redside Dace, their critical habitat, and/or contributing habitat within or downstream of the Study Area 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented Construction to occur in accordance with MECP, and DFO requirements During the construction phase of the project, on-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segment 1</p>	<p>Butternut</p>	<p>as opposed to closed canopy forest in Ontario (COSEWIC 2007f).</p> <ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. Does not do well in the shade, and often grows in sunny openings and near forest edges 	<ul style="list-style-type: none"> The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat. Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the PTIZ is recommended as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements
<p>Segments 1, 2 and 3</p>	<p>Common Nighthawk</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p> <p>Within</p>	<ul style="list-style-type: none"> Species is not reported in the area during TRCA surveys, albeit there is no record stating that crepuscular bird surveys were completed September 2020 documented flyover, likely a migrant, near Clark Avenue and Yonge Street (eBird) 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of buildings within the Study Area that may contain nests, but if so, nesting sites of these species may be impacted Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> On-site inspection should be undertaken once impacted buildings are confirmed to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Wood Thrush</p>	<p>Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter</p> <p>Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)</p>	<ul style="list-style-type: none"> Potentially suitable nesting areas along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area Habitat present is likely too small to support breeding of this species Species documented in May 2013, west of the Study Area, on Idleswift Drive near the 407 ETR (eBird) July 2014 record of Wood Thrush within Webster Park, along the Don River East Branch, approximately 2 km upstream from the Study Area (TRCA) 	<ul style="list-style-type: none"> Removal of portions of habitat may have negative effects on the species if present 	<ul style="list-style-type: none"> Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 2 and 3</p>	<p>Northern Map Turtle</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p>	<ul style="list-style-type: none"> Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse No above grade works are currently planned. However, East Don River has the potential in a few locations to be suitable habitat and 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted

					Ponoma Creek is shallow and fast moving with clay and cobble/gravel.	<ul style="list-style-type: none"> If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
Potential for Occurrence: Low						
Segments 1, 2 and 3	Acadian Flycatcher (S2, S3), Bank Swallow, Bobolink, Eastern Meadowlark, Red-headed Woodpecker, Western Chorus Frog	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> Recent field surveys conducted did not report species 	<ul style="list-style-type: none"> Suitable habitat scarce or non-existent within Study Area for listed species. 	<ul style="list-style-type: none"> Any construction activity in the vicinity of such newly established nesting areas has the potential to have negative impacts on species Nests to be identified and adequately protected 	
Potential for Occurrence: None						
Segments 1, 2 and 3	Acadian Flycatcher (S1), Bald Eagle, Canada Warbler, Olive-sided Flycatcher, Rusty Blackbird, Blanding's Turtle, Northern Map Turtle (S1), Snapping Turtle (S1), Northern Brook Lamprey, Redside Dace (S1)	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> No SAR observed Migrants documented outside of SAR Desktop Study Area 	<ul style="list-style-type: none"> Suitable nesting habitat not present. 	N/A	



December 10, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes to build a strong and meaningful relationship with Chippewas of Rama First Nation. Metrolinx appreciates and respects that Chippewas of Rama First Nation should be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Chippewas of Rama First Nation information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) being sought in support of the Yonge North Subway Extension Project.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Yonge North Subway Extension Project which will bring 8 kilometres of subway service to the Greater Toronto region.

Metrolinx Application for 17(2)(d) Permit under the *Endangered Species Act*

Metrolinx, as part of the Yonge North Subway Extension (YNSE) Project, is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007). The purpose of this permit is to seek approval for those project activities that may have adverse impacts on identified Species at Risk and/or their habitat. The permit being sought will allow for those activities to take place, but also provide direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss. The Study Area for the proposed permit can be found in **Attachment 1**.

As part of the Transit Project Assessment Process (TPAP) Metrolinx drafted Environmental Assessment reports and studies, including the completion of initial SAR screening and impact assessments. Draft versions of the SAR Screening and

impact assessments were included as part of previous packages of reports shared with Chippewas of Rama First Nation for review on October 28, 2021. Metrolinx appreciates the significance of wildlife to many Indigenous Nations and therefore, wishes to draw specific attention to the potential impacts and mitigations contemplated as part of this proposed SAR permit.

Impacted Species at Risk

Based on the SAR screening completed to date, some activities required to support the proposed YNSE Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Chimney Swift - Threatened
- Butternut - Endangered
- Eastern Small-footed Myotis - Endangered
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Tri-colored Bat - Endangered

The identified impacts and proposed mitigation measures for the YNSE Project are outlined in a table found as **Attachment 2**.

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence. An impact assessment will be conducted if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation include measures such as scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures as outlined in the permit conditions, such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Metrolinx would be pleased to understand how Chippewas of Rama First Nation may want to participate in the above-mentioned studies and welcomes feedback to that end. We are also pleased to receive feedback on the proposed mitigation and compensation measures. Metrolinx will endeavour to accommodate requests where feasible. The earlier we understand any expressed interest in participation, the easier it can be to accommodate. We would appreciate Chippewas of Rama First Nation's feedback regarding potential requests for involvement by January 28th, 2022. We also welcome any requests for a meeting to discuss these potential opportunities or to explore this project in more detail with Chippewas of Rama First Nation.

Permit Activities - Next Steps

The Proposal for the 17(2)(d) Permit is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this winter, and Metrolinx will notify Chippewas of Rama First Nation when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all *Endangered Species Act* permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Chippewas of Rama First Nation's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance or during of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period. MECP will consider all comments received through public and Indigenous Nation consultation, which will be taken into consideration when drafting the permit conditions and making recommendations to the Minister.

Following the 30-day public review period, the proposed permit will be submitted to the Minister for review and consideration. The Permit may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the ESA have been satisfied. Should Metrolinx be issued the permit, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Chippewas of Rama First Nation will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Chippewas of Rama First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to meaningful engagement and to identifying and prioritizing the sharing of relevant and appropriate information with Chippewas of Rama First Nation. If you require additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of

the Indigenous Relations Office at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Julia K', with a stylized flourish at the end.

Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Kaylin Barnes, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Appendices: **Appendix 1** - YNSE Proposed Study Area Figure

Appendix 2 - Summary of Impacted Species Affected, Potential
Magnitude of Effect, Conclusions and Recommendations

From: Indigenous Relations
Sent: December 10, 2021 1:43 PM
To: [REDACTED]
Cc: Tom Cowie; Sean Davison; [REDACTED]; Julia Kun; Jessica Neto; Kaylin Barnes
Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Attachments: Attachment 1 - YNSE_Project_Location (1).pdf; Attachment 2 - Summary of Impacts.pdf; Letter_SAR_Permit_HFN.pdf

Dear Chief Carr,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of your Nation. We appreciate the volume of documents that Metrolinx has shared with your Nation across a number of projects. As always, I remain open to hearing more your Nation about ways in which we can make engagement more meaningful.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

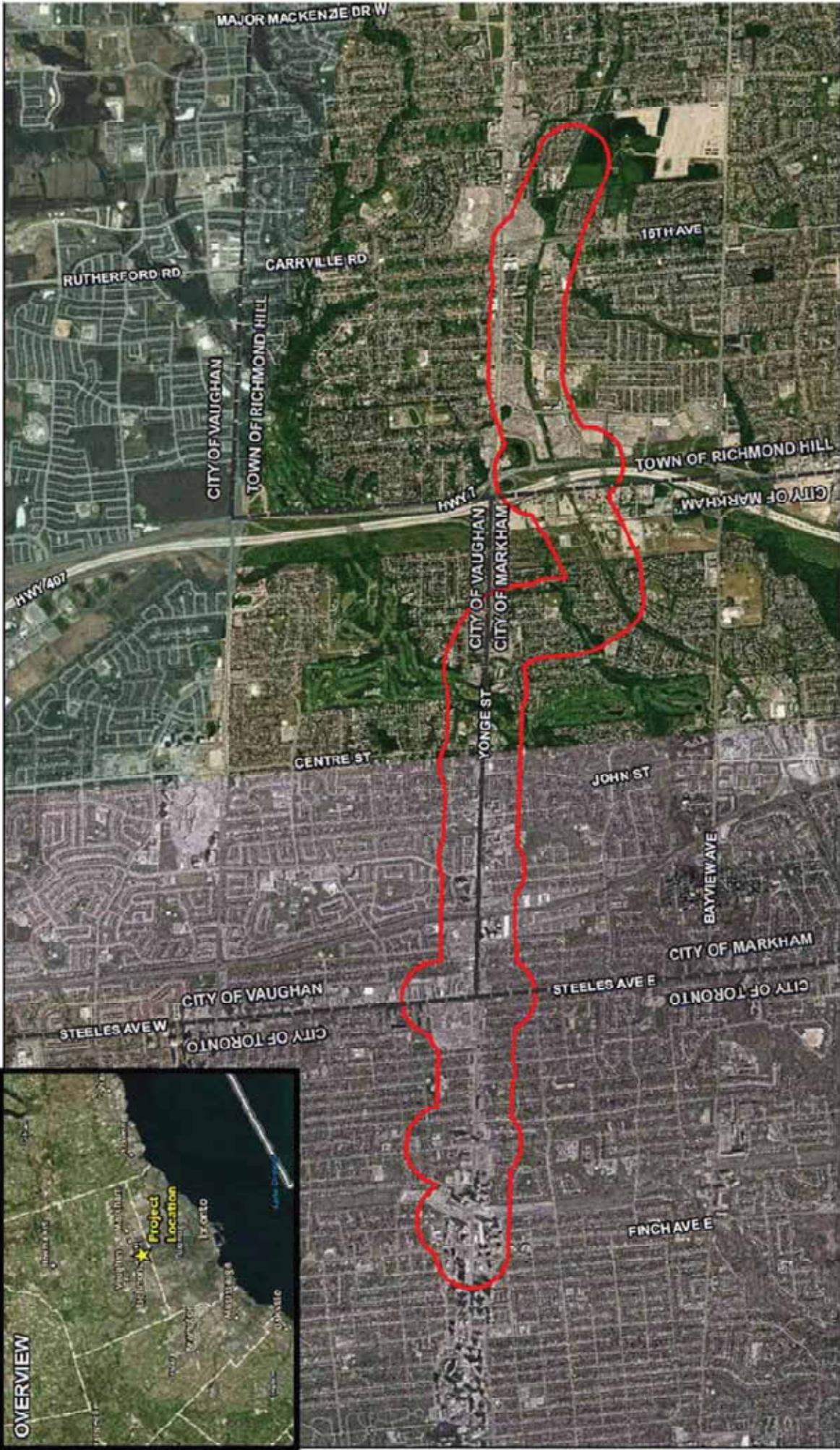
Thank you,

Jaimi O'Hara

Jaimi O'Hara

Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715





METROLINX **One** GO Transit

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 **FIGURE: 1**

SCALE 1:45,000 **DATE: November 2021**

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search\NaturalFeatures\WXD\Fig_1_Project_Location_10.mxd

