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
Dominic Ste-Marie, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
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: rknahrgang@gmail.com
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_KNFN.pdf

Dear Chief Nahrgang,

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.

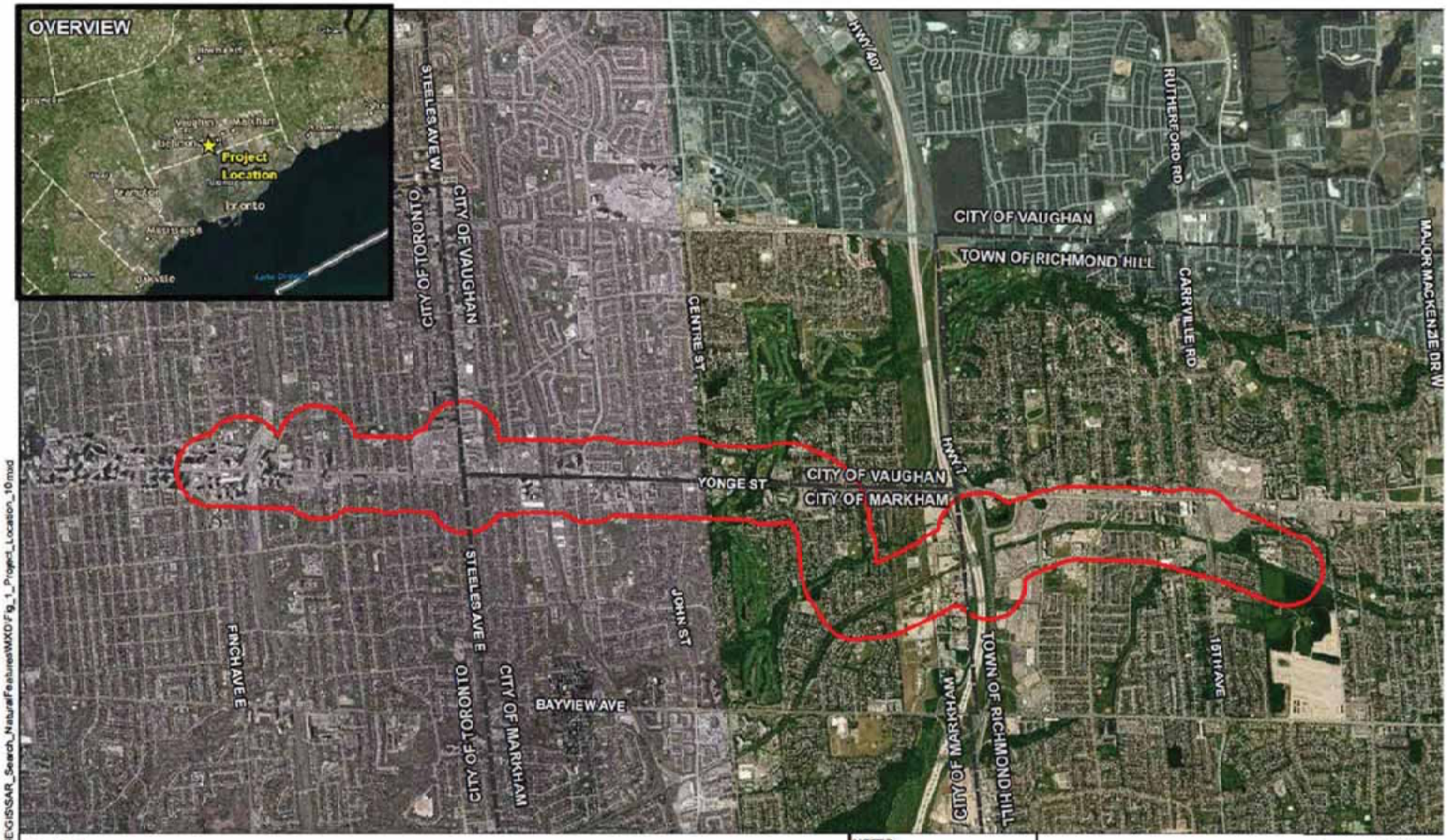
Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

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



Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 0.25 0.5 1 1.5 2 Kilometres

METROLINX

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 | FIGURE: 1

SCALE: 1:45,000 | DATE: November2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\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 Occurrence: Confirmed					
Segments 2 and 3	Barn Swallow	• 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	• Observed foraging within the Segment 3 Study Area during OneT+ 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	• 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	• 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	• 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).	• Observed flying over the Study Area during OneT+ 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)	• 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	• 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	• 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	• Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area	• Nests must be identified and adequately protected, to avoid negative impacts on this species	• 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	Butternut	• 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.	• 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)	• 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	• 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

		• Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b)	• In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA)		
Segments 1, 2 and 3	Bats (Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 1, 2 and 3	Eastern Wood-pewee	• 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).	• 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	• Suitable habitat for nesting and feeding may be present within the Study Area • Potential for disturbance or destruction of migratory birds and/or nests	• 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
Segments 1, 2 and 3	Peregrine Falcon	• 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).	• 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	• 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	• 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

Segments 2 and 3	Snapping Turtle	• Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in watercourses in the Toronto area (COSEWIC 2008b)	• 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 (iNaturalist) • Species also has the potential to occur in the stormwater pond just north of Highway 407	• 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	• 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
Segments 1, 2 and 3	Monarch	• 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).	• Numerous records of Monarchs in the Study Area (iNaturalist) • Breeding habitat of species confined to sites where milkweeds occur	• 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;	• On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: Moderate					
Segments 1, 2, and 3	Bats (Eastern Small-Footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 2 and 3	Redside Dace	• 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	• 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 cross Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat.	• 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	• 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

		as opposed to closed canopy forest in Ontario (COSEWIC 2007f).	• The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat.		
Segment 1	Butternut	• 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	• Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence	• 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	• Maintain proper buffers associated with Butternut registration and permit requirements
Segments 1, 2 and 3	Common Nighthawk	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. • Foraging is aerial over virtually any habitat. (COSEWIC 2007b) • Within	• 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)	• 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	• 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
Segments 2 and 3	Wood Thrush	• Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter • Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)	• 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)	• Removal of portions of habitat may have negative effects on the species if present	• 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
Segments 2 and 3	Northern Map Turtle	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)	• Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area	• 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	• 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.	• 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	• Recent field surveys conducted did not report species	• Suitable habitat scarce or non-existent within Study Area for listed species.	• 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	• No SAR observed • Migrants documented outside of SAR Desktop Study Area	• Suitable nesting habitat not present.	N/A

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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.

Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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,



Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation
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 1:45 PM
To:	Fawn Sault
Cc:	Mark LaForme; Kaylin Barnes; Julia Kun; Jessica Neto
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_MCFN.pdf

Dear Fawn,

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 Mississaugas of the Credit 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.

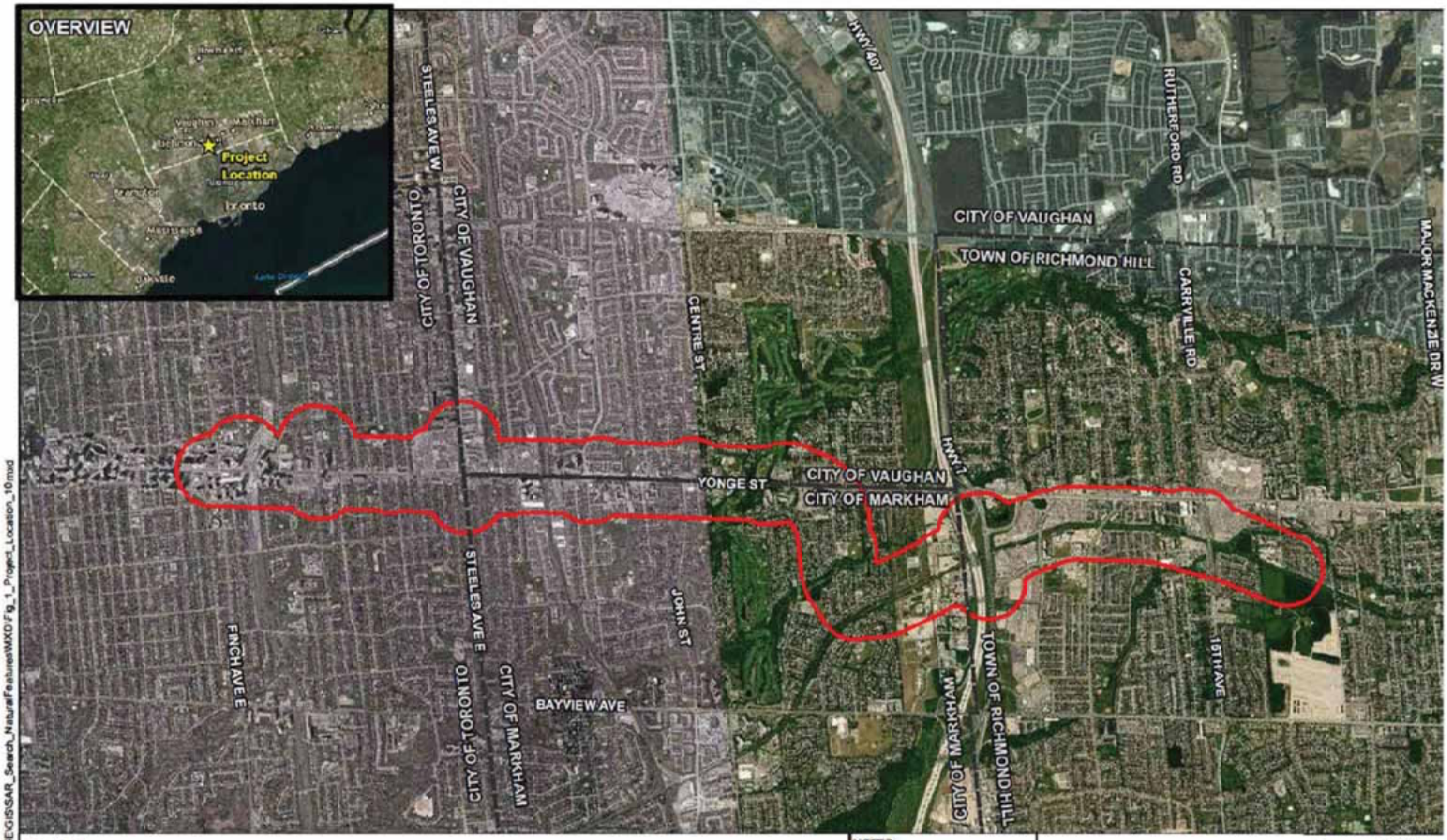
Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX



Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 0.25 0.5 1 1.5 2 Kilometres

METROLINX

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 | FIGURE: 1

SCALE: 1:45,000 | DATE: November2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\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 Occurrence: Confirmed					
Segments 2 and 3	Barn Swallow	• 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	• Observed foraging within the Segment 3 Study Area during OneT+ 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	• 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	• 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	• 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).	• Observed flying over the Study Area during OneT+ 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)	• 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	• 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	• 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	• Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area	• Nests must be identified and adequately protected, to avoid negative impacts on this species	• 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	Butternut	• 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.	• 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)	• 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	• 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

		• Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b)	• In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA)		
Segments 1, 2 and 3	Bats (Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 1, 2 and 3	Eastern Wood-pewee	• 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).	• 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	• Suitable habitat for nesting and feeding may be present within the Study Area • Potential for disturbance or destruction of migratory birds and/or nests	• 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
Segments 1, 2 and 3	Peregrine Falcon	• 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).	• 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	• 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	• 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

Segments 2 and 3	Snapping Turtle	• Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in watercourses in the Toronto area (COSEWIC 2008b)	• 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 (iNaturalist) • Species also has the potential to occur in the stormwater pond just north of Highway 407	• 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	• 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
Segments 1, 2 and 3	Monarch	• 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).	• Numerous records of Monarchs in the Study Area (iNaturalist) • Breeding habitat of species confined to sites where milkweeds occur	• 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;	• On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: Moderate					
Segments 1, 2, and 3	Bats (Eastern Small-Footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 2 and 3	Redside Dace	• 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	• 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 cross Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat.	• 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	• 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

		as opposed to closed canopy forest in Ontario (COSEWIC 2007f).	• The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat.		
Segment 1	Butternut	• 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	• Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence	• 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	• Maintain proper buffers associated with Butternut registration and permit requirements
Segments 1, 2 and 3	Common Nighthawk	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. • Foraging is aerial over virtually any habitat. (COSEWIC 2007b) • Within	• 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)	• 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	• 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
Segments 2 and 3	Wood Thrush	• Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter • Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)	• 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)	• Removal of portions of habitat may have negative effects on the species if present	• 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
Segments 2 and 3	Northern Map Turtle	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)	• Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area	• 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	• 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.	• 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	• Recent field surveys conducted did not report species	• Suitable habitat scarce or non-existent within Study Area for listed species.	• 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	• No SAR observed • Migrants documented outside of SAR Desktop Study Area	• Suitable nesting habitat not present.	N/A

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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.

Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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,



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
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:	consultations@metisnation.org
Cc:	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_MNO.pdf

Dear Sir/Madam,

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.

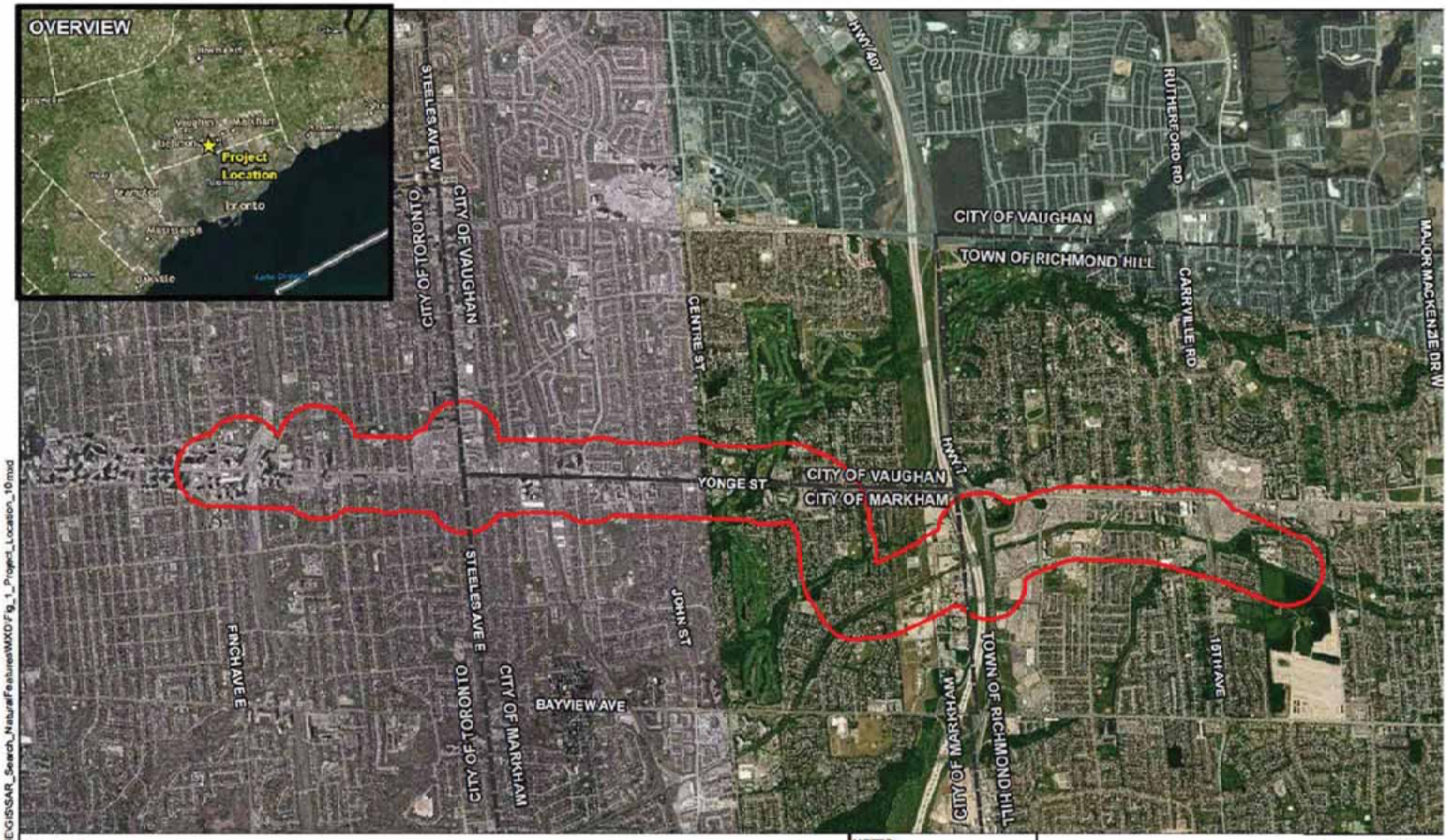
Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

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



Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 0.25 0.5 1 1.5 2 Kilometres

METROLINX

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 | FIGURE: 1

SCALE: 1:45,000 | DATE: November2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\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 Occurrence: Confirmed					
Segments 2 and 3	Barn Swallow	• 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	• Observed foraging within the Segment 3 Study Area during OneT+ 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	• 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	• 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	• 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).	• Observed flying over the Study Area during OneT+ 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)	• 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	• 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	• 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	• Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area	• Nests must be identified and adequately protected, to avoid negative impacts on this species	• 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	Butternut	• 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.	• 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)	• 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	• 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

		• Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b)	• In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA)		
Segments 1, 2 and 3	Bats (Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 1, 2 and 3	Eastern Wood-pewee	• 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).	• 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	• Suitable habitat for nesting and feeding may be present within the Study Area • Potential for disturbance or destruction of migratory birds and/or nests	• 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
Segments 1, 2 and 3	Peregrine Falcon	• 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).	• 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	• 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	• 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

Segments 2 and 3	Snapping Turtle	• Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in watercourses in the Toronto area (COSEWIC 2008b)	• 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 (iNaturalist) • Species also has the potential to occur in the stormwater pond just north of Highway 407	• 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	• 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
Segments 1, 2 and 3	Monarch	• 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).	• Numerous records of Monarchs in the Study Area (iNaturalist) • Breeding habitat of species confined to sites where milkweeds occur	• 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;	• On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: Moderate					
Segments 1, 2, and 3	Bats (Eastern Small-Footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 2 and 3	Redside Dace	• 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	• 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 cross Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat.	• 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	• 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

		as opposed to closed canopy forest in Ontario (COSEWIC 2007f).	• The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat.		
Segment 1	Butternut	• 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	• Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence	• 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	• Maintain proper buffers associated with Butternut registration and permit requirements
Segments 1, 2 and 3	Common Nighthawk	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. • Foraging is aerial over virtually any habitat. (COSEWIC 2007b) • Within	• 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)	• 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	• 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
Segments 2 and 3	Wood Thrush	• Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter • Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)	• 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)	• Removal of portions of habitat may have negative effects on the species if present	• 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
Segments 2 and 3	Northern Map Turtle	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)	• Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area	• 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	• 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.	• 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	• Recent field surveys conducted did not report species	• Suitable habitat scarce or non-existent within Study Area for listed species.	• 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	• No SAR observed • Migrants documented outside of SAR Desktop Study Area	• Suitable nesting habitat not present.	N/A

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario'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 Métis Nation of Ontario.

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 Métis Nation of Ontario 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 Métis Nation of Ontario'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.

Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario. 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,



Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: 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: [redacted]
Cc: [redacted]; [redacted] Consultation; Kaylin Barnes; Jessica Neto; Julia Kun
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_MSIFN.pdf

Dear Chief LaRocca,

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 Mississaugas of Scugog Island 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.