Table 1: Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Location	SAR Potentially Present	Preferred Habitat	Probability of Occurrence based on Presence of Suitable Habitat	SAR Habitat Impacts in Project Footprint	Recommendations and Conclusions
Potential for Occurrences: Confirmed					
Segments 2 and 3	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Observed foraging within the Segment 3 Study Area during One1+ field investigations on 22 June 2021. eBird states that TRCA Regional Data from 1 June 2017 confirmed an adult leaving / entering a nest under a bridge at the Ladies Golf Club of Toronto. Structures associated with the Don River East Branch and Pomona Creek watercourse crossings (bridges, culverts, etc.) could provide suitable nesting habitat 	<ul style="list-style-type: none"> Potential for species to make use of any existing or newly created structures Nests must be identified and adequately protected to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segment 1	Chimney Swift	<ul style="list-style-type: none"> Mainly associated with areas with chimneys to use as nesting and resting sites; however, likely that a small portion of the population continues to use hollow trees (COSEWIC 2007a). 	<ul style="list-style-type: none"> Observed flying over the Study Area during One1+ field investigations on 15 June 2021. On 6 July 2021 two (2) locations within Project Segment 1 were surveyed for Chimney Swift. Chimney Swift were confirmed entering/exiting a chimney on the building at 6061 Yonge St (Patricia Ave and Yonge St intersection) 	<ul style="list-style-type: none"> It is not anticipated that construction activities will result in modification or removal of any such buildings, but if so, nesting sites of these species may be impacted Unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009), and should be discussed with the MECP to ensure requirements of ESA are met On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: High					
Segment 1	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area 	<ul style="list-style-type: none"> Nests must be identified and adequately protected, to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segments 2 and 3	Butternet	<ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. 	<ul style="list-style-type: none"> One (1) Butternut within the Segment 3 Study Area near intersection of High Tech Road and Yonge Street (iNaturalist) Outside of the Study Area, in 2003 and 2013, two (2) Butternuts were recorded in the South Richvale Greenway Walk near Camgreen Court (TRCA) 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the Potential Impact Zone (30 m buffer around the Project footprint) (PIZ) will occur as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segments 1, 2 and 3</p>	<p>Bats (Little Brown Myotis, Northern Bat)</p>	<ul style="list-style-type: none"> Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b) Found within tree cavities/canopies, rock faces and human structures Hibernates in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) Typically found in clearings and forest edges Breeds in nearly any type of wooded habitat including mature woodlands, urban shade trees, roadsides and orchards Prefers deciduous forest and to a lesser extent, open pine woodlands of the south and mixed hardwood-conifer forest of the north (CLO 2015; McCarty 1996). 	<ul style="list-style-type: none"> In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA) Unidentified bat species (two (2) individuals) observed 5 July 2021 foraging over Thornhill Park Suitable habitat potentially present immediately to the north and east within the Don River East Branch riparian area, Pomona Creek watersheds and the designated York Region Woodlands Records within the wooded area near Richmond Hill Golf Club and one record near Mackenzie Richmond Hill Hospital (TRCA) Various eBird records have Eastern Wood-pewee sightings just outside the Study Area One record from June 2015 documents Eastern Wood-pewee south of Riverside Boulevard near the Thornhill Club May 2019 records note Eastern Wood-pewee in the Pomona Mills Park (likely migrants) Likely nesting locations within the Study Area include along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat Suitable habitat for nesting and feeding may be present within the Study Area Potential for disturbance or destruction of migratory birds and/or nests 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 1, 2 and 3</p>	<p>Peregrine Falcon</p>	<ul style="list-style-type: none"> Nests on cliff ledges or crevices Some may use tall buildings and bridges near suitable foraging areas Habitats have 3 scales: a nest site with associated perching sites, a nesting territory, and a home range (Ontario Peregrine Falcon Recovery Team 2010). 	<ul style="list-style-type: none"> No nesting sites are confirmed during OneT+ field investigations, but perching sites or territory likely occur in the Study Area In 2009 there was a nest at Sheppard Avenue, just east of Yonge Street (south of Finch Avenue, near Segment 1) Peregrine Falcon record within the Toronto Ladies Golf Course near Segment 2 (TRCA) Observation from Spruce Avenue park, (adjacent to Segment 3) in May 2020 Between April 2006 to March 2020, several additional eBird sightings near Segment 1 Numerous sightings in the City and Greater Toronto Area 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of any such buildings. Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat is to take place, targeted surveys for Peregrine Falcon should be completed by a qualified biologist. During the construction phase of the project, on-site inspection should be undertaken to confirm the impacts and identify corrective actions if required

<p>Segments 2 and 3</p>	<p>Snapping Turtle</p>	<ul style="list-style-type: none"> Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in the watercourses in the Toronto area (COSEWIC 2008b) 	<ul style="list-style-type: none"> Two (2) Snapping Turtle records south of Carrville Road, approx. 1.6 km outside of the Study Area (TRCA) Adult observed in mid-May and a hatchling was observed in August 2017 near South Richvale Greenway Adult observed in the Oakbank Pond Park (a stormwater management pond at Oakbank Road) outside the Study Area southwest of the Don River East Branch crossing (Naturalist) Species also has the potential to occur in the stormwater pond just north of Highway 407 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
<p>Segments 1, 2 and 3</p>	<p>Monarch</p>	<ul style="list-style-type: none"> Habitat is confined to sites where milkweeds occur. Milkweed is the sole food source of Monarch caterpillars. Different milkweed species grow in a variety of environments which include fields, roadsides, open areas, wet areas and urban gardens (COSEWIC 2010b). 	<ul style="list-style-type: none"> Numerous records of Monarchs in the Study Area (Naturalist) Breeding habitat of species confined to sites where milkweeds occur 	<ul style="list-style-type: none"> Meadows and edge habitats are present throughout, and Common Milkweed has been recorded in the Study Area Species may be impacted through removal of milkweed and general habitat modification; 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Potential for Occurrence: Moderate</p>					
<p>Segments 1, 2, and 3</p>	<p>Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)</p>	<ul style="list-style-type: none"> Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) 	<ul style="list-style-type: none"> Suitable habitat is expected to be scarce within the Study Area due to deforestation and fragmentation of remaining woodlots Most likely to occur in the natural habitats in the vicinity of the existing natural habitats associated with the Don River East Branch and Pomona Creek watersheds and the designated York Region Woodlands Bat distribution and habitat is not fully understood, and absence of this species should not be assumed TRCA data does not include records of snags and/or suitable bat habitat 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements Once tree removal areas are confirmed inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Redside Dace</p>	<ul style="list-style-type: none"> Found in pools and slow-flowing sections of relatively small headwater streams with both pool and riffle habitats and a moderate to high gradient Typically found in stream segments that flow through open meadows, pasture or shrub overstory 	<ul style="list-style-type: none"> Recorded in Don River East Branch which crosses Segment 2, approximately 1.3 km upstream of the SAR Desktop Study Area crossing (DFO aquatic SAR mapping). Pomona Creek, which crosses Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat. 	<ul style="list-style-type: none"> Correspondence with MECP and DFO is underway to confirm presence of, and identify concerns associated with, Redside Dace, their critical habitat, and/or contributing habitat within or downstream of the Study Area 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented Construction to occur in accordance with MECP, and DFO requirements During the construction phase of the project, on-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segment 1</p>	<p>Butternut</p>	<p>as opposed to closed canopy forest in Ontario (COSEWIC 2007f).</p> <ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. Does not do well in the shade, and often grows in sunny openings and near forest edges 	<ul style="list-style-type: none"> The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat. Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the PTIZ is recommended as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements
<p>Segments 1, 2 and 3</p>	<p>Common Nighthawk</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p> <p>Within</p>	<ul style="list-style-type: none"> Species is not reported in the area during TRCA surveys, albeit there is no record stating that crepuscular bird surveys were completed September 2020 documented flyover, likely a migrant, near Clark Avenue and Yonge Street (eBird) 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of buildings within the Study Area that may contain nests, but if so, nesting sites of these species may be impacted Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> On-site inspection should be undertaken once impacted buildings are confirmed to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Wood Thrush</p>	<p>Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter</p> <p>Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)</p>	<ul style="list-style-type: none"> Potentially suitable nesting areas along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area Habitat present is likely too small to support breeding of this species Species documented in May 2013, west of the Study Area, on Idleswift Drive near the 407 ETR (eBird) July 2014 record of Wood Thrush within Webster Park, along the Don River East Branch, approximately 2 km upstream from the Study Area (TRCA) 	<ul style="list-style-type: none"> Removal of portions of habitat may have negative effects on the species if present 	<ul style="list-style-type: none"> Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 2 and 3</p>	<p>Northern Map Turtle</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p>	<ul style="list-style-type: none"> Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse No above grade works are currently planned. However, East Don River has the potential in a few locations to be suitable habitat and 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted

					Ponoma Creek is shallow and fast moving with clay and cobble/gravel.	<ul style="list-style-type: none"> If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
Potential for Occurrence: Low						
Segments 1, 2 and 3	Acadian Flycatcher (S2, S3), Bank Swallow, Bobolink, Eastern Meadowlark, Red-headed Woodpecker, Western Chorus Frog	Various habitats as described above	<ul style="list-style-type: none"> Recent field surveys conducted did not report species 	<ul style="list-style-type: none"> Suitable habitat scarce or non-existent within Study Area for listed species. 	<ul style="list-style-type: none"> Any construction activity in the vicinity of such newly established nesting areas has the potential to have negative impacts on species Nests to be identified and adequately protected 	
Potential for Occurrence: None						
Segments 1, 2 and 3	Acadian Flycatcher (S1), Bald Eagle, Canada Warbler, Olive-sided Flycatcher, Rusty Blackbird, Blanding's Turtle, Northern Map Turtle (S1), Snapping Turtle (S1), Northern Brook Lamprey, Redside Dace (S1)	Various habitats as described above	<ul style="list-style-type: none"> No SAR observed Migrants documented outside of SAR Desktop Study Area 	<ul style="list-style-type: none"> Suitable nesting habitat not present. 	N/A	

From: Samantha Craig-Curnow [REDACTED]
Sent: December 17, 2021 2:57 PM
To: Indigenous Relations
Cc: [REDACTED] Julia Kun; Jessica Neto; Kaylin Barnes
Subject: RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Categories: Filed

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Dear Jaimi,

Gchi Miigwech for providing this information. At this time, the Chippewas of Rama First Nation does not have any comment on the proposed activity. We do wish to continue to be informed of developments on this project and will provide any further comment as the project develops.

Sincerely,

Samantha Craig-Curnow

Associate General Counsel, Legal

Chippewas of Rama First Nation

(ph) 705-325-3611, 1289

(cell) 416-884-1265

(fax) 705-325-0879

(url) www.ramafirstnation.ca

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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

 Please consider the environment before printing this e-mail.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, December 10, 2021 1:42 PM

To: Sharday James [REDACTED]

Cc: [REDACTED] Julia Kun <Julia.Kun@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Sharday,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of your Nation. We appreciate the volume of documents that Metrolinx has shared with your Nation across a number of projects. As always, I remain open to hearing more from your Nation about ways in which we can make engagement more meaningful.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715



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December 10, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes to build a strong and meaningful relationship with Hiawatha First Nation. Metrolinx appreciates and respects that Hiawatha First Nation should be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Hiawatha First Nation information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) being sought in support of the Yonge North Subway Extension Project.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Yonge North Subway Extension Project which will bring 8 kilometres of subway service to the Greater Toronto region.

Metrolinx Application for 17(2)(d) Permit under the *Endangered Species Act*

Metrolinx, as part of the Yonge North Subway Extension (YNSE) Project, is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007). The purpose of this permit is to seek approval for those project activities that may have adverse impacts on identified Species at Risk and/or their habitat. The permit being sought will allow for those activities to take place, but also provide direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss. The Study Area for the proposed permit can be found in **Attachment 1**.

As part of the Transit Project Assessment Process (TPAP) Metrolinx drafted Environmental Assessment reports and studies, including the completion of initial SAR screening and impact assessments. Draft versions of the SAR Screening and

impact assessments were included as part of previous packages of reports shared with Hiawatha First Nation for review on October 28, 2021. Metrolinx appreciates the significance of wildlife to many Indigenous Nations and therefore, wishes to draw specific attention to the potential impacts and mitigations contemplated as part of this proposed SAR permit.