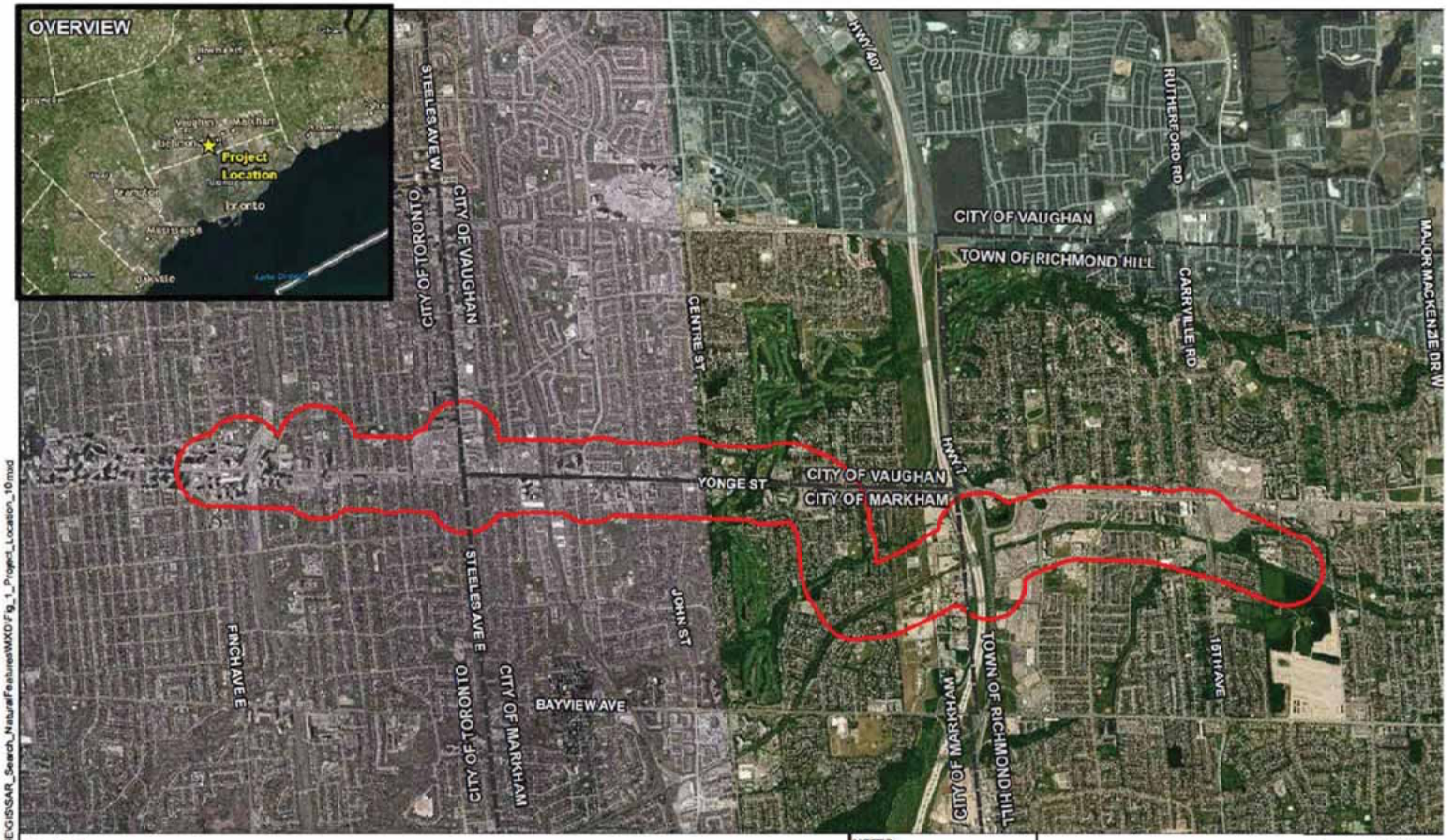
Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX



Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 0.25 0.5 1 1.5 2 Kilometres

METROLINX

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 | FIGURE: 1

SCALE: 1:45,000 | DATE: November2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\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 Occurrence: Confirmed					
Segments 2 and 3	Barn Swallow	• 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	• Observed foraging within the Segment 3 Study Area during OneT+ 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	• 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	• 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	• 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).	• Observed flying over the Study Area during OneT+ 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)	• 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	• 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	• 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	• Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area	• Nests must be identified and adequately protected, to avoid negative impacts on this species	• 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	Butternut	• 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.	• 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)	• 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	• 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

		• Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b)	• In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA)		
Segments 1, 2 and 3	Bats (Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 1, 2 and 3	Eastern Wood-pewee	• 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).	• 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	• Suitable habitat for nesting and feeding may be present within the Study Area • Potential for disturbance or destruction of migratory birds and/or nests	• 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
Segments 1, 2 and 3	Peregrine Falcon	• 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).	• 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	• 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	• 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

Segments 2 and 3	Snapping Turtle	• Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in watercourses in the Toronto area (COSEWIC 2008b)	• 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 (iNaturalist) • Species also has the potential to occur in the stormwater pond just north of Highway 407	• 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	• 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
Segments 1, 2 and 3	Monarch	• 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).	• Numerous records of Monarchs in the Study Area (iNaturalist) • Breeding habitat of species confined to sites where milkweeds occur	• 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;	• On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: Moderate					
Segments 1, 2, and 3	Bats (Eastern Small-Footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 2 and 3	Redside Dace	• 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	• 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 cross Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat.	• 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	• 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

		as opposed to closed canopy forest in Ontario (COSEWIC 2007f).	• The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat.		
Segment 1	Butternut	• 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	• Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence	• 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	• Maintain proper buffers associated with Butternut registration and permit requirements
Segments 1, 2 and 3	Common Nighthawk	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. • Foraging is aerial over virtually any habitat. (COSEWIC 2007b) • Within	• 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)	• 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	• 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
Segments 2 and 3	Wood Thrush	• Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter • Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)	• 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)	• Removal of portions of habitat may have negative effects on the species if present	• 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
Segments 2 and 3	Northern Map Turtle	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)	• Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area	• 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	• 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.	• 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	• Recent field surveys conducted did not report species	• Suitable habitat scarce or non-existent within Study Area for listed species.	• 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	• No SAR observed • Migrants documented outside of SAR Desktop Study Area	• Suitable nesting habitat not present.	N/A

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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.

Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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,



Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island 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 1:45 PM
To:	Lonny Bomberry
Cc:	Mark B. Hill; Dawn LaForme; Dawn Russell; Tanya Hill-Montour; Robin Vanstone; 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_SNGR.pdf

Dear Lonny 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 Six Nations of the Grand River 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.

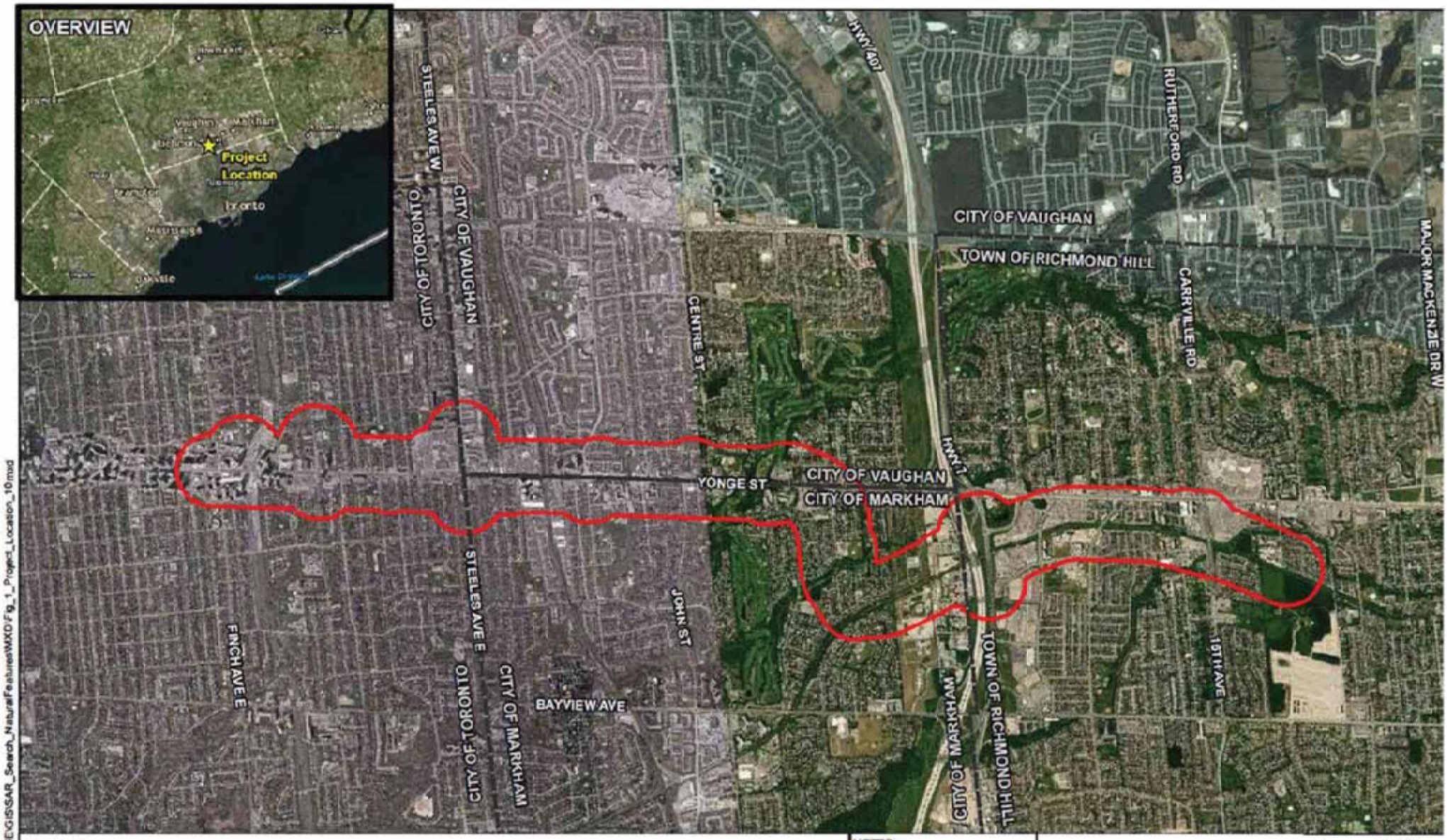
Please let me know if you have any further questions or would like to meet to discuss this permit, the Yonge North Subway Extension Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX



Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 0.25 0.5 1 1.5 2 Kilometres

METROLINX

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 | FIGURE: 1

SCALE: 1:45,000 | DATE: November2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\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 Occurrence: Confirmed					
Segments 2 and 3	Barn Swallow	• 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	• Observed foraging within the Segment 3 Study Area during OneT+ 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	• 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	• 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	• 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).	• Observed flying over the Study Area during OneT+ 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)	• 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	• 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	• 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	• Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area	• Nests must be identified and adequately protected, to avoid negative impacts on this species	• 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	Butternut	• 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.	• 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)	• 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	• 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

		• Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b)	• In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA)		
Segments 1, 2 and 3	Bats (Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 1, 2 and 3	Eastern Wood-pewee	• 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).	• 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	• Suitable habitat for nesting and feeding may be present within the Study Area • Potential for disturbance or destruction of migratory birds and/or nests	• 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
Segments 1, 2 and 3	Peregrine Falcon	• 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).	• 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	• 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	• 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

Segments 2 and 3	Snapping Turtle	• Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in watercourses in the Toronto area (COSEWIC 2008b)	• 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 (iNaturalist) • Species also has the potential to occur in the stormwater pond just north of Highway 407	• 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	• 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
Segments 1, 2 and 3	Monarch	• 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).	• Numerous records of Monarchs in the Study Area (iNaturalist) • Breeding habitat of species confined to sites where milkweeds occur	• 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;	• On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: Moderate					
Segments 1, 2, and 3	Bats (Eastern Small-Footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 2 and 3	Redside Dace	• 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	• 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 cross Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat.	• 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	• 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

		as opposed to closed canopy forest in Ontario (COSEWIC 2007f).	• The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat.		
Segment 1	Butternut	• 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	• Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence	• 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	• Maintain proper buffers associated with Butternut registration and permit requirements
Segments 1, 2 and 3	Common Nighthawk	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. • Foraging is aerial over virtually any habitat. (COSEWIC 2007b) • Within	• 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)	• 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	• 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
Segments 2 and 3	Wood Thrush	• Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter • Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)	• 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)	• Removal of portions of habitat may have negative effects on the species if present	• 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
Segments 2 and 3	Northern Map Turtle	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)	• Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area	• 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	• 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.	• 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	• Recent field surveys conducted did not report species	• Suitable habitat scarce or non-existent within Study Area for listed species.	• 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	• No SAR observed • Migrants documented outside of SAR Desktop Study Area	• Suitable nesting habitat not present.	N/A

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River'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 Six Nations of the Grand River.

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 Six Nations of the Grand River 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 Six Nations of the Grand River'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.

Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River. 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,



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
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

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council'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 Haudenosaunee Confederacy Chiefs Council.

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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council'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.

Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council. 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,



Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Todd Williams, Haudenosaunee Development Institute
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: Jackie Esmonde [redacted]
Sent: December 13, 2021 11:39 AM
To: Indigenous Relations; Lara Koerner-Yeo
Cc: Chamberlain, Adam
Subject: RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

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 Representative:

We are writing in response to your December 10, 2021 request for feedback from HCCC/HDI on a Metrolinx project.

HCCC/HDI has established rights within the Nanfan Treaty and Haldimand Treaty territories. An email attaching technical documents relating to development within that territory, and with a short timeframe for response, is not consistent with Haudenosaunee inherent Indigenous and treaty rights, including rights to free, prior and informed consent as well as Haudenosaunee rights to determine and develop priorities and strategies for the development or use of their lands or territories and other resources.

In the absence of an Engagement Framework, we refer you to HDI's established process for engagement:https://www.haudenosauneeconfederacy.com/departments/haudenosaunee-development-institute/development/

[redacted]

Until meaningful engagement has taken place, HCCC/HDI objects to the approval of any Metrolinx projects within Haudenosaunee territory with the placement of our monitors on those projects expressly not constituting consent, approval or any form of engagement/consultation. An extension of the stated deadline will be needed for such engagement to occur.

Yours truly,

Jackie Esmonde
Cavalluzzo LLP
Pronouns: she/her

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: December 10, 2021 3:40 PM
To: Lara Koerner-Yeo <LKoernerYeo@cavalluzzo.com>; Jackie Esmonde <jesmonde@cavalluzzo.com>

Cc: Chamberlain, Adam <Adam.Chamberlain@gowlingwlg.com>
Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Ms. Koerner Yeo and Ms. Esmonde,

As per Mr. Aaron Detlor's direction, received December 1st, 2021, indicating that all Metrolinx communication should be channeled through you as HCCC/HDI's legal counsel, we wanted to share with you an overview of Metrolinx's application for a Species At Risk permit under the *Endangered Species Act* to support the Yonge North Subway Line Extension Project.

Metrolinx is prepared to provide capacity supports to HCCC/HDI to support the review of these materials.

Please let me know if you have any further questions of if the Indigenous Relations Office can be of any further assistance,

Thank you

Jaimi

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

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.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more Click Here.

From:	Jackie Esmonde
To:	Indigenous Relations; Lara Koerner-Yeo
Cc:	Chamberlain, Adam
Subject:	RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date:	January 7, 2022 4:44:24 PM
Attachments:	image001.png image002.png

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 Representative:

We are writing in response to your January 7, 2022 request for feedback from HCCC/HDI on a Metrolinx project.

HCCC/HDI has established rights within the Nanfan Treaty and Haldimand Treaty territories. An email attaching technical documents relating to development within that territory, and with a short timeframe for response, is not consistent with Haudenosaunee inherent Indigenous and treaty rights, including rights to free, prior and informed consent as well as Haudenosaunee rights to determine and develop priorities and strategies for the development or use of their lands or territories and other resources.

In the absence of an Engagement Framework, we refer you to HDI's established process for engagement:https://www.haudenosauneeconfederacy.com/departments/haudenosaunee-development-institute/development/

Further to the commitments made at the December 10th meeting with Metrolinx, [redacted]

Until meaningful engagement has taken place, HCCC/HDI objects to the approval of any Metrolinx projects within Haudenosaunee territory with the placement of our monitors on those projects expressly not constituting consent, approval or any form of engagement/consultation. An extension of the stated deadline will be needed for such engagement to occur.

Yours truly,

Jackie Esmonde
Cavalluzzo LLP
Pronouns: she/her

Jackie Esmonde
Cavalluzzo LLP
Pronouns: she/her

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 7, 2022 4:30 PM
To: Lara Koerner-Yeo [redacted]; Jackie Esmonde [redacted]
Cc: Chamberlain, Adam [redacted]
Subject: RE: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Ms. Koerner Yeo and Ms. Esmonde,

As per our previous correspondence dated December 16, 2021, pending a negotiated Relationship Framework, Metrolinx will continue to share all project communication through you as HCCC/HDI's legal counsel, we wanted to share with you the Project Introduction for the Heritage Layover Project.

As a follow up to the letter sent on December 10, 2021 regarding the Yonge North Subway Extension Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*, the Proposal for the 17(2)(d) Permit was posted on the Environmental Registry of Ontario (ERO) on January 7th, 2022 for a 30-day public review period, ending February 6th, 2022.

The ERO posting can be found in the following link: **https://ero.ontario.ca/notice/019-4075.** Comments can be submitted directly to the Ministry of the Environment, Conservation and Parks.

If you have any questions or concerns, please feel free to reach out to me at any time. Additionally, we are happy to arrange a meeting to discuss the Permit, if that would be of interest.

Thank you for your time and assistance.

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From: Indigenous Relations

Sent: December 10, 2021 3:40 PM
To: [redacted]
Cc: Chamberlain, Adam [redacted]
Subject: Yonge North Subway Extension - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Ms. Koerner Yeo and Ms. Esmonde,

As per Mr. Aaron Detlor's direction, received December 1st, 2021, indicating that all Metrolinx communication should be channeled through you as HCCC/HDI's legal counsel, we wanted to share with you an overview of Metrolinx's application for a Species At Risk permit under the Endangered Species Act to support the Yonge North Subway Line Extension Project.

Metrolinx is prepared to provide capacity supports to HCCC/HDI to support the review of these materials.

Please let me know if you have any further questions of if the Indigenous Relations Office can be of any further assistance,

Thank you

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

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.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more Click Here.

EPR Addendum Circulation to Indigenous Nations – February 10th, 2022

From:	Indigenous Relations
To:	Jessica Neto
Subject:	FW: Yonge North Subway Extension - EPR Addendum
Date:	Wednesday, March 30, 2022 3:46:48 PM

From: Jackie Esmonde [redacted]
Sent: February 14, 2022 9:01 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Lara Koerner-Yeo [redacted]
Cc: Chamberlain, Adam [redacted]
Subject: RE: Yonge North Subway Extension - EPR Addendum

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 Representative:

We are writing in response to your February 10, 2022 notice of the Environmental Project Report Addendum report concerning the Yonge North Subway Extension.

HCCC/HDI has established rights within the Nanfan Treaty and Haldimand Treaty territories. An email attaching technical documents relating to development within that territory, and with a short timeframe for response, is not consistent with Haudenosaunee inherent Indigenous and treaty rights, including rights to free, prior and informed consent as well as Haudenosaunee rights to determine and develop priorities and strategies for the development or use of their lands or territories and other resources.

In the absence of an Engagement Framework, we refer you to HDI's established process for engagement:https://www.haudenosauneeconfederacy.com/departments/haudenosaunee-development-institute/development/

Until meaningful engagement has taken place, HCCC/HDI objects to the approval of any Metrolinx projects within Haudenosaunee territory with the placement of our monitors on those projects

expressly not constituting consent, approval or any form of engagement/consultation. An extension of the stated deadline will be needed for such engagement to occur.

Jackie Esmonde
Cavalluzzo LLP
Pronouns: she/her

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: February 10, 2022 4:47 PM
To: Jackie Esmonde [redacted]; Lara Koerner-Yeo [redacted]
Cc: Chamberlain, Adam [redacted]
Subject: Yonge North Subway Extension - EPR Addendum

Dear Ms. Koerner Yeo and Ms. Esmonde,

As per our previous correspondence dated December 16, 2021, [redacted] Metrolinx will continue to share all project communication through you as HCCC/HDI's legal counsel, we wanted to share with you a letter, attached, outlining the Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

[redacted]

In order to ensure that any comments received by HCCC/HDI can be considered by the Minister of Environment as part of the Minister Review Period, we ask that you please share any comments you may have before March 14, 2022.

[redacted]

Please let me know if you have any further questions or if the Indigenous Relations Office can be of any further assistance.

Thank you,

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

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

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Haudenosaunee Confederacy Chiefs Council. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Haudenosaunee Confederacy Chiefs Council with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Haudenosaunee Confederacy Chiefs Council in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Haudenosaunee Confederacy Chiefs Council:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Haudenosaunee Confederacy Chiefs Council for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we

welcome the opportunity to discuss further.

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Haudenosaunee Confederacy Chiefs Council for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Haudenosaunee Confederacy Chiefs Council, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Haudenosaunee Confederacy Chiefs Council. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Haudenosaunee Confederacy Chiefs Council. We are happy to assist in the review of these documents by meeting with Haudenosaunee Confederacy Chiefs Council. Metrolinx is willing to address any questions that Haudenosaunee Confederacy Chiefs Council may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

METROLINX

Yours Truly,



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Todd Williams, Haudenosaunee Development Institute
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Table B 4-1: Summary of Natural Environment Mitigation Measures and Monitoring Requirements

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
CONSTRUCTION	• **Natural Heritage Features**	• Disturbance or destruction to natural heritage features.	• 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 construction and maintain all ESC measures for the duration of construction to reduce the risk of erosion and sedimentation. • Develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and this Plan. • Establish barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the construction areas and prevent accidental damage or intrusion to adjacent vegetation or vegetation communities. Maintain the barriers during construction. • Ensure that machinery arrives on site in a clean condition (free of fluid leaks, invasive species, and noxious weeds) and will be handled in accordance with the Clean Equipment Protocol for Industry (Halloran et al, 2013). • Reduce the size of construction areas, including staging and laydown areas and construction access, to the extent feasible. • Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 m away from any wetland or watercourse to the extent feasible. If not feasible, install a heavy-duty silt fence and Silt Soxx (or equivalent) around the construction areas where within 30 m from a watercourse.	• 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. • All erosion and sediment control measures should be inspected weekly, after every rainfall event and significant snow melt event, and daily during periods of extended rain or snow melt. • All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
	• **Surface Water**	• Removal or impacts to wetland, aquatic, and riparian vegetation. • Erosion and sedimentation to surface water from construction. • Risk of contamination to wetlands / waterbodies as a result of spills.	• 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. • Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 m away from any wetland or watercourse to the extent feasible. If not feasible, install a heavy-duty silt fence and Silt Soxx (or equivalent) around the construction areas where within 30 m from a watercourse. • Schedule construction activities immediately adjacent to waterbodies to avoid wet and rainy periods, to the extent feasible. • Conduct in-water works in the dry during low flow condition, where feasible. • Reduce the disturbance and removal of riparian vegetation, natural woody debris, rocks, sand or other materials from the banks, the shoreline or the bed of the waterbody below the ordinary high-water mark. • 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). • Please refer to the **Natural Heritage Features** environmental component within this table for other applicable mitigation measures.	• 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. • All erosion and sediment control measures should be inspected weekly, after every rainfall event and significant snow melt event, and daily during periods of extended rain or snow melt. • All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
	• **Fish and Fish Habitat**	• Potential for direct, in-water impacts to fish and fish habitat	• All requirements of the Fisheries Act will be met. • If dewatering of isolated work areas is required, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNDMNRF prior to dewatering isolated work areas. • Any fish isolated in the work area shall be transferred (using appropriate capture, handling and release techniques to prevent harm and minimize stress) downstream or away from the construction area. • Reduce the disturbance and removal of riparian vegetation, natural woody debris, rocks, sand or other materials from the banks, the shoreline or the bed of the waterbody below the ordinary high-water mark.	• 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 associated with any authorizations, permits, licenses and agreements to be completed as required.

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
			• 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. • To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. • Ensure that all in-water activities, or associated in-water structures, do not interfere with fish passage, constrict the channel width, or reduce flows. • Fish screens, if required, will be used to avoid entrainment of fish in pumps and hoses as per the End-of-pipe fish protection screens for small water intakes in freshwater and Fisheries and Oceans Canada's Interim Standard and Code of Practice. • 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. • Erosion and Sediment Control (ESC) measures shall be used to contain/isolate the construction zone and to manage site drainage to prevent erosion and sedimentation to the waterbody. ESC measures will be installed prior to the start of construction, maintained and repaired in place until all areas are stabilized. Site-specific ESC plans should be developed for in-water and near-water work. • All equipment shall be operated, stored, and maintained in a manner that prevents the entry of any deleterious substances to the waterbody. All refueling should occur beyond 30m from the watercourse, and a spill tray should be used when completing maintenance and refueling. • Please refer to the **Natural Heritage Features and Surface Water** environmental component within this table for other applicable mitigation measures.	• All erosion and sediment control measures should be inspected weekly, after every rainfall event and significant snow melt event, and daily during periods of extended rain or snow melt. • All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
	• **Vegetation Communities**	• Disturbance, and destruction of trees, plants and plant communities.	• Vegetation removal will be reduced and limited to within the construction areas. • Construction activities will maintain the buffers established during the design phase to reduce potential impacts to the vegetation communities. • Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) *Vegetation Guideline*. 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, *Agrilus planipennis* (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. • Provide compensation for the removal of vegetation in accordance with Metrolinx Vegetation guideline. • An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. • Prior to the undertaking of tree removals, a tree removal strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow Metrolinx (2020) *Vegetation Guideline* and/or relevant municipal guidelines (i.e., the City of Toronto Tree Protection Policy and Specifications for Construction Near Tree Guidelines (2016)) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.	• 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.

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
			• Tree Protection Zone fencing will be established to protect and prevent tree injuries and Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements and/or in accordance with Metrolinx (2020) *Vegetation Guideline*. • Adhere to the local bylaws for tree protection as per Metrolinx (2020) *Vegetation Guideline*. • Please refer to the **Natural Heritage Features** environmental component within this table for other applicable mitigation measures.	
	• **Wildlife and Wildlife Habitat – General**	• Disturbance, displacement, or mortality of wildlife.	• Prior to construction, investigate the construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys/site inspections, as appropriate. • On-site personnel should be provided with information (e.g., factsheets) regarding wildlife (including Special Concern wildlife species) that have potential to occur on site. This should include information related to the identification of the wildlife species and the procedure(s) to follow if wildlife are encountered or injured. • 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.	• 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**	• Disturbance or destruction of migratory birds and/or nests.	• Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (April 1 to August 31 in Ontario). • If activities, including tree/vegetation removal, 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 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. • Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. • If an active 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 if applicable, additional consultation with the agencies having jurisdiction (e.g., ECCC, MECP) may be required to determine extent of protection and mitigations. • Please refer to the **Vegetation and Vegetation Communities** and **Wildlife and Wildlife Habitat** environmental components within this table for other applicable mitigation measures.	• Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
	• **Species at Risk – General**	• Habitat loss, disturbance and/or mortality to SAR.	• All requirements of the ESA and/or SARA Species-specific mitigation measures will be implemented, in consultation with MECP as required. • 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	• Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
	• **Species at Risk - Barn/Bank Swallow**	• Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow.	• 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) in confirmed Bank/Barn Swallow habitat, all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. • Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage Bank Swallow nesting. • If construction activities that would cause disturbance to structures confirmed to provide Barn Swallow habitat and/or banks confirmed to provide Bank Swallow habitat are scheduled during the nesting season for Barn and/or Bank Swallow (April 1 to August 31), 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 feasible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. • Swallow nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage Bank Swallow nesting. • Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage Bank Swallow nesting. • Please refer to **Wildlife and Wildlife Habitat** environmental components within this table for other applicable general mitigation measures.	• 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. • Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
	• **Species at Risk - Chimney Swift**	• Habitat loss, disturbance and/or mortality to Chimney Swift.	• 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). • If required, repair, maintenance, or demolition of an identified confirmed roosting/nesting will meet all requirements of the ESA. • Please refer to **Wildlife and Wildlife Habitat** environmental components within this table for other applicable mitigation measures.	• 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. • Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
	• **Species at Risk – Bats**	• Habitat loss, disturbance and/or mortality to SAR Bats.	• Should removal of potential SAR bat habitat be required, SAR bat surveys will be completed by a qualified specialist in advance of the removal activities to confirm SAR bat habitat presence. • If removal of confirmed SAR bat habitat is required, all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. • Please refer to **Wildlife and Wildlife Habitat** environmental components within this table for other applicable mitigation measures.	• 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. • Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
	• **Species at Risk - Butternut**	• Disturbance and/or destruction of Butternut.	• All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, in consultation with MECP as required.	• Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
OPERATION	• **Natural Heritage Features - General**	• No impacts are anticipated during the operation phase	• NA	• NA

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
	• **Surface Water**	• Risk of contamination to wetlands / waterbodies as a result of spills.	• Refueling at least 30 m from any watercourse or any other surface drainage feature.	• NA
	• **Fish and Fish Habitat**	• Risk of contamination to wetlands / waterbodies as a result of spills.	• Refueling at least 30 m from any watercourse or any other surface drainage feature.	• NA
	• **Vegetation Communities**	• Removal of vegetation during operational vegetation maintenance activities, if applicable • Removal and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable	• Vegetation removal will be reduced to the extent possible and limited to the Project right-of-way. • Herbicide applications will be administered subject to the Pesticides Act.	• On-site inspection will 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 reduce impacts.
	• **Wildlife and Wildlife Habitat – General**	• Operations activities such as vegetation maintenance may cause disturbance or displacement of wildlife.	• Ensure routine maintenance of ROW fences as an exclusionary measure within the above ground portion of the project. • Operation maintenance activities will include nest searches and wildlife surveys prior to maintenance work commencing, as required.	• On-site inspection should be regularly 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.
	• **Migratory Breeding Birds and Nests**	• No impacts are anticipated	• NA	• NA
	• **Wildlife - Barn/Bank Swallow**	• No impacts are anticipated	• NA	• NA
	• **Wildlife - Chimney Swift**	• No impacts are anticipated	• NA	• NA
	• **Species at Risk – Bats**	• No impacts are anticipated	• NA	• NA
	• **Species at Risk - Butternut**	• No impacts are anticipated	• NA	• NA

Table 9: Potential Impacts, Mitigation Measures and Monitoring Activities

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
CONSTRUCTION	Archaeological Resources	Potential for the disturbance of unassessed or documented archaeological resources	• All work shall be performed in accordance with the recommendations from the Stage 1 Archaeological assessment report and any subsequent archaeological assessments as well as applicable guidelines and regulations, including but not limited to the Ontario Heritage Act, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), formerly the Ministry of Tourism, Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists (2011), and the MHSTCI document, Engaging Aboriginal Communities in Archaeology: A Draft Bulletin for Consultant Archaeologists in Ontario (2011). • If limits of the Project Area assessed in this report are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to ground disturbing activities. • For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to disturbance. • All Archaeological Assessment findings will be shared with Indigenous Nations that were engaged in the Stage 1 archaeological assessment.	• None identified. However, should the results of further Archaeological Assessments, if any required as per mitigation measures outlined in this table, identify the need for monitoring during construction, those monitoring activities will be implemented.
		Potential for the recovery of archaeological resources during construction	• In the event that archaeological resources are encountered or suspected of being encountered during construction, all work will cease. The location of the findspot should be protected from impact by employing a buffer in accordance with requirements of the MHSTCI. A professionally licensed archaeologist will be consulted to complete the assessment. If resources are confirmed to possess cultural heritage value/interest then they will be reported to the MHSTCI, and further Archaeological Assessment of the resources may be required. If it is determined that there is a potential for Indigenous artifacts, Metrolinx should be contacted and Applicable Law will be followed. • If human remains are encountered or suspected of being encountered during project work, all activities must cease immediately and the local police/coroner as well as the Bereavement Authority of Ontario on behalf of the Ministry of Government and Consumer Services must be contacted. Archaeological investigations of human remains will not proceed until police have confirmed the remains are not subject to forensic investigation. Once human remains have been cleared of police concern, the MHSTCI will also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act. If the human remains are determined to be of Indigenous origin, Metrolinx should be contacted and all Applicable Law must be adhered to. • For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to disturbance. • All Archaeological Assessment findings will be shared with Indigenous Nations that were engaged in the Stage 1 archaeological assessment.	• None identified.
OPERATION	Archaeological Resources	No impacts to archaeological resources are anticipated during Project operations	• No impacts to archaeological resources are anticipated during Project operations, therefore no mitigation is required.	• No impacts to archaeological resources are anticipated during Project operations, therefore no monitoring is required.

***Notes:**

Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, consult with the appropriate regulatory agencies.

METROLINX

Notice of Environmental Project Report Addendum

Yonge North Subway Extension Project

The Project

In 2009, York Region, York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission completed an Environmental Project Report (EPR) for the Yonge Subway Extension under *Ontario Regulation (O. Reg.) 231/08* to identify potential effects and mitigation measures for a 6.8-kilometre Yonge-University line subway extension from the existing Finch Station to Richmond Hill Centre. 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. Since the completion of the 2009 and 2014 studies, additional changes to the Yonge North Subway Extension (the Project) have been identified.

Changes to the Project include an at-grade segment emerging from a portal structure south of Langstaff Road East in the City of Markham to Moonlight Lane in the City of Richmond Hill, travelling along CN's Bala rail corridor; revised number and location of ancillary facilities such as Traction Power Substations and Emergency Exit Buildings; two new stations (Bridge Station and associated bus terminal, and High Tech Station); revised station locations at Steeles Station, potential Royal Orchard Station, and potential Cummer Station; modifications to the existing Finch Station; addition of a bus terminal at Clark Station; revised design and location of the Steeles Station bus terminal; and changes to the location and design of the proposed train storage facility. Changes to the construction method include a tunnel boring machine launch shaft south of Langstaff Road and an extraction shaft at the existing Finch Station. As a result of these changes, the Project will extend approximately 9 km from Finch Station to Moonlight Lane and provide more transit connections.



An EPR Addendum is being undertaken in accordance with Sections 15 and 16 of *O. Reg. 231/08*, amended June 30, 2020, under the *Environmental Assessment Act*, as any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the change and the measures needed to mitigate any negative impacts that the change may have, and construction or installation has not begun within ten years since the completion of the 2009 EPR. No impacts to the project implementation timeline are anticipated.

The EPR Addendum Review Process

Effective **February 10, 2022** an Addendum to the 2009 EPR is available for review on the Project webpage (MetrolinxEngage.com/YongeSubwayExt).

You can also participate in a series of virtual open houses on MetrolinxEngage.com/YongeSubwayExt where you can hear from project experts and ask questions about the report in real time. Please join us February 17, February 23, March 2 and March 10, 2022, from 6:30pm to 8:00pm.

Those who wish to provide comments on the EPR Addendum must do so by **March 14, 2022** and address them to the following email: YongeSubwayExt@metrolinx.com or via the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.

Section 15 of *O. Reg. 231/08*, as amended June 30, 2020, requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous communities during the review period. At the end of the review period, Metrolinx will update the EPR Addendum by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the Project timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the updated EPR Addendum on the Project webpage: MetrolinxEngage.com/YongeSubwayExt and issue a Notice of Updated EPR Addendum.

Within 35 days after receipt of the Notice of Updated EPR Addendum, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx allowing the changes to the YNSE Project in accordance with the updated EPR Addendum, subject to conditions set out in the Minister's notice. The Minister may also inform Metrolinx that no notice will be issued.

The Minister may issue a notice only if:

- the Minister is of the opinion that the way in which Metrolinx addressed a concern raised in the issues resolution process would cause unreasonable delay to the implementation of the Project, and the conditions in the Minister's notice modify the way in which the concern is addressed in the updated EPR Addendum without causing unreasonable delay to the implementation of the Project; or
- the Minister is of the opinion that the change may have an adverse impact on the existing Aboriginal or treaty rights of the Aboriginal peoples of Canada, and the conditions may prevent, mitigate or remedy the adverse impact.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O.Reg. 231/08, as amended June 30, 2020, under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact YongeSubwayExt@metrolinx.com or 416-202-7000.

This Notice was first published on **February 10, 2022**.
Pour plus d'information, veuillez contacter le YongeSubwayExt@metrolinx.com.

From: Indigenous Relations
To:
Cc:
Subject: RE: Yonge North Subway Extension - EPR Addendum
Date: Wednesday, April 13, 2022 3:47:23 PM
Attachments:

Dear Mr. Detlor,

Please find attached a letter in response to correspondence received on February 10, 2022 from the Haudenosaunee Development Institute (HDI) on behalf of the Haudenosaunee Confederacy Chiefs Council (HCCC), in reply to the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension.

Please feel free to reach out if you have any questions or concerns.

Best,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From:
Sent: February 14, 2022 9:01 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>;
Cc:
Subject: RE: Yonge North Subway Extension - EPR Addendum

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 Representative:

We are writing in response to your February 10, 2022 notice of the Environmental Project Report Addendum report concerning the Yonge North Subway Extension.

HCCC/HDI has established rights within the Nanfan Treaty and Haldimand Treaty territories. An email attaching technical documents relating to development within that territory, and with a short timeframe for response, is not consistent with Haudenosaunee inherent Indigenous and treaty rights, including rights to free, prior and informed consent as well as Haudenosaunee rights to determine and develop priorities and strategies for the development or use of their lands or

territories and other resources.

[redacted]

Further to the commitments made at the December 10th meeting with Metrolinx, HDI will proceed to invoice Metrolinx for the costs associated with a Manager and Five Monitors at the following agreed upon rates:

Until meaningful engagement has taken place, HCCC/HDI objects to the approval of any Metrolinx projects within Haudenosaunee territory with the placement of our monitors on those projects expressly not constituting consent, approval or any form of engagement/consultation. An extension of the stated deadline will be needed for such engagement to occur.

Jackie Esmonde
Cavalluzzo LLP
Pronouns: she/her

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: February 10, 2022 4:47 PM
To:
Cc: C
Subject: Yonge North Subway Extension - EPR Addendum

Dear Ms. Koerner Yeo and Ms. Esmonde,

As per our previous correspondence dated December 16, 2021, pending a negotiated Relationship Framework, Metrolinx will continue to share all project communication through you as HCCC/HDI's legal counsel, we wanted to share with you a letter, attached, outlining the Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. We have also pulled out and attached the Natural Environment Impacts and Mitigations table from the broader report for ease of reference.

[redacted]

In order to ensure that any comments received by HCCC/HDI can be considered by the Minister of Environment as part of the Minister Review Period, we ask that you please share any comments you may have before March 14, 2022.

[redacted]

Please let me know if you have any further questions or if the Indigenous Relations Office can be of any further assistance.

Thank you,

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

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.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more Click Here.

METROLINX

April 13, 2022

Mr. Aaron Detlor
Haudenosaunee Development Institute
Delivered Via Email:
Re: Yonge North Subway Extension Project - TPAP - HCCC/HDI

Dear Mr. Detlor,

In response to correspondence received on February 10, 2022 from the Haudenosaunee Development Institute (HDI) on behalf of the Haudenosaunee Confederacy Chiefs Council (HCCC) regarding the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension Project, we are providing the following information and clarifications.

The Project

The Yonge North Subway Extension (YNSE) project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre (km) extension of the Toronto Transit Commission'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.



Figure 1 – Yonge North Subway Extension Alignment

Project Engagement

Metrolinx has provided communications, project information, and technical reports to HCCC/HDI for the Yonge North Subway Extension Project (the "**Project**"). Please see below for a summary of communications sent, feedback received, and Metrolinx's EPR Addendum response.

Communications to HCCC/HDI	Response Status	**Feedback** (summary of response received from HCCC/HDI)	Metrolinx EPR Addendum Response
March 22, 2021 – Metrolinx provided an introduction letter to the Yonge North Subway Extension Project, including an update on the TPAP, archaeological and natural environment works planned for 2021.	No response received		Metrolinx continues to engage in conversations with HCCC regarding best practices for engagement, opportunities to provide capacity support and the Nation's concerns with regard to the level of consultation on Metrolinx projects. Metrolinx will continue to welcome opportunities to meet with HCCC to discuss the Project; providing information, updates and technical reports. Metrolinx continues to invite HCCC to archeological and natural environment field work and environmental sensitive construction activities for the Project.

Communications to HCCC/HDI	Response Status	**Feedback** (summary of response received from HCCC/HDI)	Metrolinx EPR Addendum Response
October 28, 2021 – Metrolinx provided links to the Draft EPR Addendum and draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment Report for the Yonge North Subway Extension Project and requested comments by December 9, 2021. The draft EPR Addendum included sections summarizing Natural Environment, Archaeological, Cultural Heritage, Land Use and Socio-Economic, Air Quality, Noise & Vibration and Traffic findings.	No response received		
December 10, 2021 – Metrolinx provided a letter with an overview of the Metrolinx application for the Species At Risk 17(2)(d) Permit. In addition, attachments were also provided which included a summary of the impact species for review and comment.	Response received on Dec 13, 2021	HDI, as agents of the HCCC, have expressed concerns surrounding the Project, stating that consent from the Nation has not been given and had requested all work including any environmental assessments cease and desist.	

Communications to HCCC/HDI	Response Status	**Feedback** (summary of response received from HCCC/HDI)	Metrolinx EPR Addendum Response
January 07, 2022 – Metrolinx provided a link for Metrolinx's SAR Permit that was posted on the Environmental Registry of Ontario (ERO) on January 7th, 2022 for a 30-day public review period, ending February 6th, 2022.	Response received on Jan 7, 2022		
February 10, 2022 – Metrolinx provided a letter with attachments outlining YNSE timelines and previous report submissions. The Notice of EPR Addendum with links to all EPR Addendum documents were provided for a 30-day public review, ending March 14, 2022. Comments received prior to March 14, 2022 would be incorporated into the Updated EPR Addendum as part of the Issues Resolution Process and made public on April 14, 2022.	Response received on Feb 14, 2022		

Communications to HCCC/HDI	Response Status	**Feedback** (summary of response received from HCCC/HDI)	Metrolinx EPR Addendum Response
March 10, 2022 – Metrolinx provided a letter with an invitation to participate in upcoming Stage 2 AA field work at Royal Orchard Park. Also included in this letter was an update to the Indigenous Nations on the changes made to the Draft Stage 1 Archaeological Assessment Report from comments received during the public review period of the EPR Addendum (February 10 - March 14, 2022).	No response received		
March 29, 2022 – Metrolinx provided a follow up email with an invitation to participate in upcoming Stage 2 AA field work. Field work dates are tentatively April 14 and April 15 for Royal Orchard Park and Hendon Park, weather permitting.	No response received		
April 4, 2022 – Metrolinx provided a letter that summarized the process through which the SAR permit is obtained as well as the draft permit package for review and comment, outside of the formal MECP approvals process, proceeding in parallel.	No response received		

Relationship Agreement for Engagement between Metrolinx and HCCC/HDI

Metrolinx understands HCCC/HDI's concerns related to engagement and capacity funding. Through meetings with HCCC/HDI on November 26, 2021 and December 10, 2021, HCCC/HDI and Metrolinx agreed to begin discussions on a Relationship Agreement that defines mutually agreeable engagement practices and capacity funding to address all project work. Negotiations on the Relationship Agreement are ongoing, with a meeting expected later this spring.

Technical Environmental Details

We have summarized some technical details from the EPR Addendum relating to impacts identified and their associated mitigation measures and future commitments.

Archaeology

A Stage 1 Archaeological Assessment (AA) report (provided in Appendix D of the EPR Addendum) was prepared as part of the Project. Mitigation measures and commitments identified in the Stage 1 AA were carried forward to the EPR Addendum (refer to Sections 5.4 and Table 5-50 of the EPR Addendum). 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 Moonlight Lane train storage facility.

A summary of the findings of the Stage 1 AA is as follows:

1) Approximately 57 hectares (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.

If the Project and/or construction footprint changes during the detailed design stage resulting in an anticipated impact to this site, further assessments would be required in advance of any ground disturbance.

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to HCCC/HDI on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with HCCC/HDI on February 10, 2022 with comments requested by March 14, 2022.

Metrolinx sent HCCC/HDI an Invitation to participate in upcoming Stage 2 AA field work on March 10, 2022 and March 28, 2022. Metrolinx would appreciate any interest HCCC/HDI may have in participating in the Stage 2 AA fieldwork. Additionally, the Stage 2 AA Report will also be made available to all Indigenous Nations for review prior to submission of the Report to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).

With the implementation of the mitigation measures and future commitments identified in Section 5.4, Table 5-50 of the EPR Addendum (including the completion of further studies and adherence to the recommendations from those studies), potential negative impacts to archaeological resources from the Project will be successfully minimized or mitigated.

Natural Environment

In support of the EPR Addendum, a Natural Environment Existing Conditions and Impact Assessment Report, provided in Appendix B, was prepared as part of the TPAP. Mitigation measures and future commitments identified in this report were carried forward to the EPR Addendum (refer to Sections 5.1 and Table 5-47).