Impacted Species at Risk

Based on the SAR screening completed to date, some activities required to support the proposed YNSE Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Chimney Swift - Threatened
- Butternut - Endangered
- Eastern Small-footed Myotis - Endangered
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Tri-colored Bat - Endangered

The identified impacts and proposed mitigation measures for the YNSE Project are outlined in a table found as **Attachment 2**.

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence. An impact assessment will be conducted if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation include measures such as scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures as outlined in the permit conditions, such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Metrolinx would be pleased to understand how Hiawatha First Nation may want to participate in the above-mentioned studies and welcomes feedback to that end. We are also pleased to receive feedback on the proposed mitigation and compensation measures. Metrolinx will endeavour to accommodate requests where feasible. The earlier we understand any expressed interest in participation, the easier it can be to accommodate. We would appreciate Hiawatha First Nation's feedback regarding potential requests for involvement by January 28th, 2022. We also welcome any requests for a meeting to discuss these potential opportunities or to explore this project in more detail with Hiawatha First Nation.

Permit Activities - Next Steps

The Proposal for the 17(2)(d) Permit is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this winter, and Metrolinx will notify Hiawatha First Nation when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all *Endangered Species Act* permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Hiawatha First Nation's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance or during of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period. MECP will consider all comments received through public and Indigenous Nation consultation, which will be taken into consideration when drafting the permit conditions and making recommendations to the Minister.

Following the 30-day public review period, the proposed permit will be submitted to the Minister for review and consideration. The Permit may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the ESA have been satisfied. Should Metrolinx be issued the permit, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Hiawatha First Nation will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Hiawatha First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to meaningful engagement and to identifying and prioritizing the sharing of relevant and appropriate information with Hiawatha First Nation. If you require additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of the Indigenous Relations Office at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'Julia Kun', with a stylized flourish at the end.

Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Kaylin Barnes, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Appendices: **Appendix 1** - YNSE Proposed Study Area Figure

Appendix 2 - Summary of Impacted Species Affected, Potential
Magnitude of Effect, Conclusions and Recommendations

From: Indigenous Relations
Sent: December 10, 2021 1:41 PM
To: Lori-Jeanne Bolduc; Dominic Ste-Marie
Cc: [REDACTED] Julia Kun; Jessica Neto; Kaylin Barnes
Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Attachments: Attachment 1 - YNSE_Project_Location (1).pdf; Attachment 2 - Summary of Impacts.pdf; Letter_SAR_Permit_HWN.pdf

Dear Lori-Jeanne and Dominic,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project. We have also attached two appendices for your review.

Metrolinx remains committed to meaningful consultation and engagement with the Huron-Wendat Nation. We value our relationship and have learned much about your Nation and its expectations over the past several months. It is our wish to continue to work with your Nation as we move forward.

Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

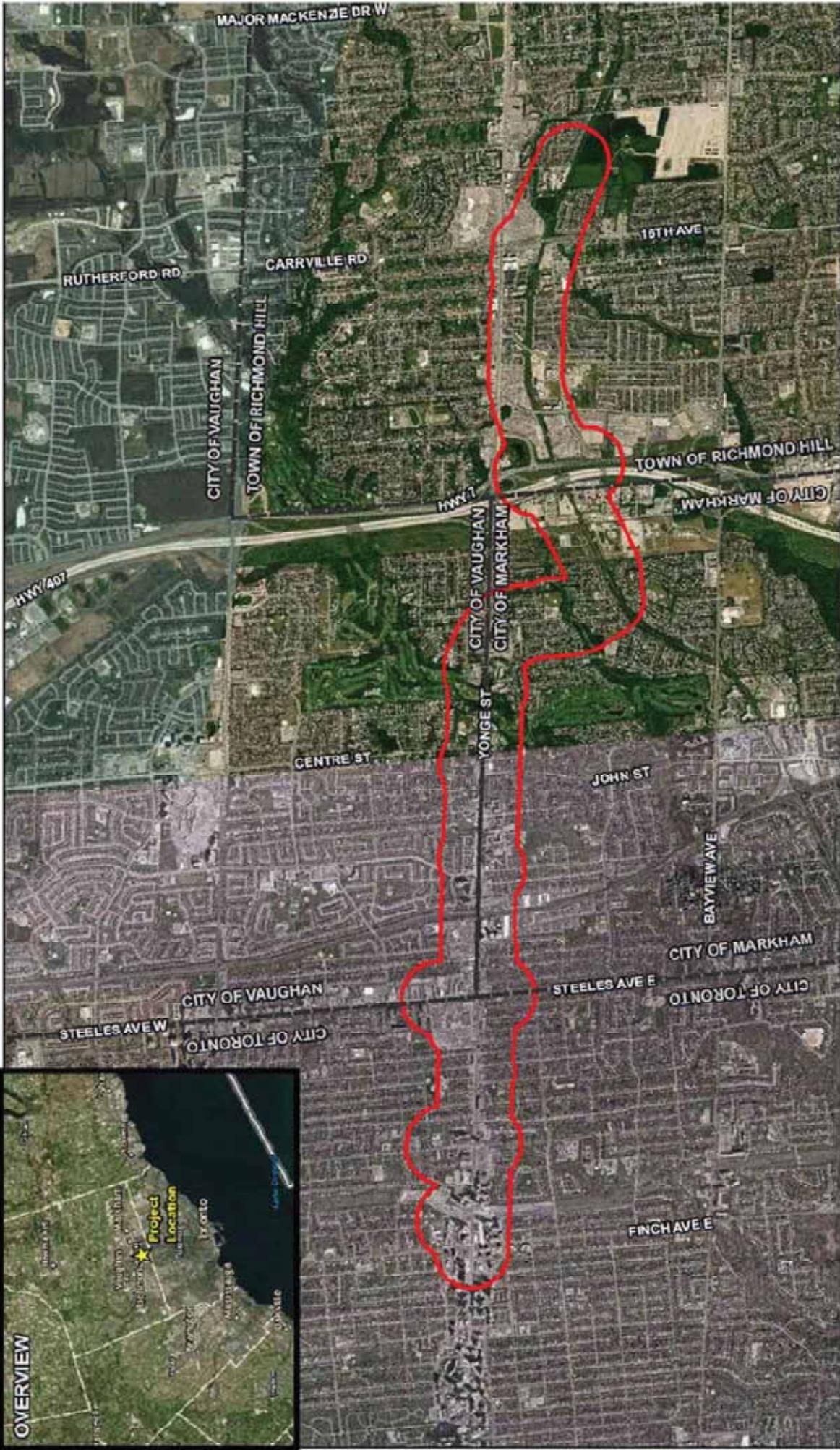
Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715