The EPR Addendum and technical report assesses existing conditions, including natural heritage. The YNSE traverses the following watercourses: Don River East Branch, Pomona Creek and German Mills Creek. As design of the Project progresses, impacts will be minimized where possible.

Please find a brief summary below of natural environment findings:

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 Project are associated with replacement of an existing culvert system at German Mills Creek. Potential impacts associated with in- and/or near-water construction activities 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. Impacts to aquatic and riparian features
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.

Mitigation measures for these potential impacts are outlined in Section 5.1, Table 5-47.

Terrestrial Environment

I. No plant Species at Risk (SAR) 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 Street and High Tech Road. The current design is not anticipated to result in the removal of the recorded Butternut tree.
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 in the Natural Environment Existing Conditions and Impact Assessment Report Appendices.
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 the Natural Environment Existing Conditions and Impact Assessment Report Appendices.
V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020) to ensure that ecological compensation is provided.

Through the application of the mitigation and monitoring measures detailed within the EPR Addendum (refer to Section 5.1 and Table 5-47), and the Natural Environment Existing Conditions and Impact Assessment Report, potential negative impacts associated with the construction and operation of Project components will be successfully minimized or mitigated.

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 SAR impacts and proposed mitigation measures for the YNSE Project are outlined in Section 5 and Table 5-47 of the EPR Addendum.

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 *Endangered Species Act* permit conditions by means such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation measures include but are not limited to scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window) and implementing exclusion measures to prevent individuals of certain species from being impacted by project activities.

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.

Commitments for Future Work

As described in section 6 of the EPR Addendum, Metrolinx formally commits to continuing meaningful engagement with all interested Indigenous Nations, respecting potential impacts and mitigation measures throughout future planning and design stages of the Project as appropriate.

Based on the information provided to the HCCC/HDI, Metrolinx respectfully asks that HCCC/HDI advise if there are any negative project impacts that HCCC/HDI has identified or that we have not been considered.

The EPR Addendum and Technical Reports are available at the following link:
http://www.metrolinxengage.com/YongeSubwayExt

Should you have any questions, please do not hesitate to contact us.

Sincerely,



Maria Zintchenko, Manager, EPA, Metrolinx

cc:
David Ayotte, Director, IRO, Metrolinx
Stephen Collins, Sponsor, Metrolinx
Nikhil Lobo, Sponsor, Metrolinx
Julia Kun, Project Manager, EPA, Metrolinx
Katelyn Brown, Project Coordinator, EPA, Metrolinx
Jessica Neto, Junior Project Coordinator, EPA, Metrolinx

From: Indigenous Relations
To: Lonny Bomberry
Cc: [redacted] Julia Kun; Maria Zintchenko; Jessica Neto
Subject: Yonge North Subway Extension - EPR Addendum
Date: Thursday, February 10, 2022 3:53:02 PM
Attachments: image001.png
Notice of EPR Addendum_YNSE.PDF
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
IN_Notice of EPRA_SNGR.pdf

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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Six Nations of the Grand River. Metrolinx values its relationship with Six Nations of the Grand River and it is our wish to continue to work with your Nation as we move forward. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Six Nations of the Grand River with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Six Nations of the Grand River in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Six Nations of the Grand River:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Six Nations of the Grand River for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Six Nations of the Grand River for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Six Nations of the Grand River, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Six Nations of the Grand River. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Six Nations of the Grand River. We are happy to assist in the review of these documents by meeting with Six Nations of the Grand River. Metrolinx is willing to address any questions that Six Nations of the Grand River may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

METROLINX

Yours Truly,



Julia Kun, Project Manager
Environmental Programs & 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, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:
Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring
Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From:	Indigenous Relations
To:	consultations@metisnation.org
Cc:	Julia Kun; Jessica Neto; Maria Zintchenko
Subject:	Yonge North Subway Extension - EPR Addendum
Date:	Thursday, February 10, 2022 3:52:41 PM
Attachments:	image001.png Notice of EPR Addendum_YNSE.PDF Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf IN_Notice of EPRA_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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Métis Nation of Ontario. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Métis Nation of Ontario with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Métis Nation of Ontario in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Métis Nation of Ontario:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Métis Nation of Ontario for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Métis Nation of Ontario for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Métis Nation of Ontario, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Métis Nation of Ontario. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Métis Nation of Ontario. We are happy to assist in the review of these documents by meeting with Métis Nation of Ontario. Metrolinx is willing to address any questions that Métis Nation of Ontario may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

Yours Truly,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

From:	Indigenous Relations
To:	Adam LaForme
Cc:	Mark LaForme; Julia Kun; Jessica Neto; Maria Zintchenko
Subject:	Yonge North Subway Extension - EPR Addendum
Date:	Thursday, February 10, 2022 3:53:29 PM
Attachments:	image001.png Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf Notice of EPR Addendum, YNSE.PDF IN_Notice of EPRA_MCFN.pdf

Dear Adam 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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

Adam LaForme
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Mr. LaForme,

RE: Yonge North Subway Extension Project – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Mississaugas of the Credit First Nation. Metrolinx values its relationship with Mississaugas of the Credit First Nation and it is our wish to continue to work with your Nation as we move forward. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Mississaugas of the Credit First Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Mississaugas of the Credit First Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with

Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Mississaugas of the Credit First Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Mississaugas of the Credit First Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Mississaugas of the Credit First Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Mississaugas of the Credit First Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Mississaugas of the Credit First Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Mississaugas of the Credit First Nation. We are happy to assist in the review of these documents by meeting with Mississaugas of the Credit First Nation. Metrolinx is willing to address any questions that Mississaugas of the Credit First Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

METROLINX

Yours Truly,



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Mark LaForme, Director, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From: Indigenous Relations
To: [redacted]
Cc: [redacted]; Julia Kun; Maria Zintchenko; Jessica Neto
Subject: Yonge North Subway Extension - EPR Addendum
Date: Thursday, February 10, 2022 3:53:28 PM
Attachments: image001.png
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
Notice of EPR Addendum, YNSE.PDF
IN_Notice of EPRA_KNFN.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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Kawartha Nishnawbe First Nation. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Kawartha Nishnawbe First Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Kawartha Nishnawbe First Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Kawartha Nishnawbe First Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Kawartha Nishnawbe First Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

METROLINX

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Kawartha Nishnawbe First Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Kawartha Nishnawbe First Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Kawartha Nishnawbe First Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Kawartha Nishnawbe First Nation. We are happy to assist in the review of these documents by meeting with Kawartha Nishnawbe First Nation. Metrolinx is willing to address any questions that Kawartha Nishnawbe First Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX

Yours Truly,



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From:	Indigenous Relations
To:	Dominic Ste-Marie; Lori Jeanne Bolduc
Cc:	[redacted]ulia Kun; Maria Zintchenko; Jessica Neto
Subject:	Yonge North Subway Extension - EPR Addendum
Date:	Thursday, February 10, 2022 3:53:34 PM
Attachments:	image001.png Notice of EPR Addendum_YNSE.PDF Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf IN_Notice of EPRA_HWN.pdf

Dear Dominic and 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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement and values its relationship with Huron-Wendat Nation It is our wish to continue to work with your Nation as we move forward. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Huron-Wendat Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Huron-Wendat Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Huron-Wendat Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Huron-Wendat Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Huron-Wendat Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Huron-Wendat Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Huron-Wendat Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Huron-Wendat Nation. We are happy to assist in the review of these documents by meeting with Huron-Wendat Nation. Metrolinx is willing to address any questions that Huron-Wendat Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

Yours Truly,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Lori-Jeanne Bolduc, Huron-Wendat Nation
Dominic Ste-Marie, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Julia Kun; Jessica Neto; Maria Zintchenko
Subject: Yonge North Subway Extension EPR Addendum
Date: Thursday, February 10, 2022 3:53:10 PM
Attachments: image001.png
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
Notice of EPR Addendum, YNSE.PDF
IN_Notice of EPRA_HFN.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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Hiawatha First Nation. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Hiawatha First Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Hiawatha First Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020,

under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Hiawatha First Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Hiawatha First Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

METROLINX

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Hiawatha First Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Hiawatha First Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Hiawatha First Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Hiawatha First Nation. We are happy to assist in the review of these documents by meeting with Hiawatha First Nation. Metrolinx is willing to address any questions that Hiawatha First Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

Yours Truly,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX



Julia Kun, Project Manager
Environmental Programs & 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, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From: Indigenous Relations
To: Sharday James
Cc: [redacted] Julia Kun; Jessica Neto; Maria Zintchenko
Subject: Yonge North Subway Extension - EPR Addendum
Date: Thursday, February 10, 2022 3:52:29 PM
Attachments: image001.png
Notice of EPR Addendum_YNSE.PDF
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
IN_Notice of EPRA_CRFN.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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Chippewas of Rama First Nation. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Chippewas of Rama First Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Chippewas of Rama First Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020,

under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Chippewas of Rama First Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Chippewas of Rama First Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

METROLINX

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Chippewas of Rama First Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Chippewas of Rama First Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Chippewas of Rama First Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Chippewas of Rama First Nation. We are happy to assist in the review of these documents by meeting with Chippewas of Rama First Nation. Metrolinx is willing to address any questions that Chippewas of Rama First Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

METROLINX

Yours Truly,



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com

From: Indigenous Relations
To: Julie Kapyrka
Cc: [redacted] Julia Kun; Jessica Neto; Maria Zintchenko
Subject: Yonge North Subway Extension - EPR Addendum
Date: Thursday, February 10, 2022 3:52:44 PM
Attachments: image001.png
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
Notice of EPR Addendum, YNSE.PDF
IN_Notice of EPRA_CLFN.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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Curve Lake First Nation. Metrolinx values its relationship with Curve Lake First Nation and it is our wish to continue to work with your Nation as we move forward. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Curve Lake First Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Curve Lake First Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with

Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Curve Lake First Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Curve Lake First Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

METROLINX

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Curve Lake First Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Curve Lake First Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Curve Lake First Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Curve Lake First Nation. We are happy to assist in the review of these documents by meeting with Curve Lake First Nation. Metrolinx is willing to address any questions that Curve Lake First Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

METROLINX

Yours Truly,



Julia Kun, Project Manager
Environmental Programs & 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, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From: Indigenous Relations
To: Chief Donna Big Canoe
Cc: Natasha Charles; [redacted] Julia Kun; Maria Zintchenko; Jessica Neto
Subject: Yonge North Subway Extension - EPR Addendum
Date: Thursday, February 10, 2022 3:52:25 PM
Attachments: image001.png
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
Notice of EPR Addendum, YNSE.PDF
IN_Notice of EPRA_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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Chippewas of Georgina Island. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Chippewas of Georgina Island with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Chippewas of Georgina Island in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Chippewas of Georgina Island:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Chippewas of Georgina Island for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

METROLINX

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Chippewas of Georgina Island for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Chippewas of Georgina Island, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Chippewas of Georgina Island. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Chippewas of Georgina Island. We are happy to assist in the review of these documents by meeting with Chippewas of Georgina Island. Metrolinx is willing to address any questions that Chippewas of Georgina Island may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

Yours Truly,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

From: Indigenous Relations
To: [redacted]
Cc: Susan Copegog; [redacted] Julia Kun; Maria Zintchenko; Jessica Neto
Subject: Yonge North Subway Extension - EPR Addendum
Date: Thursday, February 10, 2022 3:52:26 PM
Attachments: image001.png
Notice of EPR Addendum_YNSE.PDF
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
IN_Notice of EPRA_BFN.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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 Project – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Beausoleil First Nation. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Beausoleil First Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Beausoleil First Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020, under the Environmental Assessment Act.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Beausoleil First Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Beausoleil First Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Beausoleil First Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Beausoleil First Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Beausoleil First Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Beausoleil First Nation. We are happy to assist in the review of these documents by meeting with Beausoleil First Nation. Metrolinx is willing to address any questions that Beausoleil First Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

Yours Truly,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From: Indigenous Relations
To: Dave Mowat
Cc: [redacted] Julia Kun; Maria Zintchenko; Jessica Neto
Subject: Yonge North Subway Extension - EPR Addendum
Date: Thursday, February 10, 2022 3:53:10 PM
Attachments: image001.png
Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.pdf
Notice of EPR Addendum, YNSE.PDF
IN_Notice of EPRA_AldervilleFN.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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 10, 2022

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 – Notice of Environmental Project Report Addendum

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Alderville First Nation. The purpose of this letter is to share the Environmental Project Report (EPR) Addendum, prepared for the Yonge North Subway Extension (YNSE) Project and provide Alderville First Nation with a copy of the Notice of EPR Addendum for this report. The initial draft of this report was previously shared with Alderville First Nation in October 2021 for comment and review.

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.

YNSE EPR Addendum & Project Timeline

Environmental impacts of the YNSE Project are being assessed in accordance with Sections 15 and 16 of Ontario Regulation (O. Reg.) 231/08, amended June 30, 2020,

under the Environmental Assessment Act.

Table 1 below provides a summary of the YNSE Reports that have been shared, or will be shared with Alderville First Nation:

Table 1: YNSE Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft EPR Addendum (included draft Natural Environment Impact Assessment Report and draft Stage 1 Archaeological Assessment)	October 28, 2021
EPR Addendum (including Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment)	February 10, 2022 (shared with this letter)
Updated EPR Addendum	April 15, 2022*

*Date is subject to change.

EPR Addendum

The EPR Addendum summarizes the existing environmental conditions along the Project alignment. The existing environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting draft EPR Addendum, Natural Environment and Stage 1 AA reports were shared with Alderville First Nation for review in October 2021.

The EPR Addendum also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 1** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the 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, or any other aspects of the YNSE Project, we welcome the opportunity to discuss further.

METROLINX

Engagement

The draft EPR Addendum, Natural Environment Impact Assessment Report and Stage 1 Archaeological Assessment were circulated to Alderville First Nation for review and comment in October 2021. These reports have since been updated based on comments received from Indigenous Nations, government review agencies, and interested parties.

The EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt) as of February 10, 2022 for a 32-day public review period. Metrolinx welcomes any comments or feedback on the EPR Addendum from Alderville First Nation, and asks that you provide feedback in writing by **March 14**, 2022. The attached Notice of EPR Addendum (**Attachment 2**) provides further Project information, including a description of the process for submitting comments.

Comments and information regarding these reports will be collected to assist in meeting the requirements of the Environmental Assessment Act and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. With that being said, kindly 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, which protects the confidentiality of Indigenous knowledges.

Metrolinx is committed to an open and respectful relationship with Alderville First Nation. We appreciate the significant volume of documents related to the YNSE Project that have been shared with Alderville First Nation. We are happy to assist in the review of these documents by meeting with Alderville First Nation. Metrolinx is willing to address any questions that Alderville First Nation may have about the YNSE Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you for your time in reviewing this letter.

Yours Truly,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX



Julia Kun, Project Manager
Environmental Programs & Assessment Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments:

Attachment 1 – Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

Attachment 2 – Notice of Environmental Project Report Addendum

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

From:	Indigenous Relations
To:	Kelly LaRocca
Cc:	Monica Sanford; [redacted]; [redacted] Julia Kun; Maria Zintchenko; Jessica Neto
Subject:	Yonge North Subway Extension EPR Addendum
Date:	Thursday, February 10, 2022 3:52:14 PM
Attachments:	image001.png Notice of EPR Addendum, YNSE.PDF Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring.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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14, 2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From: Consultation <consultation@scugogfirstnation.com>
Sent: March 14, 2022 8:23 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Monica Sanford [redacted]; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Kelly LaRocca [redacted]; Jeff Forbes [redacted] Laura Colwel [redacted] Don Richardson [redacted]
Subject: Re: Yonge North Subway Extension - EPR Addendum

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.

Aaniin,

Please see the attached comments pertaining to the Yonge North Subway Extension EPR Addendum.

Kindly,

Waverley

Waverley Birch (she/her)
MES, RPP, MCIP
Consultation Advisor to MSIFN

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Thursday, February 10, 2022 3:51 PM
To: Kelly LaRocca [redacted]
Cc: Monica Sanford [redacted]; [redacted]; Consultation <consultation@scugogfirstnation.com>; Julia Kun

<Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>
Subject: Yonge North Subway Extension - EPR Addendum

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14**, **2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

March 11, 2022

To the attention of:

Indigenous Relations Office
Metrolinx
indigenousrelations@metrolinx.com

Re: Yonge North Subway Extension - EPR Addendum

Thank you for providing the opportunity to comment on the Environmental Project Report (EPR) Addendum prepared for the Yonge North Subway Extension (YNSE) project. Comments on behalf of Mississaugas of Scugog Island First Nation (MSIFN) are summarized in the table below.

Table 1. Summary of Comments.

Section	Reference Text	Comment
Table 2-1: Summary of YNSE Project Components, Changes & Rationale	*While the YNSE was previously envisioned to terminate just north of Highway 7, the area to the north was identified by Metrolinx as an area where refinement could enhance Project benefits and reduce capital costs. The proposed alignment that forms the basis for this EPR Addendum specifically addresses the challenges and opportunities of serving these areas and their future residents and employees.*	• MSIFN has concerns about the impacts of the new alignment on environmentally sensitive lands associated with the new crossing location of Pomona Creek. It seems that the previously proposed route would have not impacted as large of a natural area. • Please provide a summary comparison of the natural environment impacts expected from the new route in comparison to the originally proposed route.
Table B 4-1 Summary of Natural Environment Mitigation Measures and Monitoring Requirements	*"Erosion and Sediment Control (ESC) measures shall be used to contain/isolate the construction zone and to manage site drainage to prevent erosion and sedimentation to the waterbody. ESC measures will be installed prior to the start of construction, maintained and repaired in place until all areas are stabilized. Site-specific ESC plans should be developed for in-water and near-water work."*	• Please provide MSIFN with any site-specific ESC plans that are developed for work in-and-around water.
	"To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. Ensure that all in-water activities, or associated in-water structures, do not interfere with fish passage, constrict the channel width, or reduce flows."	• In addition to the considerations listed, work should also be scheduled to avoid any sensitive fish lifecycle events (e.g., spawning) wherever in-water work is necessary.

Section	Reference Text	Comment
	"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, Agrilus planipennis (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."	• Metrolinx should look to avoid removal of/damage to trees wherever possible. • This is especially important for black ash as the Provincial Natural Heritage Information Centre (NHIC) shows records of this species associated with Pomona Creek. According to the Committee on the Status of Species at Risk in Ontario (COSSARO), black ash is an Endangered species. • Although the provincial government has chosen to delay protections for this species, Metrolinx should recognize the evidence-based decision of COSSARO, and avoid all impacts to this relative.
	"Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA."	• Please provide any species-specific monitoring reports to MSIFN for review.
	"Migratory Breeding Birds and Nests - No impacts are anticipated"	• As the construction of this project will involve vegetation maintenance and tree removals, it is not reasonable to suggest there will be no impacts to migratory breeding birds and their nests. • No monitoring activities are listed for migratory breeding birds and nests. Metrolinx should commit to conducting monitoring surveys to ensure there are no ongoing impacts to these species.
	"Species at Risk – Bats - No impacts are anticipated"	• As stated in the above comment, the activities carried out in the construction phases of this project make impacts to species at risk bats likely. • Metrolinx should provide a detailed plan to ensure species

Section	Reference Text	Comment
		at risk bats and their habitat are protected.
Table 9: Potential Impacts, Mitigation Measures and Monitoring Activities	*"For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to disturbance."*	• Please keep MSIFN informed of any additional archaeological project work and provide reports of any future archaeological findings for review.

Sincerely,

MSIFN Consultation Office

consultation@scugogfirstnation.com

From: Francis M. Chua [redacted]
Sent: March 14, 2022 9:56 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc [redacted]; Kayla Wright [redacted] Julia Kun <Julia.Kun@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Katie Young-Haddlesey [redacted]
Subject: CLFN Submission: Yonge North Subway Extension - EPR Addendum

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.

On behalf of CLFN, I am providing this review/submission.

Have a great week.

~ Francis

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Thursday, February 10, 2022 3:52 PM
To: Julie Kapyrka <JulieK@curvelake.ca>
Cc [redacted] Francis M. Chua [redacted]; Kayla Wright [redacted] Julia Kun <Julia.Kun@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - EPR Addendum

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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14**, **2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario K0L1R0

Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

March 14, 2022

Ms. Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street
Toronto, Ontario M5J 2R8
Delivered by Email

Dear Ms. O'Hara,

RE: CLFN's Review of YNSE EPR Addendum and attachments

On behalf of our Consultation Department at Curve Lake First Nation (CLFN), we are writing to provide the document reviews for YNSE Environmental Project Report Addendum and attachments:

- Younge North Subway Extension (YNSE) YNSE EPR Addendum Mapping. January 2022. 30 pages.
- Younge North Subway Extension Addendum. Natural Environment Existing Conditions and Impact Assessment Report. February 10, 2022. 184 pages.
- Appendix I- Consultation Record. YNSE Addendum Report. 2978 pages.
- Metrolinx Project Notification to Curve Lake First Nation. February 10, 2022. 4 Pages.
- Metrolinx YNSE Natural Environment Mitigation Tables. 6 pages.
- Metrolinx YNSE Public Notice of Addendum. 2 pages.
- Metrolinx YNSE Environmental Project Report Addendum. February 10, 2022. 611 pages.

Our Consultation Department has emphasized that environmental protection and sustainability is an integral component of the future of the Curve Lake First Nation. Working with Curve Lake to develop project concept, design, planning, assessment, potential and actual impacts, monitoring, etc. are necessary steps in our process. All plans and activities must be viewed through the lens of environmental protection and sustainability. These requirements ensure that Curve Lake First Nation's interests and rights are being protected within our territory; that we are able to protect the ability to exercise our rights as a people – physically, culturally, and spiritually; that we are able to foster sovereignty, cultural identity, and sustainable succession. This is central to all relationships being progressed with various regulators and proponents.

Curve Lake First Nation is the steward and caretaker of the lands and waters within our territory in perpetuity, as we have been for thousands of years, and we have an obligation to continue to steadfastly maintain this responsibility to ensure their health and integrity for generations to come. Protection, conservation, and sustainable collaborative management are priorities for Curve Lake First Nation.

Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario K0L1R0

Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

Curve Lake's vision statement must be central to development in the territory: "Upon the foundation of community values and vision that promotes and preserves our relationship with mother earth, which has defined and will continue to define our identity and culture as Anishnaabe People, the Consultation Department will build and secure the framework for our First Nation lands by putting into place ways and laws that will provide both the protection and the freedom for each person, their family, and the whole community to fulfill their potential. Each way and law will be given the consideration to its importance for our next seven generations."

Our Consultation Department has accepted the review and recommendations provided by Gary Pritchard, Principal, Indigenous Conservation Ecologist, 4 Directions of Conservation Consulting Services for the review of the Environmental Project Report Addendum. Please refer to Appendix A for details on the review of the documents including recommendations.

We thank you, your team, and Metrolinx for working with us to understand and incorporate our comments on this Project. [redacted]

We do this work to uphold our responsibilities to care for the earth and waters, for our people, our nation, and for all our relations. Our foundational belief is balance; our values and principles are built upon the respect, care, and nurturing of all life as part of an interconnected whole and necessary for the balance and harmony required for Mino-Bimaadiziwin now and for future generations.

Sincerely,

Francis Chua on behalf of Curve Lake First Nation Consultation Department
Support to Curve Lake First Nation Consultation Department

cc:
Chief Emily Whetung, Curve Lake First Nation
Katie Young-Haddlesey, Chief Operating Officer, CLFN
Dr. Julie Kapyrka, Lands & Resources Consultation Liaison, CLFN
Kaitlin Hill, Lands & Resources Consultation Liaison, CLFN
Jordon MacArthur, Archaeological Program Administrator, CLFN

Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario K0L1R0

Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

Appendix A: Details on the review for the Environmental Project Report addendum and attachments

March 12th, 2022

Attn: **Dr. Julie Kapyrka** and **Kaitlin Hill**
Consultation Department
Curve Lake First Nation
22 Winookeeda Road,
Curve Lake ON K0L1R0
P: (705) 657-8045

CC: **Mr. Francis Chua**

RE: Metrolinx ~ YNSE ERP Addendum

Dear Dr. Kapyrka and Ms. Hill,

4 Directions is pleased to present to you, our review and recommendations of the document provided to Curve Lake First Nation (CLFN) on behalf of the Metrolinx as part of their regulatory consultation obligations and permitting process for the Addendum made to the Younge North Subway Expansion (YNSE).

The report received is entitled:

- Younge North Subway Extension (YNSE) YNSE EPR Addendum Mapping. January 2022. 30 pages.
- Younge North Subway Extension Addendum. Natural Environment Existing Conditions and Impact Assessment Report. February 10, 2022. 184 pages.
- Appendix I- Consultation Record. YNSE Addendum Report. 2978 pages.
- Metrolinx Project Notification to Curve Lake First Nation. February 10, 2022. 4 Pages.
- Metrolinx YNSE Natural Environment Mitigation Tables. 6 pages.
- Metrolinx YNSE Public Notice of Addendum. 2 pages.
- Metrolinx YNSE Environmental Project Report Addendum. February 10, 2022. 611 pages.

Previously on December 9th, 2021, 4 Directions commented on the following YNSE Reports:

- Natural Environment Reporting- Part: Existing Conditions. 78 pages without appendices.
- Natural Environment Reporting- Part: Existing Conditions. 40 pages without appendices.
- Metrolinx- Younge North Subway Extension- Confidential Draft Environmental Project Report and
- Technical Reports (Natural Environment and Stage 1 Archeological Assessment) Project Notification. October 28,2021. 7 pages.
- Metrolinx. Attachment 1- Ecological Land Classifications. August 2021. 8 Pages
- Metrolinx. Attachment 2- Bird Species reported by the TRCA and Breeding Bird Atlas. 6 Pages.

The focused attention of this review and commenting, 4 Directions will be examining or asking further questions on items or references with greatest potential to create impacts to Indigenous Rights and Title. Comments will be divided amongst 4 sections:

I. General Questions or Comments to Issues Raised within the Context of Reporting,
II. Indigenous Worldview and Cultural Representation,
III. Technical Accuracy within the Approach, and
IV. Outcomes and Recommendations.

1. General Questions or Issues Raised within the Context of Reporting

Overall, as seen in the other reports present by Metrolinx for other site development, there are several re-occurring issues with their process in all levels of reporting by their consultants. It is strongly recommended that CLFN, 4 Directions, and Metrolinx look at a new method to create and implement effective change over the next year which goes beyond the standard TPAP and Environmental Assessment Process.

Problematic Issues and Themes arising:

1. All parties need to work with CLFN, to effectively map and delineate treaty boundaries.
    - CLFN is only interested in project boundaries that are located within Williams Treaty Settlement Area of 2018.
2. All parties need to work with CLFN, to establish protocol to respect Treaty and Inherent Rights under the 2018 Settlement Agreement.
3. Indigenous knowledges are required to ensure the protection of Rights. CLFN wishes to have a brainstorming meeting where all parties can talk openly with each other on how to complete this task.
    - Community harvesting locations, archeology, areas of interest, or spiritual areas must be properly document.
4. All parties need to work with CLFN, to establish contractor-based education and cultural compacity (this needs to extend to the Metrolinx) training. Broad-based cultural awareness training is regarded as a level of Tokenism by Indigenous Peoples.
5. CLFN needs to be a part of replanting plans.
6. Community members should be granted the right to harvest in an area prior to cutting.
7. Since Metrolinx and by extension, their consultants, and governmental regulators can potentially or directly impact the Rights of CLFN, then there needs to involve, train, and evolve the process with CLFN in the compliance monitoring section of permitting and reporting.

Within the Documents Provided:

In future conversations with Metrolinx and document reviews, the Metrolinx team needs to understand the priority of Rights Holders and advancing Michi Saagiig ecological knowledge systems, worldviews, and assertion of Treaty/Inherent Rights. All environmental assessments in Ontario need our voice, our values, and our constraints to be included in the regulatory process. When this is achieved then both parties work towards co-governance of the landscape.

Question: Why does the Indigenous community's representation appear after the "Municipal Transit Service Providers?" Indigenous communities are recognized as equal or greater than the Federal governments since they are in fact a federal entity. This education and colonialist behavior of repression needs to be correct not only in the report but to all parties involved including the consultant team working on Metrolinx's behalf. This is not the first occurrence of this nature and needs to be addressed. *Future error will lead to this error being held as a grievance in the Environmental Assessment process on Metrolinx behalf.*

2. Indigenous Worldview and Cultural Representation

There were no Indigenous worldviews or knowledge systems in the creation of the environmental reports. However, this exclusion of Indigenous worldviews cannot be solely place on the responsibility of Metrolinx. They are working under and in a colonial governance system created by the Environmental Assessment process that allows for the insertion of Indigenous knowledge systems or worldviews at the wrong place in the consultation process. Indigenous consultation needs and should begin at the beginning of a project prior to the creation of the terms of reference, thus allowing for a magnitude of worldviews to be understood and examined. In this scenario, consultation would flow more seamless, holistic and achieve a faster project deliverable.

Environmental Damages and Contingency

There is no retribution or contingency programing for the potential contamination or harm to the Indigenous Territory and impact to harvesting rights.

Question: All Parties needs to meet with CLFN and other signatories of the Williams Treaty Settlement about environmental damages contingencies if their operation ever causes harm to the territory and/or harvest rights.

Grievances

The only grievance that CLFN brought forward during the review process was the inconsistency in the Indigenous community contact list that is provided to the proponents by the provincial government for project notification/engagement. Ministries are not upholding the *2018 Williams Treaties Settlement Agreement* which allows other Indigenous based communities to create a consultation process with proponents or governments within territories in which they have no legal jurisdiction – they are not signatories to a Treaty. This error creates unnecessary issues for the 7 Indigenous communities of the WTFN.

Specific boundaries need to be laid out in the project mapping phase for First Nation communities to provide comment of distinct treaty areas.

There are no Metis communities within and they do not have Rights to the WTFN Settlement Area. The Kawartha Nishnawbe do not have Rights to the WTFN Settlement area based on their community status under the Indian Act, their membership is comprised of CLFN and MSIFN.

The Haudenosuanee and Huron-Wendat do not have Treaty or Inherent Rights to the WTFN Settlement Area. If proper engagement had occurred, then the 7 WTFN communities would of brought this forward.

Action Item: Metrolinx needs to work with individuals like Mr. Pritchard and other knowledge holders to address Rights or Interest based lists. Mr. Pritchard can also assist with proper mapping of treaty boundaries to allow for all parties an effective rights-based to land-based commenting program.

Statement: This needs to be filed as a formal grievance against this project to Metrolinx, their consultants, and MECP for inaccurate research and project notification.

3. Technical Accuracy with the Approach

Compliance under Treaty obligations is a new concept in Western ideology. CLFN and 4 Directions wishes to work alongside Metrolinx, educate their consultants on how they can all be better Treaties peoples and create a space of co-governance.

Stop and Think: Even though a species population is stable elsewhere in Ontario, there is cultural and community protocols that all Indigenous peoples have followed for countless generations and adhere to prior to harvesting outside their territory or jurisdiction. Thus, it is imperative to ensure there is no to minimal impacts to the local ecology in their territory. It should be communicated to Metrolinx that Indigenous peoples do not harvest so freely outside of their territory with permission of the Rights Holders of that area with the possibility of denial from a community, this is a practice commonly not observed in the Settler community and hard to understand.

Action Item: Create a comprehensive monitoring plan for pre and post construction conditions with Indigenous participation.

Metrolinx and CLFN must develop an Environmental Monitoring Plan that suits the needs of CLFN to ensure cultural longevity during and post construction of this project. Some of the items lacking from this environmental report should be included such as but not limited to:

- Indigenous Areas of Use (Harvesting Windows if applicable to the project),
- Critical season use of all species,
- Critical habitat of all species,
- [redacted]
- Best Management Practices and Monitoring Practices,
- and a Projects Cumulative Impact to an Area (sub-watershed level)
    - Such as provisions in a watershed report card.

4. Outcomes and Recommendations

The following recommendations are made to ensure the protection of Indigenous Rights and to have good faith in the process moving forward:

1) All sections of this report need to be addressed in good faith between Metrolinx and CLFN to address their (CLFN) level of environmental concern. Metrolinx not only needs to communicate this to CLFN but also in a subsequential document outlining a formal response to questions, recommendations or action items arising from this peer review.
2) **Value-oriented Criteria:** CLFN, the regulator and the proponents need to create a framework at the landscape level that considers Indigenous cross-cultural compatibility. Under current industry practices these criteria and indicator frameworks are a great method at assessing site development impact but does not translate well or incorporates Indigenous values or Rights.
3) CLFN has the right to add to this list of requirements at any time but should approached the proponent in the spirit of reconciliation.

Closing

I trust that this review and summary of the environmental documents will help you and Metrolinx work collaboratively together through the next steps and the regulatory review process. If you have any questions, please do not hesitate to contact me at (705) 220-1952.

Miigwetch,



Gary Pritchard, BSc., EP., CERP.

Principal, Indigenous Conservation Ecologist
4 Directions of Conservation Consulting Services.
(e): gpritchard@4directionsconservation.com
(p): (705) 220.1952

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 Environmental Project Report (EPR) Addendum, prepared for the YNSE Project, as well as a copy of the Notice of EPR Addendum for this report. 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 **March 14**, **2022.**

[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
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

From:	Indigenous Relations
To:	Julia Kun; Jessica Neto; Katelyn Brown
Subject:	FW: Yonge North Subway Extension - CLFN Comment Responses
Date:	Tuesday, March 29, 2022 4:38:11 PM
Attachments:	image001.png YNSE LTR CLFN_Final_.pdf CLFN_YNSE Comment Response Table December 2021 Comments.pdf

---

From: Indigenous Relations
Sent: March 28, 2022 4:17 PM
To: 'Julie Kapyrka' [redacted] 'Francis M. Chua' [redacted]
Cc: [redacted] David Ayotte <David.Ayotte@metrolinx.com>
Subject: Yonge North Subway Extension - CLFN Comment Responses

Hi Julie and Francis,

I hope you both had enjoyable weekends! As promised, please find attached a cover letter and response table addressing the 2021 comments received from Curve Lake for the Yonge North Subway Extension Project. Francis, I believe David connected with you about these on Friday.

Please let me know if you have any questions or concerns.

Best,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 28, 2022

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake, ON K0L 1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Yonge North Subway Extension (YNSE) Project and Draft Environmental Project Report Addendum

Thank you for your letters to Metrolinx, dated December 14, 2021, and March 14, 2022, relating to the Yonge North Subway Extension (YNSE) Project and Environmental Project Report Addendum (EPRA).

Metrolinx is committed to building a long-term relationship with Curve Lake First Nation, and we recognize that this requires transparency and meaningful engagement. We remain committed to meaningful consultation and engagement, especially where our projects have impacts on the Treaty and Territory of Nations. The Indigenous Relations Office has begun guiding the organization and identifying ways in which we can more meaningfully engage with Indigenous Nations as well as helping us learn and understand how we can do better.

Metrolinx values its new relationship with the 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.

Project Description

As previously communicated, 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.

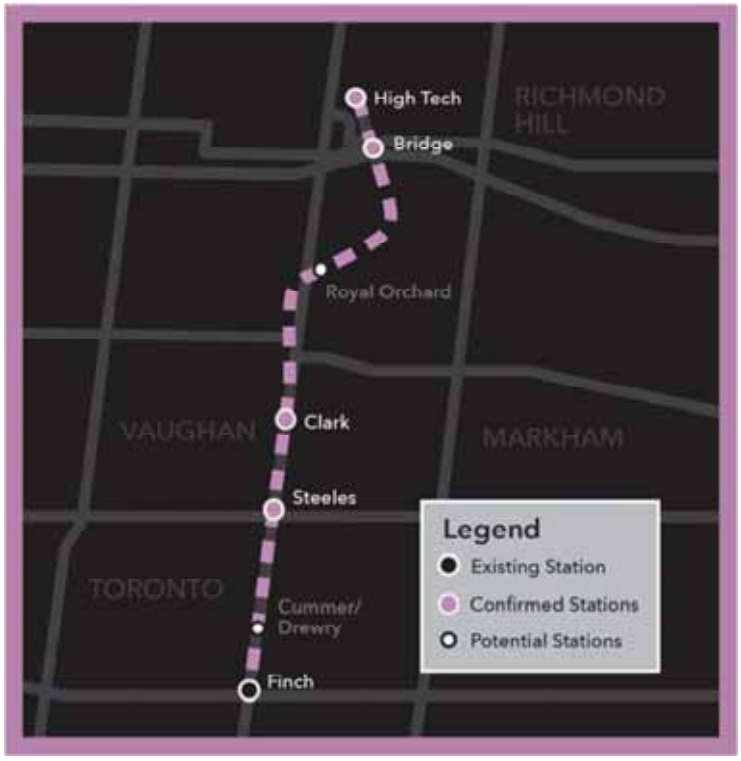


Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

YNSE Comments

We want to again thank you for taking the time to write and provide the concerns of Curve Lake First Nation regarding this project and the impacts that development has on the natural and cultural environment. We hope the information provided in this letter addresses your comments and concerns and that we can continue to work together to address them on this and future projects.

We appreciate the wealth of knowledge that you have shared with us about your history and rights, cultural perspective and concerns about the natural environment and for helping us start to understand Indigenous worldview and the cultural concept "all of our relations" in context to the natural world. We continue to learn from you as the stewards of the land.

We have made additions and modifications to the Natural Environment Report (NER), Stage 1 Archaeological Assessment (AA) Report, and EPR Addendum based on the thoughtful comments that were provided in December 2021 and following our discussion on March 23, 2022.

An Updated Environmental Project Report (EPR) Addendum will be filed with the Ministry of the Environment, Conservation and Parks (MECP) April 14, 2022, that will capture the updates and refinements regarding your December 2021 comments. The Updated EPR Addendum will be considered in the Minister's 35-day review period in accordance with Ontario Regulation 231/08.

Attachment 1 outlines the comments received from Curve Lake First Nation in December 2021, the YNSE Project Team response, and specific report edits that will be made. The Updated EPR Addendum and revised reports will be provided to Curve Lake First Nation via email [redacted]

We believe that as we continue to work together our approaches will continue to evolve and better align with the expectations of Curve Lake First Nation with respect to the natural environment and natural/cultural heritage aspects of our projects. We also acknowledge receipt of additional comments about this project dated March 14, 2022. We have begun review of these comments and hope to have earnest discussions to address CLFN's comments.

Metrolinx remains committed to building meaningful relationships with Indigenous Nations, and we are working with the Indigenous Relations Office to better understand how we can change as an organization to understand and meet the expectation of Curve Lake First Nation. We trust that Curve Lake First Nation will continue to meet with us on a regular basis to that end.

Thank you for your time in reviewing this letter and Attachment 1.

Yours Truly,



Julia Kun, Project Manager
Environmental Programs & Assessment, Metrolinx

cc: Karry Sand-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Encl. Attachment 1: CLFN YNSE Comment Response Table – December 2021 Comments

Yonge North Subway Extension – Indigenous Engagement

ID	First Nation	Report	Comment/Question – Yonge North Subway Extension	Project Team Response
1	Curve Lake First Nation	Archaeology Stage 1 AA	The report has no treaty discussions and has left the Appendix F for Oral histories blank as well. Can you advise if this is because OneT has not received a copy of our oral history? If so I will be more than happy to provide one if you could provide a contact to me.	Since the draft report circulated in October 2021, the authors have added a section on Indigenous Engagement including discussing treaties. Section 3.4.4 of the Archaeological Report was also updated. The updated draft of the Archaeological report was shared on February 10, 2022. As requested, the oral history will be included in the body of the report for the updated Stage 1 AA Report. Metrolinx will follow up with the Nation to confirm whether the revisions were satisfactory.
2	Curve Lake First Nation	Natural Environment Report	In section A 1.5.1 Federal Policy- there needs to be an acknowledgement of the Treaty and Territorial Rights Held by the Indigenous community. Without the signing of Treaty then none of these colonial policies are made possible.	Acknowledged. Titles in of the NER section referring to policy context have been revised in the Updated EPR Addendum and NER.
3	Curve Lake First Nation	Natural Environment Report	In Section 3.2.5 Consultation with Authorities Having Jurisdiction- Indigenous Communities need to be included.	The Natural Environment Report has been restructured since the draft was shared with CLFN in October 2021. Section A1.5.1 of the NER report has been revised in the Updated EPR Addendum and NER, as the previous Section 3.2.5 has been removed from the report due to ongoing updates to report structure. All consultation activity descriptions have been consolidated in Section 6 of the EPR Addendum. Metrolinx recognizes CLFN as a rights holder and will continue to be engaged on the YNSE Project.
4	Curve Lake First Nation	Natural Environment Report	The up most extreme care must be taken to avoid impacts to the Don River. This area is significant both spiritually and culturally to the Michi Saagiig people. It is suggested that ceremony be included when working within its watershed.	Metrolinx acknowledges the significance of the Don River to the Michi Saagiig people and the importance of working with extreme care in the watershed and will include this acknowledgement in the updated Natural Environment Report. Metrolinx welcomes a ceremony to take place upon construction commencement in the Don River watershed. The details around participation and timelines will be determined by Metrolinx and Curve Lake First Nation collaboratively.
5	Curve Lake First Nation	Natural Environment Report	Indigenous participation should be included with the longer-term compliance monitoring. If offsetting is not successful, then both the proponent and the consultant are accountable for harming Indigenous Rights and the Treaty Rights by their shared design.	Metrolinx welcomes Curve Lake First Nation participation in on-site compliance monitoring during any future field investigations and construction for YNSE. Metrolinx will work with CLFN to understand the scope and type of construction-related monitoring CLFN is interested in participating in. The expected level of effort and timelines will be determined by Metrolinx and Curve Lake First Nation collaboratively.
6	Curve Lake First Nation	Natural Environment Report	Contractors working on the behalf Metrolinx should be required to take cross-cultural awareness training with emphasis on the spiritual connectivity to the land and Indigenous process.	Metrolinx is reviewing our approach to procurement with a goal to ensure that contractors working on behalf of Metrolinx have the requisite cultural awareness training. Metrolinx to consider CLFN's cultural awareness teachings and training for integration in the program. IRO will work collaboratively with CLFN to coordinate the logistics of implementing the training.