METROLINX **One** GO Transit

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 **FIGURE: 1**

SCALE 1:45,000 **DATE: November 2021**

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\WXD\Fig_1_Project_Location_10.mxd

Table 1: Summary of Impacted Species Affected, Potential Magnitude of Effect, Conclusions and Recommendations

Location	SAR Potentially Present	Preferred Habitat	Probability of Occurrence based on Presence of Suitable Habitat	SAR Habitat Impacts in Project Footprint	Recommendations and Conclusions
Potential for Occurrences: Confirmed					
Segments 2 and 3	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Observed foraging within the Segment 3 Study Area during One1+ field investigations on 22 June 2021. eBird states that TRCA Regional Data from 1 June 2017 confirmed an adult leaving / entering a nest under a bridge at the Ladies Golf Club of Toronto. Structures associated with the Don River East Branch and Pomona Creek watercourse crossings (bridges, culverts, etc.) could provide suitable nesting habitat 	<ul style="list-style-type: none"> Potential for species to make use of any existing or newly created structures Nests must be identified and adequately protected to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segment 1	Chimney Swift	<ul style="list-style-type: none"> Mainly associated with areas with chimneys to use as nesting and resting sites; however, likely that a small portion of the population continues to use hollow trees (COSEWIC 2007a). 	<ul style="list-style-type: none"> Observed flying over the Study Area during One1+ field investigations on 15 June 2021. On 6 July 2021 two (2) locations within Project Segment 1 were surveyed for Chimney Swift. Chimney Swift were confirmed entering/exiting a chimney on the building at 6061 Yonge St (Patricia Ave and Yonge St intersection) 	<ul style="list-style-type: none"> It is not anticipated that construction activities will result in modification or removal of any such buildings, but if so, nesting sites of these species may be impacted Unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat (e.g., chimneys) is to take place, targeted surveys for Chimney Swift should be completed by a qualified biologist as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009), and should be discussed with the MECP to ensure requirements of ESA are met On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: High					
Segment 1	Barn Swallow	<ul style="list-style-type: none"> Nests in and on artificial structures (buildings, bridges, road culverts), and prefers various open habitats for foraging including grassy fields, pastures, agricultural crops and over open water (COSEWIC 2011a) Potential for species to make use of any existing or newly created structures 	<ul style="list-style-type: none"> Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area 	<ul style="list-style-type: none"> Nests must be identified and adequately protected, to avoid negative impacts on this species 	<ul style="list-style-type: none"> Conduct field surveys to confirm number of Barn Swallow nests present and whether active Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Segments 2 and 3	Butternet	<ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. 	<ul style="list-style-type: none"> One (1) Butternut within the Segment 3 Study Area near intersection of High Tech Road and Yonge Street (iNaturalist) Outside of the Study Area, in 2003 and 2013, two (2) Butternuts were recorded in the South Richvale Greenway Walk near Camgreen Court (TRCA) 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the Potential Temporary Impact Zone (30 m buffer around the Project footprint) (PTIZ) will occur as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segments 1, 2 and 3</p>	<p>Bats (Little Brown Myotis, Northern Bat)</p>	<ul style="list-style-type: none"> Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b) Found within tree cavities/canopies, rock faces and human structures Hibernates in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) Typically found in clearings and forest edges Breeds in nearly any type of wooded habitat including mature woodlands, urban shade trees, roadsides and orchards Prefers deciduous forest and to a lesser extent, open pine woodlands of the south and mixed hardwood-conifer forest of the north (CLO 2015; McCarty 1996). 	<ul style="list-style-type: none"> In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA) Unidentified bat species (two (2) individuals) observed 5 July 2021 foraging over Thornhill Park Suitable habitat potentially present immediately to the north and east within the Don River East Branch riparian area, Pomona Creek watersheds and the designated York Region Woodlands Records within the wooded area near Richmond Hill Golf Club and one record near Mackenzie Richmond Hill Hospital (TRCA) Various eBird records have Eastern Wood-pewee sightings just outside the Study Area One record from June 2015 documents Eastern Wood-pewee south of Riverside Boulevard near the Thornhill Club May 2019 records note Eastern Wood-pewee in the Pomona Mills Park (likely migrants) Likely nesting locations within the Study Area include along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat Suitable habitat for nesting and feeding may be present within the Study Area Potential for disturbance or destruction of migratory birds and/or nests 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 1, 2 and 3</p>	<p>Peregrine Falcon</p>	<ul style="list-style-type: none"> Nests on cliff ledges or crevices Some may use tall buildings and bridges near suitable foraging areas Habitats have 3 scales: a nest site with associated perching sites, a nesting territory, and a home range (Ontario Peregrine Falcon Recovery Team 2010). 	<ul style="list-style-type: none"> No nesting sites are confirmed during OneT+ field investigations, but perching sites or territory likely occur in the Study Area In 2009 there was a nest at Sheppard Avenue, just east of Yonge Street (south of Finch Avenue, near Segment 1) Peregrine Falcon record within the Toronto Ladies Golf Course near Segment 2 (TRCA) Observation from Spruce Avenue park, (adjacent to Segment 3) in May 2020 Between April 2006 to March 2020, several additional eBird sightings near Segment 1 Numerous sightings in the City and Greater Toronto Area 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of any such buildings. Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> If repair, maintenance or demolition of buildings/structures with suitable roosting/nesting habitat is to take place, targeted surveys for Peregrine Falcon should be completed by a qualified biologist. During the construction phase of the project, on-site inspection should be undertaken to confirm the impacts and identify corrective actions if required