7	Curve Lake First Nation	Natural Environment Report	Planting plans will need to have the inclusion of Indigenous knowledge systems and at a minimum of 3-5 years of successful monitoring.	Planting plans will be developed, and Metrolinx's current Vegetation Guideline is clear on the disuse of non-native species' inclusion in restoration activities, as well as the minimization of spread of invasive species through integrated vegetation management i.e. planting and seeding with native plant species. Metrolinx would like to continue to discuss the CLFN request for inclusion of Indigenous knowledge systems and 3-5 years of monitoring and to understand the request for this increased requirement. Metrolinx's planting plans will include at a minimum, 2 years of successful monitoring and native herbaceous cover in the form of native seed mixes, shrubs and trees. Selection of planting materials can include appropriate plants [redacted] lifecycle requirements that benefits the ecosystem seeking alignment with IK and feedback from CLFN engagement. We would also like to work with CLFN to discuss how you wish to be involved in receiving information from monitoring programs, and/or participation in them. The expected level of effort and timelines will be determined by Metrolinx and Curve Lake First Nation. [redacted] Metrolinx will look into opportunities on how CLFN may contribute to the Vegetation Guideline.
8	Curve Lake First Nation	Natural Environment Report	If there is any additional permits required by Metrolinx that involves impacts to the lands and waters then CLFN must be notified immediately prior to contacting any Western governmental agency.	Metrolinx recognizes that CLFN wishes to be notified of permits involving the lands and waters of the Project. Further clarification is required on the specific permits CLFN wishes to be notified about. Please refer to Section 7.1 of the EPRA for information on anticipated permits. Should any additional permits be identified as required, Metrolinx will share this information with CLFN.
9	Curve Lake First Nation	Natural Environment Report	If there are unforeseen impacts occur to the lands or waters, then a restorative action plan will be needed to mitigate and resolve the damage cause by Metrolinx with CLFN leading this works.	Additional clarification of this comment is requested regarding the types of unforeseen impacts CLFN is interested in and how CLFN wishes to lead this work. The details around participation and other items will be determined by Metrolinx and Curve Lake First Nation collaboratively.
10	Curve Lake First Nation	Natural Environment Report	Any environmental non-compliance issue must be communicated to CLFN within 12 hours of occurrence with a remedial action plan to mitigate the short term and cumulative effects to the area.	Additional clarification of this comment is requested regarding the types of environmental non-compliance issues CLFN is interested in. The details will be determined by Metrolinx and CLFN with respect to timelines for reporting of occurrences from the time that Metrolinx is made aware of incidents. .
11	Curve Lake First Nation	Natural Environment Report	It is strongly recommended that Metrolinx works with CLFN and their experts to look at the cumulative effects that their projects are having on the territory. This could lend itself to endless positive conservation outcomes and a mutual understanding in the future.	We recognize CLFN's interest in looking at the cumulative effects of all Metrolinx projects across the territory. We are happy to continue discussions with CLFN to

				further discuss and understand this request and other topics as we continue to build our relationship [redacted].
12	Curve Lake First Nation	Natural Environment Report	At the request of One T+Joint Venture the cultural history of the Michi Saagiig and Curve Lake First Nation will be included within the context of the report to illustrate Indigenous presence on the landscape before colonization.	CLFN to draft an oral history specific to the natural environment to be included in future MX Natural Environment Reports.
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

Project Update and Invitation to Participate, March 2022

From:	Indigenous Relations
To:	consultations@metisnation.org
Cc:	Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject:	Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Thursday, March 10, 2022 4:02:49 PM
Attachments:	image002.png Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_MNO.pdf Attachment 1 - YNSE Stage 1 AA.pdf

Dear Sir/Madame,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Métis Nation of Ontario.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Métis Nation of Ontario to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Métis Nation of Ontario on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	**Date Shared with Your Nation**	**Comment Deadline**
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021
Revised Draft Stage 1 AA Report	February 10, 2022	March 14, 2022

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Métis Nation of Ontario may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Métis Nation of Ontario's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Métis Nation of Ontario to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Métis Nation of Ontario for participation in this field work.

Metrolinx acknowledges that Métis Nation of Ontario should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Métis Nation of Ontario in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Métis Nation of Ontario. We appreciate the significant volume of documents related to this Project that have been shared with Métis Nation of Ontario. We are happy to assist in the review of these documents by meeting with Métis Nation of Ontario or working 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 these Projects in more detail or set up a meeting, please contact Jaimi O'Hara,

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Indigenous Relations Office, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject: Yonge North Subway Extension Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:03:12 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_MCFN.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Adrian,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

Adrian Blake
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Mr. Blake,

RE: Yonge North Subway Extension - Project Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Mississaugas of the Credit First Nation. Metrolinx values its relationship with the Mississaugas of the Credit First Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Mississaugas of the Credit First Nation to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Mississaugas of the Credit First Nation on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	Date Shared with Your Nation	Comment Deadline
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021

Revised Draft Stage 1 AA Report	February 10, 2022	March 14, 2022

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Mississaugas of the Credit First Nation may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Mississaugas of the Credit First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Mississaugas of the Credit First Nation to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Mississaugas of the Credit First Nation for participation in this field work.

Metrolinx acknowledges that Mississaugas of the Credit First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Mississaugas of the Credit First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of the Credit First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Mississaugas of the Credit First Nation. We are happy to assist in the review of these documents by meeting with Mississaugas of the Credit First Nation or working 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 these

Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Mark LaForme, Director, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation

Mariah Sault, Fieldwork Coordinator, Department of Consultation & Accomodation, Mississaugas of the Credit First Nation

Indigenous Relations Office, Metrolinx

Maria Zintchenko, Manager, Metrolinx

Katelyn Brown, Project Coordinator, Metrolinx

Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Jessica Neto; Julia Kun; Maria Zintchenko; Katelyn Brown
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:02:56 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_KNFN.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Chief Nahrgang,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Kawartha Nishnawbe First Nation.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Kawartha Nishnawbe First Nation to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Kawartha Nishnawbe First Nation on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	**Date Shared with Your Nation**	**Comment Deadline**
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021
Revised Draft Stage 1 AA	February 10, 2022	March 14, 2022

Report		

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Kawartha Nishnawbe First Nation may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Kawartha Nishnawbe First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Kawartha Nishnawbe First Nation to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Kawartha Nishnawbe First Nation for participation in this field work.

Metrolinx acknowledges that Kawartha Nishnawbe First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Kawartha Nishnawbe First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Kawartha Nishnawbe First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Kawartha Nishnawbe First Nation. We are happy to assist in the review of these documents by meeting with Kawartha Nishnawbe First Nation or working 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 these Projects in more

detail or set up a meeting, please contact Jaimi O'Hara, Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation
Indigenous Relations Office, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Dominic Ste-Marie; Lori-Jeanne Bolduc; Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject: Yonge North Subway Extension Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:02:41 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_HWN.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Marie-Sophie,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially and values its relationship with Huron-Wendat Nation. It is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Huron-Wendat Nation to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Huron-Wendat Nation on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	Date Shared with Your Nation	Comment Deadline
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021
Revised Draft Stage 1 AA Report	February 10, 2022	March 14, 2022

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Huron-Wendat Nation may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Huron-Wendat Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Huron-Wendat Nation to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Huron-Wendat Nation for participation in this field work.

Metrolinx acknowledges that Huron-Wendat Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Huron-Wendat Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Huron-Wendat Nation. We appreciate the significant volume of documents related to this Project that have been shared with Huron-Wendat Nation. We are happy to assist in the review of these documents by meeting with Huron-Wendat Nation or working 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 these Projects in more detail or set up a meeting, please contact Jaimi O'Hara,

Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Marie-Sophie Gendron, Huron-Wendat Nation
Isabelle Lechasseur, Huron-Wendat Nation
Jean-Francois Richard, Huron-Wendat Nation
Lori-Jeanne Bolduc, Huron-Wendat Nation
Dominic Ste-Marie, Huron-Wendat Nation
Indigenous Relations Office, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Katelyn Brown; Jessica Neto; Julia Kun; Maria Zintchenko
Subject: Yonge North Subway Extension Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:02:56 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_HFN.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Chief Carr,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted]. As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Hiawatha First Nation.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Hiawatha First Nation to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Hiawatha First Nation on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	**Date Shared with Your Nation**	**Comment Deadline**
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021
Revised Draft Stage 1 AA	February 10, 2022	March 14, 2022

Report		

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Hiawatha First Nation may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Hiawatha First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Hiawatha First Nation to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Hiawatha First Nation for participation in this field work.

Metrolinx acknowledges that Hiawatha First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Hiawatha First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Hiawatha First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Hiawatha First Nation. We are happy to assist in the review of these documents by meeting with Hiawatha First Nation or working 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 these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of

Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & 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
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Katelyn Brown; Maria Zintchenko; Jessica Neto; Julia Kun
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:08:42 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_CRFN.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Sharday,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Chippewas of Rama First Nation.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Chippewas of Rama First Nation to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Chippewas of Rama First Nation on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	**Date Shared with Your Nation**	**Comment Deadline**
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021

Revised Draft Stage 1 AA Report	February 10, 2022	March 14, 2022

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Chippewas of Rama First Nation may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Chippewas of Rama First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Chippewas of Rama First Nation to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com


Banquo Rd
Banquo Rd
Thorny Brae Dr
Thorny Brae Dr
Thorny Brae Dr
Bay Thorn Dr
Bay Thorn Dr
Bay Thorn

please contact Jaimi O'Hara, Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Katelyn Brown; Jessica Neto; Julia Kun; Maria Zintchenko
Subject: Yonge North Subway Extension Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:03:41 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_CGI.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Chief Big Canoe,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Chippewas of Georgina Island.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Chippewas of Georgina Island to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Chippewas of Georgina Island on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	**Date Shared with Your Nation**	**Comment Deadline**
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021
Revised Draft Stage 1 AA	February 10, 2022	March 14, 2022

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Report		

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Chippewas of Georgina Island's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Chippewas of Georgina Island to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Chippewas of Georgina Island for participation in this field work.

Metrolinx acknowledges that Chippewas of Georgina Island should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Chippewas of Georgina Island in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Georgina Island. We appreciate the significant volume of documents related to this Project that have been shared with Chippewas of Georgina Island. We are happy to assist in the review of these documents by meeting with Chippewas of Georgina Island or working 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 these Projects in more detail or set up a meeting, please

contact Jaimi O'Hara, Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Maria Zintchenko; Katelyn Brown; Jessica Neto; Julia Kun
Subject: Yonge North Subway Extension Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:02:42 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_BFN.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Chief Sandy,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 - Project Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Beausoleil First Nation.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Beausoleil First Nation to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Beausoleil First Nation on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	Date Shared with Your Nation	Comment Deadline
Original Draft Stage 1 AA Report	October 28, 2021	December 9, 2021
Revised Draft Stage 1 AA Report	February 10, 2022	March 14, 2022

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Beausoleil First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Beausoleil First Nation to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Beausoleil First Nation for participation in this field work.

Metrolinx acknowledges that Beausoleil First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Beausoleil First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Beausoleil First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Beausoleil First Nation. We are happy to assist in the review of these documents by meeting with Beausoleil First Nation or working 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 these Projects in more detail or set up a meeting, please contact Jaimi O'Hara,

Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Dawn LaForme; Katelyn Brown; Jessica Neto; Julia Kun; Maria Zintchenko
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:03:49 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_SNGR.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Lonny and Team,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Six Nations of the Grand River. Metrolinx values its relationship with the Six Nations of the Grand River and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Six Nations of the Grand River to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Six Nations of the Grand River on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	Date Shared with Your Nation	Comment Deadline
Original Draft Stage 1 AA	October 28, 2021	December 9, 2021

Report		
Revised Draft Stage 1 AA Report	February 10, 2022	March 14, 2022

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Six Nations of the Grand River's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Six Nations of the Grand River to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Six Nations of the Grand River for participation in this field work.

Metrolinx acknowledges that Six Nations of the Grand River should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Six Nations of the Grand River in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Six Nations of the Grand River. We appreciate the significant volume of documents related to this Project that have been shared with Six Nations of the Grand River. We are happy to assist in the review of these documents by meeting with Six Nations of the Grand River or working 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 these Projects in more detail or set up a meeting, please

contact Jaimi O'Hara, Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & 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, Metrolinx
Maria Zintchenko, Manager, Metrolinx
Katelyn Brown, Project Coordinator, Metrolinx
Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted]
Katelyn Brown; Julia Kun; Jessica Neto; Maria Zintchenko
Subject: Yonge North Subway Extension Project Update and Invitation to Participate
Date: Thursday, March 10, 2022 4:03:23 PM
Attachments: image002.png
Project Update and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring_MSIFN.pdf
Attachment 1 - YNSE Stage 1 AA.pdf

Dear Chief LaRocca,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted]. As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

March 10, 2022

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 - Project Update – Stage 1 Archaeological Assessment Report and Invitation for Participation in Royal Orchard Park Stage 2 Archeological Monitoring

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Mississaugas of Scugog Island First Nation. Metrolinx values its relationship with the Mississaugas of Scugog Island First Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you updates made to the draft Stage 1 Archaeological Assessment (AA) Report, originally shared on October 28, 2021. In addition, Metrolinx would like to invite Mississaugas of Scugog Island First Nation to participate in the upcoming Stage 2 AA Archaeological Monitoring of one (1) borehole in Royal Orchard Park in Markham, ON.

Updates to Draft Stage 1 Archaeological Assessment Report

Metrolinx circulated the original draft Stage 1 Archaeological Assessment (AA) Report to your Nation on October 28, 2021. New Stage 1 AA study areas identified near Finch Station are also included in the updated report. The updated draft Stage 1 AA Report was shared with Mississaugas of Scugog Island First Nation on February 10, 2022 with comments requested by March 14, 2022. For ease of reference, these updates can be found in **Attachment 1** to this letter.

Deliverable	**Date Shared with Your Nation**	**Comment Deadline**
Original Draft Stage 1 AA	October 28, 2021	December 9, 2021

Report		
Revised Draft Stage 1 AA Report	February 10, 2022	March 14, 2022

Invitation to Participate in Royal Orchard Park Stage 2 Archaeological Monitoring

The Stage 1 AA Report recommended undertaking a Stage 2 AA for a portion of Royal Orchard Park, near Thorny Brae Drive in Markham, Ontario, which Metrolinx will be undertaking in the Spring of 2022 when weather conditions permit.

In March/April 2022, Metrolinx will be undertaking a geotechnical field program at Royal Orchard Park (see Figure 1). Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project, so it cannot wait for the full Stage 2 AA to be completed.

There is currently an opportunity for Stage 2 archaeological monitoring for the geotechnical field program in the event that archaeological resources are identified during this work. A Stage 2 Archaeological Monitoring Project Information Form (PIF) will be filed with the Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI) for this work.

Fieldwork will include the installation of one (1) borehole; soil, rock, and environmental sampling will be completed. It is anticipated that fieldwork will take place over 10 days. Stage 2 archaeological monitoring will be completed for drilling within the first 5 meters of the borehole.

Metrolinx would appreciate any interest Mississaugas of Scugog Island First Nation may have in participating in the above noted Stage 2 archeological monitoring for this site. Upon receipt of Mississaugas of Scugog Island First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Personal Protective Equipment (PPE) requirements will be confirmed in advance of fieldwork. Metrolinx will coordinate with Mississaugas of Scugog Island First Nation to ensure monitors have any necessary PPE beyond the standard safety boots, hard hat, safety vest and safety glasses.



Figure 1 – Location of Proposed Borehole Installation

Future Archaeological Assessment

Additional Stage 2 Archaeological Assessments are anticipated to take place in the Spring of 2022 as part of the YNSE Project. Future invitations will be provided to Mississaugas of Scugog Island First Nation for participation in this field work.

Metrolinx acknowledges that Mississaugas of Scugog Island First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Mississaugas of Scugog Island First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of Scugog Island First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Mississaugas of Scugog Island First Nation. We are happy to assist in the review of these documents by meeting with Mississaugas of Scugog Island First Nation or working 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 these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of Metrolinx's Indigenous Relations Office 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 and Attachment 1.

Yours Truly,



Julia Kun, Project Manager

Environmental Programs & Assessment, Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation

Karry Sandy-McKenzie, Williams Treaties First Nations

Indigenous Relations, Metrolinx

Maria Zintchenko, Manager, Metrolinx

Katelyn Brown, Project Coordinator, Metrolinx

Jessica Neto, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 – Updates to the YNSE Draft Stage 1 AA

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Jessica Neto; Julia Kun; Maria Zintchenko; Katelyn Brown
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:15:18 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Chief Mowat,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted] Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Chief Mowat,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed

[redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Maria Zintchenko; Katelyn Brown; Jessica Neto; Julia Kun
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:16:00 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Sharday,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:02 PM
To: bfnchief@chimnissing.ca
Cc: [redacted] Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Chief Sandy,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Katelyn Brown; Jessica Neto; Julia Kun; Maria Zintchenko
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:15:06 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Chief Big Canoe,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted]; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Chief Big Canoe,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed

[redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Katelyn Brown; Maria Zintchenko; Jessica Neto; Julia Kun
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:15:52 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Sharday,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:02 PM
To: [redacted]
Cc [redacted]; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Sharday,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted]. As reminder, we kindly ask that you provide any

comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From:	Indigenous Relations
To:	Aaron Detlor
Cc:	Todd Williams
Subject:	RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Monday, March 28, 2022 3:14:41 PM
Attachments:	image001.png YNSE Stage 2 AA - Hendon Park.jpg

Dear Mr. Detlor,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

Metrolinx is prepared to provide capacity supports to HCCC/HDI to support participation.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:02 PM
To: jesmonde@cavalluzzo.com; LKoernerYeo@cavalluzzo.com
Cc: Chamberlain, Adam <Adam.Chamberlain@gowlingwlg.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Ms. Koerner Yeo and Ms. Esmonde,

As per our previous correspondence dated December 16, 2021, [redacted] Metrolinx will continue to share all project communication through you as HCCC/HDI's legal counsel, we wanted to share with you a letter, attached, outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be [redacted]

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you would like to participate in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

[redacted]

Please let me know if you have any further questions or if the Indigenous Relations Office can be of any further assistance.

Thank you,

Marilyn Stoyle

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted] Katelyn Brown; Jessica Neto; Julia Kun; Maria Zintchenko
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:15:28 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Chief Carr,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted] Katelyn Brown <Katelyn.Brown@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Chief Carr,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed

[redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Dominic Ste-Marie; Lori-Jeanne Bolduc; Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:16:07 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Marie-Sophie,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:02 PM
To: [redacted]
Cc: [redacted]; Dominic Ste-Marie [redacted] Lori-Jeanne Bolduc [redacted]
Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Marie-Sophie,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed

[redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Jessica Neto; Julia Kun; Maria Zintchenko; Katelyn Brown
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:15:35 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Chief Nahrgang,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted]; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Chief Nahrgang,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:15:37 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Adrian,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted]; Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Adrian,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed

[redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From:	Indigenous Relations
To:	consultations@metisnation.org
Cc:	Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject:	RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Monday, March 28, 2022 3:15:48 PM
Attachments:	image001.png YNSE Stage 2 AA - Hendon Park.jpg

Dear Sir/Madame,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:02 PM
To: consultations@metisnation.org
Cc: Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Sir/Madame,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be [redacted]. As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Katelyn Brown; Julia Kun; Jessica Neto; Maria Zintchenko
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:15:01 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Chief LaRocca,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted] Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Chief LaRocca,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: [redacted]
Cc: [redacted] Dawn LaForme; Katelyn Brown; Jessica Neto; Julia Kun; Maria Zintchenko
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Monday, March 28, 2022 3:14:56 PM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Dear Lonny and Team,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted] Dawn LaForme [redacted]; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Lonny and Team,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, and can be accessed [redacted] As reminder, we kindly ask that you provide any

comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

Endangered Species Act Draft 17(2)(d) Permit Package - April 4th, 2022

From:	Indigenous Relations
To:	[redacted]
Cc:	[redacted]; Dave Simpson; Julia Kun; Katelyn Brown; Maria Zintchenko
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:19:55 PM
Attachments:	image002.png YNSE_PermitDEROPosting_AldervilleFN.pdf Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf Letter_SAR_Permit_AldervilleFN.pdf

---

Dear Chief Mowat,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

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,



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

METROLINX

April 4, 2022

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 Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Alderville First Nation. Metrolinx values its relationship with Alderville First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Alderville First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Alderville First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Alderville First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Alderville First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Alderville First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Dave Simpson, Lands & Resources Coordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:
Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	[redacted]
Cc:	Julia Kun; Katelyn Brown; Maria Zintchenko [redacted]
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:06:33 PM
Attachments:	image002.png Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf YNSE_PermitDEROPosting_BFN.pdf Letter_SAR_Permit_BFN.pdf

Dear Chief Sandy,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

April 4, 2022

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

RE: Yonge Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Beausoleil First Nation. Metrolinx values its relationship with Beausoleil First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Beausoleil First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Beausoleil First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Beausoleil First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Beausoleil First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Beausoleil First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

METROLINX

April 4, 2022

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

RE: Yonge Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Beausoleil First Nation. Metrolinx values its relationship with Beausoleil First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Beausoleil First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Beausoleil First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Beausoleil First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Beausoleil First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Beausoleil First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	Julie Kapyrka
Cc:	Julia Kun; Katelyn Brown; Maria Zintchenko; Francis M. Chua; Kaitlin Hill (Curve Lake) [redacted]
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:22:12 PM
Attachments:	image002.png [redacted] Letter_SAR_Permit_CLFN.pdf Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT.pdf YNSE_CLFN EPRA Comment Response Table_25Mar22_FINAL.pdf CLFN Cover Letter YNSE EPR Addendum March 28 2022.pdf YNSE_PermitDEROPosting_CLFN.pdf

---

Dear Julie and Team,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

[redacted]

Please also find attached a letter and comment table providing a response to your comments on the Yonge North Subway Extension EPR Addendum, which we discussed in our recent meeting together.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

April 4, 2022

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 (YNSE) - Environmental Project Report (EPR) Addendum

Thank you for your letter to Metrolinx, dated March 14, 2022, relating to Curve Lake First Nation's review of the Yonge North Subway Extension (YNSE) Environmental Project Report (EPR) Addendum and Impact Assessment Reports (IAR).

Metrolinx is committed to building a long-term relationship with Curve Lake First Nation, and we recognize that this requires transparency and meaningful engagement. We remain committed to meaningful consultation and engagement, especially where our projects have impacts on the Treaty and Territory of Nations. The Indigenous Relations Office has begun guiding the organization and identifying ways in which we can more meaningfully engage with Indigenous Nations as well as helping us learn and understand how we can do better.

Metrolinx values its relationship with the 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.

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 neighborhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website: Metrolinx.com/YongeSubwayExt.

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

Please see Figure 1 below for the proposed Yonge North Subway Extension.

More information on the project can be found on our website:
Metrolinx.com/YongeSubwayExt



Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Environmental Impact Assessment Report Comments

We want to thank you again for taking the time to provide recommendations and comments on the Yonge North Subway Extension EPR Addendum. We hope the information provided in this letter addresses your comments and concerns and that we can continue to work together as the Yonge North Subway Extension Project advances.

We appreciate the information that you have shared with us about treaty rights, Indigenous worldview, cultural perspective and concerns about the natural environment. We continue to learn from you as stewards and caretaker of the land.

We have made modifications to Appendix B (Natural Environment IAR) and Appendix D

METROLINX

(Stage 1 AA Report) of the EPR Addendum based on the comments that were provided in your letter dated December 14, 2021. In addition, updates the EPR Addendum, Table 6-1 and Appendix I.1 based on comments that were provided in your letter dated March 14, 2022. Metrolinx also appreciates the insight and knowledge your Nation has provided to help strengthen our relationship moving forward [redacted] Metrolinx will also continue to engage with CLFN on the Yonge North Subway Extension project, as well as inviting CLFN to future fieldwork, such as archaeological assessments and tree removals.

Attachment 1 outlines the comments received from Curve Lake First Nation on March 14, 2022, the YNSE Project Team response, and specific report edits made. The final version of the EPR Addendum will be provided to Curve Lake First Nation via email and be made available on the Metrolinx website on April 14, 2022.

We believe that as we continue to work together our approaches will continue to evolve and better align with the expectations of Curve Lake First Nation with respect to the natural environment aspects of our projects.

Metrolinx remains committed to building meaningful relationships with Indigenous Nations, and we are working with the Indigenous Relations Office to better understand how we can change as an organization to understand and meet the expectation of Curve Lake First Nation.

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
Katie Young-Haddlesey, Chief Operating Officer, CLFN
Dr. Julie Kapyrka, Lands & Resources Consultation Liaison, CLFN
Kaitlin Hill, Lands & Resources Consultation Liaison, CLFN
Jordon MacArthur, Archaeological Program Administrator, CLFN
Indigenous Relations Office, Metrolinx
Katelyn Brown, Project Coordinator, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx

Encl. Attachment 1: CLFN YNSE EPR Addendum Comment Response Table

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

METROLINX

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,



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

Yonge North Subway Extension – CLFN Environmental Project Report Addendum Comments

ID	Comment Theme	Comment/Question – Yonge North Subway Extension	Project Team Response
1	**General Questions or Issues Raised within the Context of Reporting**	All parties need to work with CLFN, to effectively map and delineate treaty boundaries. CLFN is only interested in project boundaries that are located within Williams Treaty Settlement Area of 2018.	We acknowledge the importance of working with individual knowledge holders from your Nation and would like to keep this discussion moving forward so Metrolinx can learn more about this process from CLFN's perspective. This can also be discussed as part of our on-going Framework Agreement discussions.
2	**General Questions or Issues Raised within the Context of Reporting**	All parties need to work with CLFN, to establish protocol to respect Treaty and Inherent Rights under the 2018 Settlement Agreement.	Metrolinx acknowledges and thanks you for reminding us of the importance of CLFN's treaty rights. We look forward to having a longer conversation and learning more about Treaty and Inherent Rights under the 2018 Settlement Agreement.
3	**General Questions or Issues Raised within the Context of Reporting**	Indigenous knowledges are required to ensure the protection of Rights. CLFN wishes to have a brainstorming meeting where all parties can talk openly with each other on how to complete this task. Community harvesting locations, archeology, areas of interest, or spiritual areas must be properly document.	We look forward to discussing this at an upcoming meeting to further explore how this may evolve.
4	**General Questions or Issues Raised within the Context of Reporting**	All parties need to work with CLFN, to establish contractor-based education and cultural compacity (this needs to extend to the Metrolinx) training. Broad-based cultural awareness training is regarded as a level of Tokenism by Indigenous Peoples.	Moving forward Metrolinx looks forward to exploring opportunities for Indigenous Nations to lead or guide some training with consultants, such as cultural awareness training. More information is requested to collaboratively aid in the selection of appropriate training options and can be discussed as part of our on-going Framework Agreement conversations.

5	**General Questions or Issues Raised within the Context of Reporting**	CLFN needs to be a part of replanting plans.	Metrolinx will continue to engage with CLFN for review of planting plans and participation in fieldwork as appropriate.
6	**General Questions or Issues Raised within the Context of Reporting**	Community members should be granted the right to harvest in an area prior to cutting.	Metrolinx would be more than happy to discuss how we can facilitate this process with CLFN including consideration of the timing of removals.
7	**General Questions or Issues Raised within the Context of Reporting**	Since Metrolinx and by extension, their consultants, and governmental regulators can potentially or directly impact the Rights of CLFN, then there needs to involve, train, and evolve the process with CLFN in the compliance monitoring section of permitting and reporting.	Metrolinx welcomes Curve Lake First Nation participation in on-site compliance monitoring during any future field investigations and construction for YNSE. Metrolinx will work with CLFN to understand the scope and type of construction-related monitoring CLFN is interested in participating in and supporting preparation of monitoring plans. The expected level of effort and timelines will be determined by Metrolinx and Curve Lake First Nation.
8	**Within the Documents Provided**	Why does the **I**ndigenous community's representation appear after the "Municipal Transit Service Providers?" **I**ndigenous communities are recognized as equal or greater than the Federal governments since they are in fact a federal entity. This education and colonialist behavior of repression needs to be correct not only in the report but to all parties involved including the consultant team working on Metrolinx's behalf. This is not the first occurrence of this nature and needs to be addressed. *Future error will lead to this error being held as a grievance in the Environmental Assessment process on Metrolinx behalf.*	Thank you for your comment. Appendix I.1 will be revised for the final EPR Addendum so that the Indigenous Nations appear first in the Distribution list to recognize the importance of this comment. Once again, we thank-you for bringing context to these issues and helping to educate our teams and will share this with other project teams for inclusion in future reports.
9	**Indigenous Worldview and Cultural Representation**	There were no Indigenous worldviews or knowledge systems in the creation of the environmental reports. However, this exclusion of Indigenous worldviews cannot be solely place on the responsibility of Metrolinx. They are working under and in a colonial governance system created by the Environmental Assessment process that allows for the insertion of Indigenous knowledge systems or worldviews at the wrong place in the consultation process. Indigenous consultation needs and should begin at the beginning of a project prior to the creation of the terms of reference, thus allowing for a magnitude of worldviews to be understood and examined. In this scenario, consultation would flow more seamless, holistic and achieve a faster project deliverable.	The IRO is working to identify best practices for engagement with each Indigenous Nation that has Treaty and/or aboriginal rights (s.35) where Metrolinx operates. [redacted] This will include discussions around earlier involvement in our project lifecycle process, including when we are doing baseline/existing conditions data collection. As this comment goes beyond the Metrolinx mandate, Metrolinx has shared the comment with MECP. Metrolinx continues in its commitment to develop meaningful relationships with Indigenous Peoples, Nations and organizations and to evolve its processes to integrate Indigenous perspectives into the delivery of its business.

10	**Environmental Damages and Contingency**	All Parties needs to meet with CLFN and other signatories of the Williams Treaty Settlement about environmental damages contingencies if their operation ever causes harm to the territory and/or harvest rights.	Metrolinx recognizes the importance with working with CLFN and other signatories of the Williams Treaty Settlement and is open to meet to discuss the YNSE Project and contingency plans for environmental damages, should they occur.
11	**Grievances**	The only grievance that CLFN brought forward during the review process was the inconsistency in the Indigenous community contact list that is provided to the proponents by the provincial government for project notification/engagement. Ministries are not upholding the *2018 Williams Treaties Settlement Agreement* which allows other Indigenous based communities to create a consultation process with proponents or governments within territories in which they have no legal jurisdiction – they are not signatories to a Treaty. This error creates unnecessary issues for the 7 Indigenous communities of the WTFN. **Specific boundaries need to be laid out in the project mapping phase for First Nation communities to provide comment of distinct treaty areas.** There are no Metis communities within and they do not have Rights to the WTFN Settlement Area. The Kawartha Nishnawbe do not have Rights to the WTFN Settlement area based on their community status under the Indian Act, their membership is comprised of CLFN and MSIFN. The Haudenosuanee and Huron-Wendat do not have Treaty or Inherent Rights to the WTFN Settlement Area. If proper engagement had occurred, then the 7 WTFN communities would of brought this forward. **Action Item:** Metrolinx needs to work with individuals like Mr. Pritchard and other knowledge holders to address Rights or Interest based lists. Mr. Pritchard can also assist with proper mapping of treaty boundaries to allow for all parties an effective rights-based to land-based commenting program. **Statement:** This needs to be filed as a formal grievance against this project to Metrolinx, their consultants, and MECP for inaccurate research and project notification.	Thank-you for highlighting this concern CLFN has regarding on behalf of the Williams Treaty signatories. We are aware of this highly contentious and complex issue and have heard CLFN's concerns. The list of Indigenous Nations identified as being potentially interested in the YNSE project was provided by the Ministry of Environment, Conservation and Parks (MECP) as required under O.Reg. 231/08. We acknowledge the importance of working with individual knowledge holders from your Nation and would like to keep this discussion moving forward so Metrolinx can learn more about this process from CLFN's perspective. [redacted]

12	**Technical Accuracy with the Approach**	Compliance under Treaty obligations is a new concept in Western ideology. CLFN and 4 Directions wishes to work alongside Metrolinx, educate their consultants on how they can all be better Treaties peoples and create a space of co-governance. **Stop and Think:** Even though a species population is stable elsewhere in Ontario, there is cultural and community protocols that all Indigenous peoples have followed for countless generations and adhere to prior to harvesting outside their territory or jurisdiction. Thus, it is imperative to ensure there is no to minimal impacts to the local ecology in their territory. It should be communicated to Metrolinx that Indigenous peoples do not harvest so freely outside of their territory with permission of the Rights Holders of that area with the possibility of denial from a community, this is a practice commonly not observed in the Settler community and hard to understand. **Action Item:** Create a comprehensive monitoring plan for pre and post construction conditions with Indigenous participation. Metrolinx and CLFN must develop an Environmental Monitoring Plan that suits the needs of CLFN to ensure cultural longevity during and post construction of this project. Some of the items lacking from this environmental report should be included such as but not limited to: • Indigenous Areas of Use (Harvesting Windows if applicable to the project), • Critical season use of all species, • Critical habitat of all species, • [redacted] • Best Management Practices and Monitoring Practices, • and a Projects Cumulative Impact to an Area (sub-watershed level) o Such as provisions in a watershed report card.	Metrolinx welcomes Curve Lake First Nation participation in on-site compliance monitoring during any future field investigations and construction for YNSE. Metrolinx will work with CLFN to understand the scope and type of construction-related monitoring CLFN is interested in participating in and supporting preparation of monitoring plans. The expected level of effort and timelines will be determined by Metrolinx and Curve Lake First Nation. Thank-you for providing Metrolinx with this invaluable cultural perspective on environmental colonization. As noted in comment 10 above, we look forward to continuing these discussions with CLFN. Environmental Management Plans will be developed prior to construction. These plans will detail the environmental mitigation and monitoring measures that will be implemented during construction. For example, a Tree Preservation Plan will be completed to minimize impacts to trees and document tree protection and mitigation measures. We look forward to continuing the conversation about environmental monitoring and learning more about the items noted in this comment and appreciate you sharing these areas of specific focus for us.
13	**Outcomes and Recommendations**	All sections of this report need to be addressed in good faith between Metrolinx and CLFN to address their (CLFN) level of environmental concern. Metrolinx not only needs to communicate this to CLFN but also in a subsequential document outlining a formal response to questions, recommendations or action items arising from this peer review.	Thank you for reviewing the EPR Addendum and providing comments. Metrolinx has updated the EPR Addendum based on the feedback provided by CLFN and the Final version of the report will be made public in April 2022. All the recommendations, questions and formal responses to the comments provided by CLFN will be included in Appendix I.06 of the Final EPR Addendum. Metrolinx looks forward to continuing our conversations with CLFN [redacted] If CLFN has any additional requirements, please reach out to Metrolinx and we will do our best to fulfil the requests

14	**Outcomes and Recommendations**	**Value-oriented Criteria:** CLFN, the regulator and the proponents need to create a framework at the landscape level that considers Indigenous cross-cultural compatibility. Under current industry practices these criteria and indicator frameworks are a great method at assessing site development impact but does not translate well or incorporates Indigenous values or Rights.	Metrolinx looks forward to continuing our conversations with CLFN and [redacted] If CLFN has any additional requirements, please reach out to Metrolinx and we will do our best to fulfil the requests.
15	**Outcomes and Recommendations**	CLFN has the right to add to this list of requirements at any time but should approached the proponent in the spirit of reconciliation.	Metrolinx looks forward to continuing this dialogue [redacted].

METROLINX

April 4, 2022

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 Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Curve Lake First Nation. Metrolinx values its relationship with Curve Lake First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Curve Lake First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Curve Lake First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Curve Lake First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Curve Lake First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Curve Lake First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

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
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	Chief Donna Big Canoe
Cc:	[redacted] Julia Kun; Katelyn Brown; Maria Zintchenko
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:23:03 PM
Attachments:	image002.png YNSE_PermitDEROPosting_CGI.pdf Letter_SAR_Permit_CGI.pdf Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf

---

Dear Chief Big Canoe,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

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,



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

April 4, 2022

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 Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Chippewas of Georgina Island. Metrolinx values its relationship with Chippewas of Georgina Island and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Chippewas of Georgina Island on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in project planning, site-specific details with respect to the potential impacts, mitigation measures

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Chippewas of Georgina Island through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Chippewas of Georgina Island.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Chippewas of Georgina Island. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Chippewas of Georgina Island in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
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
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:
Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	Aaron Detlor
Cc:	Todd Williams; Julia Kun; Katelyn Brown; Maria Zintchenko
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:09:12 PM
Attachments:	image002.png YNSE_PermitDEROPosting_HCCC.pdf Letter_SAR_Permit_HCCC.pdf Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf

Dear Mr. Detlor,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

Metrolinx is prepared to provide capacity supports to HCCC/HDI to support the review of these materials.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council'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 Haudenosaunee Confederacy Chiefs Council.

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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council'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.

Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council. 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,



Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Todd Williams, Haudenosaunee Development Institute
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

METROLINX

April 4, 2022

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 Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Haudenosaunee Confederacy Chiefs Council. Metrolinx values its relationship with Haudenosaunee Confederacy Chiefs Council and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Haudenosaunee Confederacy Chiefs Council on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

to mitigating impacts across the project. This does however also mean that, at this time in project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Haudenosaunee Confederacy Chiefs Council through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Haudenosaunee Confederacy Chiefs Council.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Haudenosaunee Confederacy Chiefs Council. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Haudenosaunee Confederacy Chiefs Council in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Todd Williams, Haudenosaunee Development Institute
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	[redacted]
Cc:	Katelyn Brown; Julia Kun; Tom Cowie; Sean Davison; [redacted] Maria Zintchenko
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:18:35 PM
Attachments:	image002.png Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf YNSE_PermitDEROPosting_HFN.pdf Letter_SAR_Permit_HFN.pdf

---

Dear Chief Carr,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

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,



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

METROLINX

April 4, 2022

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Yonge Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Hiawatha First Nation. Metrolinx values its relationship with Hiawatha First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Hiawatha First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Hiawatha First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Hiawatha First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Hiawatha First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Hiawatha First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:
Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From: Indigenous Relations
To: [redacted]
Cc: [redacted]; Julia Kun; Katelyn Brown; Maria Zintchenko
Subject: Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date: Monday, April 4, 2022 4:17:11 PM
Attachments: image002.png
Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf
YNSE_PermitDEROPosting_KNFN.pdf
Letter_SAR_Permit_KNFN.pdf

Dear Chief Nahrgang,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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.

Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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,



Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation
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

METROLINX

April 4, 2022

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Yonge Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Kawartha Nishnawbe First Nation. Metrolinx values its relationship with Kawartha Nishnawbe First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Kawartha Nishnawbe First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Kawartha Nishnawbe First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Kawartha Nishnawbe First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Kawartha Nishnawbe First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Kawartha Nishnawbe First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

METROLINX

cc: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	Mark LaForme
Cc:	Adam LaForme; Julia Kun; Katelyn Brown; Maria Zintchenko
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:15:26 PM
Attachments:	image002.png Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf YNSE_PermitDEROPosting_MCFN.pdf Letter_SAR_Permit_MCFN.pdf

---

Dear Mark,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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.

Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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,



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
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

April 4, 2022

Mark LaForme
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Mr. LaForme,

RE: Yonge Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Mississaugas of the Credit First Nation. Metrolinx values its relationship with Mississaugas of the Credit First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Mississaugas of the Credit First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches

to mitigating impacts across the project. This does however also mean that, at this time in project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Mississaugas of the Credit First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Mississaugas of the Credit First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Mississaugas of the Credit First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Mississaugas of the Credit First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Adam LaForme, Archaeological Operations Supervisor, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Adrian Blake, Field Archaeologist, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	consultations@metisnation.org
Cc:	Julia Kun; Katelyn Brown; Maria Zintchenko
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:13:11 PM
Attachments:	image002.png Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf YNSE_PermitDEROPosting_MNO.pdf Letter_SAR_Permit_MNO.pdf

---

Dear Sir/Madame,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

December 10, 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 – Species at Risk 17(2)(d) Permit Under the *Endangered Species Act*

Metrolinx wishes 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. To that end, Metrolinx is sharing with Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario'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 Métis Nation of Ontario.

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 Métis Nation of Ontario 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 Métis Nation of Ontario'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.

Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario. 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,



Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: 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

April 4, 2022

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 Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Métis Nation of Ontario. Metrolinx values its relationship with Métis Nation of Ontario and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Métis Nation of Ontario on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Métis Nation of Ontario through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Métis Nation of Ontario.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Métis Nation of Ontario. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Métis Nation of Ontario in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	[redacted]
Cc:	Julia Kun; Katelyn Brown; Maria Zintchenko
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:11:54 PM
Attachments:	image002.png Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf YNSE_PermitDEROPosting_CRFN.pdf Letter_SAR_Permit_CRFN.pdf

Dear Sharday,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

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,



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

April 4, 2022

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 Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Chippewas of Rama First Nation. Metrolinx values its relationship with Chippewas of Rama First Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Chippewas of Rama First Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches

to mitigating impacts across the project. This does however also mean that, at this time in project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Chippewas of Rama First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Chippewas of Rama First Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Chippewas of Rama First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Chippewas of Rama First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

METROLINX

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

From:	Indigenous Relations
To:	[redacted]
Cc:	Julia Kun; Katelyn Brown; Maria Zintchenko; Monica Sanford
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:04:55 PM
Attachments:	YNSE_PermitDEROPosting_MSIFN_Response_.pdf Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf Attachment 1.pdf MSIFN Cover Letter YNSE EPR Addendum April 1 2022.pdf Attachment 2 - Watercourse Crossings.pdf Attachment 3 - Natural Environment Table 5-47.pdf Attachment 1 - MSIFN YNSE EPR Addendum Comment Response Table_.pdf Attachment 4 - EPRA Table 2-1.pdf

---

Dear Chief LaRocca,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

Please also find attached a letter and comment table providing a response to your comments on the Yonge North Subway Extension EPR Addendum, which we discussed in our recent meeting together.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

METROLINX

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,

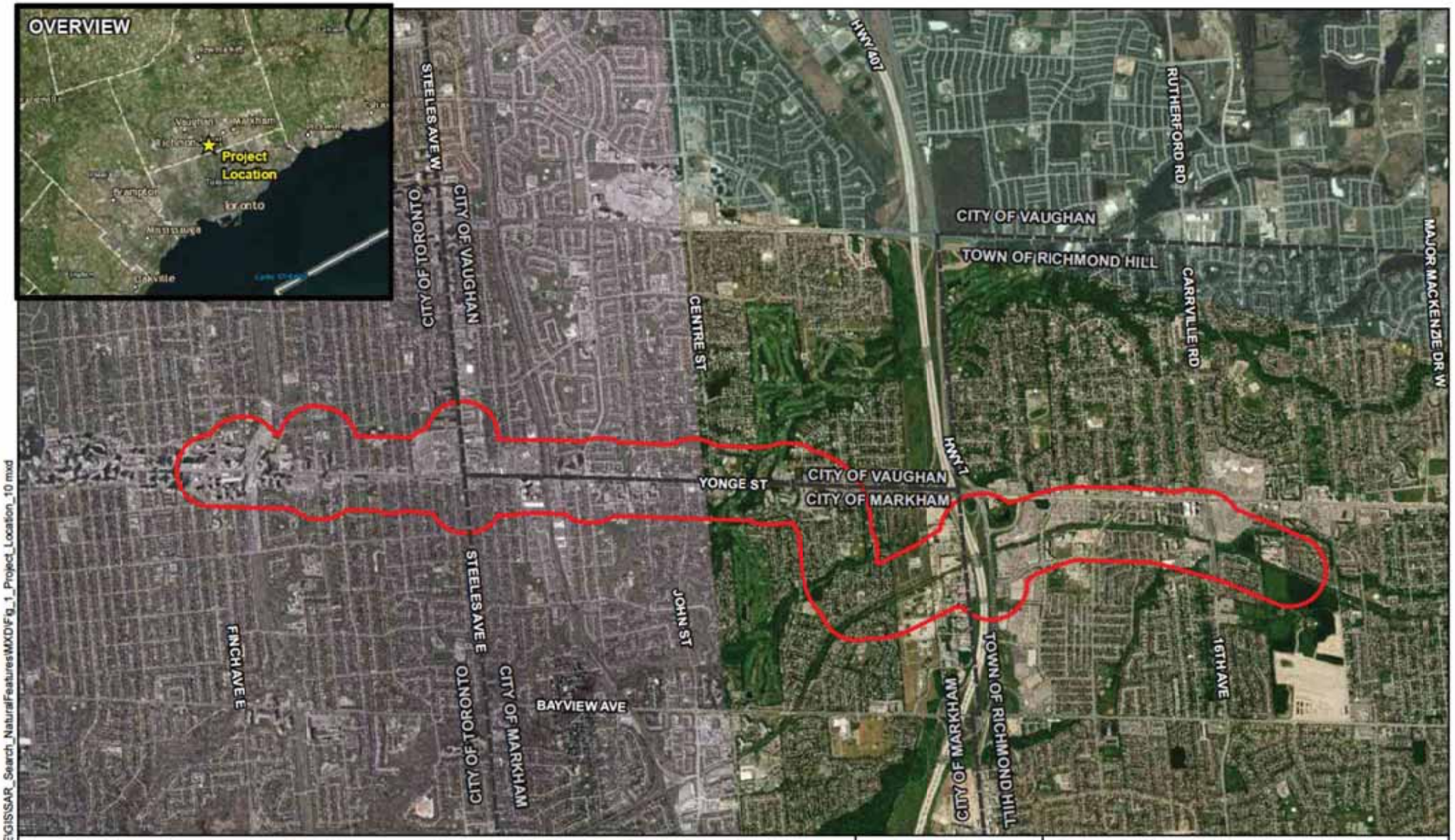


Julia Kun,
Project Manager, Environmental Programs and Assessment
Metrolinx

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



Legend

- Municipal Boundary
- Species at Risk Study Area (300m buffer on Project footprint)