<p>Segments 2 and 3</p>	<p>Snapping Turtle</p>	<ul style="list-style-type: none"> Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in the watercourses in the Toronto area (COSEWIC 2008b) 	<ul style="list-style-type: none"> Two (2) Snapping Turtle records south of Carrville Road, approx. 1.6 km outside of the Study Area (TRCA) Adult observed in mid-May and a hatchling was observed in August 2017 near South Richvale Greenway Adult observed in the Oakbank Pond Park (a stormwater management pond at Oakbank Road) outside the Study Area southwest of the Don River East Branch crossing (Naturalist) Species also has the potential to occur in the stormwater pond just north of Highway 407 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
<p>Segments 1, 2 and 3</p>	<p>Monarch</p>	<ul style="list-style-type: none"> Habitat is confined to sites where milkweeds occur. Milkweed is the sole food source of Monarch caterpillars. Different milkweed species grow in a variety of environments which include fields, roadsides, open areas, wet areas and urban gardens (COSEWIC 2010b). 	<ul style="list-style-type: none"> Numerous records of Monarchs in the Study Area (Naturalist) Breeding habitat of species confined to sites where milkweeds occur 	<ul style="list-style-type: none"> Meadows and edge habitats are present throughout, and Common Milkweed has been recorded in the Study Area Species may be impacted through removal of milkweed and general habitat modification; 	<ul style="list-style-type: none"> On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Potential for Occurrence: Moderate</p>					
<p>Segments 1, 2, and 3</p>	<p>Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)</p>	<ul style="list-style-type: none"> Found within tree cavities/canopies, rock faces and human structures Hibernate in caves and abandoned mines during winter months Typically forage over water (COSEWIC 2013b) 	<ul style="list-style-type: none"> Suitable habitat is expected to be scarce within the Study Area due to deforestation and fragmentation of remaining woodlots Most likely to occur in the natural habitats in the vicinity of the existing natural habitats associated with the Don River East Branch and Pomona Creek watersheds and the designated York Region Woodlands Bat distribution and habitat is not fully understood, and absence of this species should not be assumed TRCA data does not include records of snags and/or suitable bat habitat 	<ul style="list-style-type: none"> Tree removal may have the potential to destroy or disturb bat habitat 	<ul style="list-style-type: none"> Disturbance to bat roosting habitat will be avoided during the bat roosting period of 1 April to 30 September in accordance with MECP requirements Once tree removal areas are confirmed inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Redside Dace</p>	<ul style="list-style-type: none"> Found in pools and slow-flowing sections of relatively small headwater streams with both pool and riffle habitats and a moderate to high gradient Typically found in stream segments that flow through open meadows, pasture or shrub overstory 	<ul style="list-style-type: none"> Recorded in Don River East Branch which crosses Segment 2, approximately 1.3 km upstream of the SAR Desktop Study Area crossing (DFO aquatic SAR mapping). Pomona Creek, which crosses Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat. 	<ul style="list-style-type: none"> Correspondence with MECP and DFO is underway to confirm presence of, and identify concerns associated with, Redside Dace, their critical habitat, and/or contributing habitat within or downstream of the Study Area 	<ul style="list-style-type: none"> Specific mitigation measures identified through the Aquatic Habitat and Fish Community Assessment, and/or any other studies, will be implemented Construction to occur in accordance with MECP, and DFO requirements During the construction phase of the project, on-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required

<p>Segment 1</p>	<p>Butternut</p>	<p>as opposed to closed canopy forest in Ontario (COSEWIC 2007f).</p> <ul style="list-style-type: none"> Typically grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and often found along streams. Found on well-drained gravel sites and rarely on dry rocky soil. Does not do well in the shade, and often grows in sunny openings and near forest edges 	<ul style="list-style-type: none"> The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat. Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence 	<ul style="list-style-type: none"> Any construction activities occurring in the vicinity of existing trees may result in the removal or damage of Butternuts Identification of all tree species in the PTIZ is recommended as part of arborist studies and reporting to confirm presence / absence of this species 	<ul style="list-style-type: none"> Maintain proper buffers associated with Butternut registration and permit requirements
<p>Segments 1, 2 and 3</p>	<p>Common Nighthawk</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p> <p>Within</p>	<ul style="list-style-type: none"> Species is not reported in the area during TRCA surveys, albeit there is no record stating that crepuscular bird surveys were completed September 2020 documented flyover, likely a migrant, near Clark Avenue and Yonge Street (eBird) 	<ul style="list-style-type: none"> Not anticipated that construction activities will result in modification or removal of buildings within the Study Area that may contain nests, but if so, nesting sites of these species may be impacted Species range widely for foraging and are unlikely to be affected by construction activities beyond any impacts to nesting sites 	<ul style="list-style-type: none"> On-site inspection should be undertaken once impacted buildings are confirmed to confirm the implementation of the mitigation measures and identify corrective actions if required
<p>Segments 2 and 3</p>	<p>Wood Thrush</p>	<p>Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter</p> <p>Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)</p>	<ul style="list-style-type: none"> Potentially suitable nesting areas along the Don River East Branch and in the forested area on the east side of the existing tracks at the extreme north end of the Study Area Habitat present is likely too small to support breeding of this species Species documented in May 2013, west of the Study Area, on Idleswift Drive near the 407 ETR (eBird) July 2014 record of Wood Thrush within Webster Park, along the Don River East Branch, approximately 2 km upstream from the Study Area (TRCA) 	<ul style="list-style-type: none"> Removal of portions of habitat may have negative effects on the species if present 	<ul style="list-style-type: none"> Works should adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (1 April to 31 August in Ontario) Conduct breeding bird and nest survey prior to proposed activities Protection of nests outside of the general nesting period and establishment of protective buffer Establishment of bird exclusion measures over structures may be undertaken as a proactive approach to reduce the potential for birds nesting within structures Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites
<p>Segments 2 and 3</p>	<p>Northern Map Turtle</p>	<p>Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, croplands and urban areas. In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)</p>	<ul style="list-style-type: none"> Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area 	<ul style="list-style-type: none"> Any work occurring in the vicinity of these watercourses has the potential to impact these species via fatalities from equipment collisions, nest destruction, direct habitat modification, and impacts from releases of sediment or chemicals into the watercourse No above grade works are currently planned. However, East Don River has the potential in a few locations to be suitable habitat and 	<ul style="list-style-type: none"> In areas identified as being potential SAR turtle habitat, in-water works should be scheduled to occur outside of the turtle overwintering period of 1 October to 30 April in any given year and in accordance with MECP requirements Prior to in-water works, in areas identified as being potential SAR turtle habitat, an inspection for turtles should be conducted

					Ponoma Creek is shallow and fast moving with clay and cobble/gravel.	<ul style="list-style-type: none"> If a nesting turtle is found, the MECP will be notified immediately, a suitable buffer zone will be flagged around the site, and the area will be protected
Potential for Occurrence: Low						
Segments 1, 2 and 3	Acadian Flycatcher (S2, S3), Bank Swallow, Bobolink, Eastern Meadowlark, Red-headed Woodpecker, Western Chorus Frog	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> Recent field surveys conducted did not report species 	<ul style="list-style-type: none"> Suitable habitat scarce or non-existent within Study Area for listed species. 	<ul style="list-style-type: none"> Any construction activity in the vicinity of such newly established nesting areas has the potential to have negative impacts on species Nests to be identified and adequately protected 	
Potential for Occurrence: None						
Segments 1, 2 and 3	Acadian Flycatcher (S1), Bald Eagle, Canada Warbler, Olive-sided Flycatcher, Rusty Blackbird, Blanding's Turtle, Northern Map Turtle (S1), Snapping Turtle (S1), Northern Brook Lamprey, Redside Dace (S1)	<ul style="list-style-type: none"> Various habitats as described above 	<ul style="list-style-type: none"> No SAR observed Migrants documented outside of SAR Desktop Study Area 	<ul style="list-style-type: none"> Suitable nesting habitat not present. 	N/A	



December 10, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes to build a strong and meaningful relationship with Huron-Wendat Nation. Metrolinx appreciates and respects that Huron-Wendat Nation should be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Huron-Wendat Nation information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) being sought in support of the Yonge North Subway Extension Project.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Yonge North Subway Extension Project which will bring 8 kilometres of subway service to the Greater Toronto region.

Metrolinx Application for 17(2)(d) Permit under the *Endangered Species Act*

Metrolinx, as part of the Yonge North Subway Extension (YNSE) Project, is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007). The purpose of this permit is to seek approval for those project activities that may have adverse impacts on identified Species at Risk and/or their habitat. The permit being sought will allow for those activities to take place, but also provide direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss. The Study Area for the proposed permit can be found in **Attachment 1**.

As part of the Transit Project Assessment Process (TPAP) Metrolinx drafted Environmental Assessment reports and studies, including the completion of initial SAR screening and impact assessments. Draft versions of the SAR Screening and impact assessments were included as part of previous packages of reports shared with Huron-Wendat Nation for review on October 28, 2021. Metrolinx appreciates the

significance of wildlife to many Indigenous Nations and therefore, wishes to draw specific attention to the potential impacts and mitigations contemplated as part of this proposed SAR permit.

Impacted Species at Risk

Based on the SAR screening completed to date, some activities required to support the proposed YNSE Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Chimney Swift - Threatened
- Butternut - Endangered
- Eastern Small-footed Myotis - Endangered
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Tri-colored Bat - Endangered

The identified impacts and proposed mitigation measures for the YNSE Project are outlined in a table found as **Attachment 2**.

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence. An impact assessment will be conducted if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation include measures such as scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures as outlined in the permit conditions, such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Metrolinx would be pleased to understand how Huron-Wendat Nation may want to participate in the above-mentioned studies and welcomes feedback to that end. We

are also pleased to receive feedback on the proposed mitigation and compensation measures. Metrolinx will endeavour to accommodate requests where feasible. The earlier we understand any expressed interest in participation, the easier it can be to accommodate. We would appreciate Huron-Wendat Nation's feedback regarding potential requests for involvement by January 28th, 2022. We also welcome any requests for a meeting to discuss these potential opportunities or to explore this project in more detail with Huron-Wendat Nation.

Permit Activities - Next Steps

The Proposal for the 17(2)(d) Permit is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this winter, and Metrolinx will notify Huron-Wendat Nation when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all *Endangered Species Act* permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Huron-Wendat Nation's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance or during of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period. MECP will consider all comments received through public and Indigenous Nation consultation, which will be taken into consideration when drafting the permit conditions and making recommendations to the Minister.

Following the 30-day public review period, the proposed permit will be submitted to the Minister for review and consideration. The Permit may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the ESA have been satisfied. Should Metrolinx be issued the permit, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Huron-Wendat Nation will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Huron-Wendat Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to meaningful engagement and to identifying and prioritizing the sharing of relevant and appropriate information with Huron-Wendat Nation. If you require additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of the Indigenous Relations Office at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.