0 0.25 0.5 1 1.5 2 Kilometres

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

METROLINX

One

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area

PROJECT N°: OGTW2005 | **FIGURE: 1**

SCALE: 1:45,000 | DATE: November 2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\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 Occurrence: Confirmed					
Segments 2 and 3	Barn Swallow	• 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	• Observed foraging within the Segment 3 Study Area during OneT+ 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	• 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	• 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	• 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).	• Observed flying over the Study Area during OneT+ 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)	• 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	• 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	• 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	• Nesting and feeding opportunities are present in the vicinity, and sightings from a variety of sources confirm SAR in the area	• Nests must be identified and adequately protected, to avoid negative impacts on this species	• 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	Butternut	• 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.	• 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)	• 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	• 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

		• Does not do well in the shade, and often grows in sunny openings and near forest edges (MNRF 2016b)	• In 2014, one (1) Butternut was recorded in a wooded area near Stockdale Crescent (TRCA)		
Segments 1, 2 and 3	Bats (Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 1, 2 and 3	Eastern Wood-pewee	• 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).	• 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	• Suitable habitat for nesting and feeding may be present within the Study Area • Potential for disturbance or destruction of migratory birds and/or nests	• 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
Segments 1, 2 and 3	Peregrine Falcon	• 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).	• 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	• 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	• 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

Segments 2 and 3	Snapping Turtle	• Suitable habitat may be present within Pomona Creek and Don River East Branch, and this species is widespread in watercourses in the Toronto area (COSEWIC 2008b)	• 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 (iNaturalist) • Species also has the potential to occur in the stormwater pond just north of Highway 407	• 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	• 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
Segments 1, 2 and 3	Monarch	• 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).	• Numerous records of Monarchs in the Study Area (iNaturalist) • Breeding habitat of species confined to sites where milkweeds occur	• 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;	• On-site inspection should be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required
Potential for Occurrence: Moderate					
Segments 1, 2, and 3	Bats (Eastern Small-Footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)	• Found withing tree cavities/canopies, rock faces and human structures • Hibernate in caves and abandoned mines during winter months • Typically forage over water (COSEWIC 2013b)	• 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	• Tree removal may have the potential to destroy or disturb bat habitat	• 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
Segments 2 and 3	Redside Dace	• 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	• 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 cross Segment 2, and German Mills Creek, which crosses Segment 3, may provide contributing habitat.	• 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	• 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

		as opposed to closed canopy forest in Ontario (COSEWIC 2007f).	• The assessed reach of German Mills Creek does not appear to provide for Redside Dace habitat.		
Segment 1	Butternut	• 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	• Possible occurrences in remaining woodlots throughout the Study Area, arborist surveys and field surveys will be required to confirm presence/absence	• 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	• Maintain proper buffers associated with Butternut registration and permit requirements
Segments 1, 2 and 3	Common Nighthawk	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. • Foraging is aerial over virtually any habitat. (COSEWIC 2007b) • Within	• 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)	• 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	• 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
Segments 2 and 3	Wood Thrush	• Breeds in mature deciduous and mixed forest habitats with well-developed understories, nearby moist soils and abundant leaf litter • Considered area sensitive and require at least 4 ha of forested area (Evans et al. 2011)	• 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)	• Removal of portions of habitat may have negative effects on the species if present	• 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
Segments 2 and 3	Northern Map Turtle	• Breeding habitat includes a variety of open habitats such as clearings, grasslands, open forests, cropfields and urban areas. • In urban areas, gravel rooftops are used. Foraging is aerial over virtually any habitat. (COSEWIC 2007b)	• Don River East Branch and Pomona Creek may provide suitable habitat for this species, although the species is quite rare in the Toronto area	• 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	• 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.	• 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	• Recent field surveys conducted did not report species	• Suitable habitat scarce or non-existent within Study Area for listed species.	• 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	• No SAR observed • Migrants documented outside of SAR Desktop Study Area	• Suitable nesting habitat not present.	N/A

METROLINX

April 1, 2022

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 (YNSE) - Environmental Project Report (EPR) Addendum

Thank you for your letter to Metrolinx, dated March 11, 2022, relating Mississaugas of Scugog Island First Nation's review of the Yonge North Subway Extension (YNSE) Environmental Project Report (EPR) Addendum and Impact Assessment Reports (IAR).

Metrolinx is committed to building a long-term relationship with Mississaugas of Scugog Island First Nation, and we recognize that this requires transparency and meaningful engagement. We remain committed to meaningful consultation and engagement, especially where our projects have impacts on the Treaty and Territory of Nations. The Indigenous Relations Office has begun guiding the organization and identifying ways in which we can more meaningfully engage with Indigenous Nations as well as helping us learn and understand how we can do better.

Metrolinx values its relationship with the Mississaugas of Scugog Island 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.

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 neighborhoods in Toronto, Vaughan, Markham and Richmond Hill. More information on the project can be found on our website: Metrolinx.com/YongeSubwayExt.

Please see Figure 1 below for the proposed Yonge North Subway Extension.

More information on the project can be found on our website:
Metrolinx.com/YongeSubwayExt



Figure 1. Yonge North Subway Extension Alignment and Station Locations Map

Environmental Impact Assessment Report Comments

We want to thank you again for taking the time to provide recommendations and comments on the Yonge North Subway Extension EPR Addendum. We hope the information provided in this letter addresses your comments and concerns and that we can continue to work together as the Yonge North Subway Extension Project advances.

We appreciate the information that you have shared with us about treaty rights,

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

METROLINX

Indigenous worldview, cultural perspective and concerns about the natural environment. We continue to learn from you as stewards and caretaker of the land.

Metrolinx also appreciates the insight and knowledge your Nation has provided to help strengthen our relationship moving forward [redacted]. Metrolinx will also continue to engage with Mississaugas of Scugog Island First Nation on the Yonge North Subway Extension project, as well as inviting Mississaugas of Scugog Island First Nation to future fieldwork, such as archaeological assessments and natural environment surveys.

Attachment 1 outlines the comments received from Mississaugas of Scugog Island First Nation on March 11, 2022, and the YNSE Project Team response. The final version of the EPR Addendum will be provided to Mississaugas of Scugog Island First Nation via email and be made available on the Metrolinx website on April 14, 2022.

We believe that as we continue to work together our approaches will continue to evolve and better align with the expectations of Mississaugas of Scugog Island First Nation with respect to the natural environment aspects of our projects.

Metrolinx remains committed to building meaningful relationships with Indigenous Nations, and we are working with the Indigenous Relations Office to better understand how we can change as an organization to understand and meet the expectation of Mississaugas of Scugog Island First Nation.

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
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

Katelyn Brown, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Jessica Neto, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx

Encl. Attachment 1: MSIFN YNSE EPR Addendum Comment Response Table
Attachment 2: Watercourse Crossings
Attachment 3: Natural Environment Table 5-47

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

METROLINX

April 4, 2022

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 Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to acknowledge the feedback received from Mississaugas of Scugog Island First Nation by letter received on February 16, 2022 in relation to Metrolinx's application for a permit under the *Endangered Species Act*, 2007, to support works being contemplated as part of the Yonge North Subway Extension project.

Metrolinx remains committed to meaningful consultation and engagement with Mississaugas of Scugog Island First Nation, recognizing that many of our projects, including the Yonge North Subway Extension, are occurring on the Treaty Territory of your Nation. Metrolinx values its relationship with Mississaugas of Scugog Island First Nation and appreciates all that we have learned over the last several months through IBA Braiding.

Metrolinx is committed to continuing to build a collaborative, long-term relationship with Mississaugas of Scugog Island First Nation, and we recognize that this requires dialogue and transparency. As such we appreciate IBA Braiding taking the time for a call to meet with us on March 16 and March 25, 2022 and we have prepared a response to the feedback and requests made by Mississauagas of Scugog Island First Nation and discussed in these meetings:

- Summarizing the purpose of the SAR permit D and the process through which it is obtained;
- Sharing copies of the draft detailed permit documents for your review and comment. Comments will be addressed outside of the formal Ministry of Environment, Conservation and Parks (MECP) approvals process as discussed on March 16, 2022;
- Providing additional details regarding the Yonge North Subway Extension in vicinity of Pomona Creek ravine, with specific reference to Black Ash;

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

- Sharing pre-construction environmental protection plans; and
- Noting again our commitment to meet with Mississaugas of Scugog Island First Nation to discuss the feedback and content of this letter in more detail.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Mississaugas of Scugog Island First Nation on December 10, 2021 (see Attachment # 1) and discussed on March 16, 2022, Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Mississaugas of Scugog Island First Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental

Project Report Addendum shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

As discussed and agreed on March 16, 2022, Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

Recognizing that the above is a summary of the permit process and permit application during project implementation, please see the Draft Permit Package (Attachment #2) for details.

Pre-Construction Environmental Protection Plans

At the March 16, 2022 meeting, we also discussed the request for pre-construction environmental protection plans. We appreciate Mississaugas of Scugog Island First Nation's request that any pre-construction environmental protection plans be provided for review and comment prior to construction. As discussed, these plans will be developed prior to construction commencement by the Contractor and may include:

- Archaeological Risk Management Plan;
- Cultural Heritage Risk Management Plan;
- Air Quality, Dust and Mud Control Plan;
- Noise, Vibration and Light Management Plan;
- Designated Substances and Hazardous Materials Management Plan;
- Erosion and Sediment Control Plan;
- Waste Management Plan;
- Vegetation Management Plan;
- Soil, Excavated Material and Groundwater Management Plan; and
- Spill Prevention and Contingency Plan.

As discussed, we do not compile these into a single Pre-construction Environmental Protection Plan. Metrolinx commits to sharing pre-construction environmental protection/management plans with your Nation, once available. Any comments received will be addressed as a separate process between Metrolinx and your Nation, recognizing comments may not be provided and reconciled within the typical 10-15 day period that Metrolinx has to respond to the drafts of these plans from the Contractor.

Update Regarding Pomona Creek and Black Ash

Lastly, we discussed a concern that the proposed subway route may have impacts on the lands, waters, and species associated with Pomona Creek, with specific reference to Black Ash.

We take seriously Mississaugas of Scugog Island First Nation's concern that the proposed subway route may have impacts on the lands, waters, and species associated

with Pomona Creek that could be avoided if the route were maintained along Yonge Street. We understand from your letter that according to the Province's Natural Heritage Information Centre, there are records of agimatiig (black ash, Fraxinus nigra) associated with Pomona Creek; and that your Nation expressed that this species is of great importance to many Indigenous communities and is assessed as Endangered provincially by the Committee on the Status of Species at Risk in Ontario, making it concerning that it has not been mentioned in the ERO posting.

Metrolinx wishes to clarify that Pomona Creek is located along the tunnelled segment of the Yonge North Subway Extension, and no surface construction or surface infrastructure is proposed in vicinity of Pomona Creek and associated ravine. As discussed on March 16, 2022, the tunnel below the creek and ravine is at a substantial depth such that during tunnelling activities, no impacts to the surface features including trees, wildlife, and the creek itself, are anticipated. Consequently, no impacts to Black Ash (Fraxinus nigra), potentially present in the area, are anticipated. During this call you also provided reference to the Natural Heritage Information Center (NHIC) Grid Square 17PJ2753 which identifies occurrences of Black Ash. The Project Team has reviewed this information and can confirm that no Black Ash are located within the Project Limits.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to continuing discussions on the above noted in more detail at upcoming meetings with Mississaugas of Scugog Island First Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Mississaugas of Scugog Island First Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe Delaronde, Senior Manager of the Indigenous Relations Office at Metrolinx. He can be contacted at IndigenousRelations@metrolinx.com.

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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:
Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act
Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

Yonge North Subway Extension – MSIFN Environmental Project Report Addendum Comments

Section	Reference Text	Comment	Metrolinx Response
Table 2-1: Summary of YNSE Project Components, Changes & Rationale	*While the YNSE was previously envisioned to terminate just north of Highway 7, the area to the north was identified by Metrolinx as an area where refinement could enhance Project benefits and reduce capital costs. The proposed alignment that forms the basis for this EPR Addendum specifically addresses the challenges and opportunities of serving these areas and their future residents and employees.*	• MSIFN has concerns about the impacts of the new alignment on environmentally sensitive lands associated with the new crossing location of Pomona Creek. It seems that the previously proposed route would have not impacted as large of a natural area. • Please provide a summary comparison of the natural environment impacts expected from the new route in comparison to the originally proposed route.	The Yonge North Subway Extension will use tunnel boring machines to cross beneath Pomona Creek. This modern tunneling technology has been proven around the world to be an efficient way to build underground subways. Tunneling allows the subway to be built deep below the surface, with no direct impacts to Pomona Creek. Tunnel depths under Pomona Creek are at least 16m, meaning that no disturbances are anticipated. Please refer to Attachment #2 which shows watercourse crossings overlaid on the YNSE alignment. Please refer to EPR Addendum Table 5-47 (Attachment #3) for a summary of potential natural environment impacts, mitigation and monitoring requirements. The current EPR Addendum evaluates potential impacts associated with the preferred alignment which reduces potential environmental impacts. EPR Addendum Table 2-1 (Attachment #4) provides a summary of design changes and rationale from the 2009 alignment to the current alignment evaluated as part of the 2022 addendum. The 2009 alignment was proposed along Yonge Street in the vicinity of Pomona Creek. No significant environmental impacts were anticipated as a result of the 2009 alignment, however, commitments to complete additional stormwater and runoff studies were made to assess any potential impacts to Pomona Creek as a result of the proposed Langstaff/Longbridge Station commuter parking lot.

			The 2022 EPR Addendum alignment now travels east of Yonge Street south of Pomona Creek before traversing north towards Bridge Station. The alignment near Pomona Creek will be underground at significant depth and therefore no impacts to Pomona Creek are anticipated. Commuter parking for transit passengers is not currently part of the YNSE project scope. Given the interest from stakeholders in exploring parking options, a comprehensive parking analysis is being conducted to evaluate potential parking demand, traffic impacts and coordination opportunities with future developments.

Table B 4-1 Summary of Natural Environment Mitigation Measures and Monitoring Requirements	*"Erosion and Sediment Control (ESC) measures shall be used to contain/isolate the construction zone and to manage site drainage to prevent erosion and sedimentation to the waterbody. ESC measures will be installed prior to the start of construction, maintained and repaired in place until all areas are stabilized. Site-specific ESC plans should be developed for in-water and near-water work."*	• *Please provide MSIFN with any site-specific ESC plans that are developed for work in-and around water.*	The ESC plans will be developed during the detailed design phase of the Project as part of the overall environmental management planning for project execution. As discussed with IBA Braiding, management plans, including ESC Plans, will be shared with MSIFN for review when they are prepared. Further discussions are required on timing and if comments will be able to be addressed in the Plans or as part of on-going discussions.
	"To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. Ensure that all in-water activities, or associated in-water structures, do not	• In addition to the considerations listed, work should also be scheduled to avoid any sensitive fish lifecycle events (e.g., spawning) wherever in-water work is necessary.	The Project will comply with the fish and fish habitat protection provisions of the *Fisheries Act* by incorporating measures to avoid harmful alteration, disruption or destruction of fish and their habitat. This will be accomplished by scheduling in-water work to avoid the sensitive life stages of fish, maintaining fish passage during construction, ensuring proper erosion and sediment control, preventing the entry of deleterious substances in water, and by regularly monitoring the effectiveness of mitigation measures, among others. Metrolinx welcomes MSIFN participation in on-site compliance monitoring during any future field investigations and construction for YNSE.

	interfere with fish passage, constrict the channel width, or reduce flows."		Metrolinx will work with MSIFN to understand the scope and type of construction-related monitoring MSIFN is interested in participating in. The expected level of effort and timelines will be determined by Metrolinx and MSIFN collaboratively.
	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, Agrilus planipennis (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	• Metrolinx should look to avoid removal of/damage to trees wherever possible. • This is especially important for black ash as the Provincial Natural Heritage Information Centre (NHIC) shows records of this species associated with Pomona Creek. According to the Committee on the Status of Species at Risk in Ontario (COSSARO), black ash is an Endangered species. • Although the provincial	As noted in Table B 4-1, some vegetation removal is anticipated, but this will be minimized to the extent of construction areas. Prior to any tree removal, a removal strategy and tree protection plan will be developed during detailed design to document tree protection and mitigation measures. This will be based on detailed arborist reports that document the species present and their condition. Impacts to trees and vegetation as a result of the YNSE Project are anticipated to be minor as the tunneled alignment will be well below surface. Thank you for your comments regarding Black Ash. Tunnel depths under Pomona Creek are at least 16m, meaning that no disturbances to any vegetation are anticipated. For other areas of the Project, the previously noted tree removal strategy and protection plan will be based on detailed inventories carried out by a qualified arborist. As discussed on March 16, 2022, you also provided reference to the Natural Heritage Information Center (NHIC) Grid Square 17PJ2753 which identifies occurrences of Black Ash. The Project Team has reviewed this information and can confirm that no Black Ash are located within the Project Limits.

	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."	government has chosen to delay protections for this species, Metrolinx should recognize the evidence-based decision of COSSARO, and avoid all impacts to this relative.	
	"Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA."	• Please provide any species specific monitoring reports to MSIFN for review.	Monitoring activities will occur during the construction phase of the Project, in accordance with any permits or approvals obtained. MX will share the draft SAR Permit D, which includes species-specific mitigation and monitoring requirements, with MSIFN for review. Any comments will be addressed between Mx and MSIFN outside of the MECP approval process, which will continue in parallel.

			Metrolinx will share updates regarding the status of the permit and share information regarding any requirements or additional studies needed with your Nation, including invitation to participate in future natural environment fieldwork
	"Migratory Breeding Birds and Nests - No impacts are anticipated"	• As the construction of this project will involve vegetation maintenance and tree removals, it is not reasonable to suggest there will be no impacts to migratory breeding birds and their nests. • No monitoring activities are listed for migratory breeding birds and nests. Metrolinx should commit to conducting monitoring surveys to ensure there are no ongoing impacts to these species.	The study area is highly urbanized and provides limited wildlife habitat with low connectivity to natural features. Metrolinx has committed to protecting migratory birds by following the provisions of the *Migratory Birds Convention Act.* This includes a protected timing window for the nesting period, and nesting surveys. Additional details on mitigation impacts are found within Table B 4-1 of the Natural Environment Report Appendix, under the heading "Migratory Breeding Birds and Nests." Monitoring activities are also noted in this entry, which states, "Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites." Frequency of monitoring will be confirmed prior to construction and will be based on site-specific requirements and will be conveyed to MSIFN. During operation, vegetation management will be in accordance with the Metrolinx Vegetation Guideline, and no impacts to migratory birds are anticipated.

	"*Species at Risk – Bats - No impacts are anticipated"*	• As stated in the above comment, the activities carried out in the construction phases of this project make impacts to species at risk bats likely. • Metrolinx should provide a detailed plan to ensure species at risk bats and their habitat are protected.	The study area is highly urbanized and provides limited wildlife habitat with low connectivity to natural features. Should the construction require the removal of potential SAR bat habitat, targeted surveys will be completed by a qualified specialist to confirm bat habitat. If removal of confirmed SAR bat habit cannot be avoided, all the requirements outlined in the SAR Permit D will be met. This is further detailed in Table B 4-1 under the entry "Species at Risk – Bats" and "Wildlife and Wildlife Habitat." During operation, vegetation management will be in accordance with the Metrolinx Vegetation Guideline, and no impacts to SAR bat habitat is expected. Metrolinx will share updates regarding the status of the SAR permit and share information regarding any requirements or additional studies needed with your Nation, including invitation to participate in future natural environment fieldwork

Table 9: Potential Impacts, Mitigation Measures and Monitoring Activities	*"For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to disturbance."*	• Please keep MSIFN informed of any additional archaeological project work and provide reports of any future archaeological findings for review.	Metrolinx will continue to engage MSIFN on any future archaeological work.

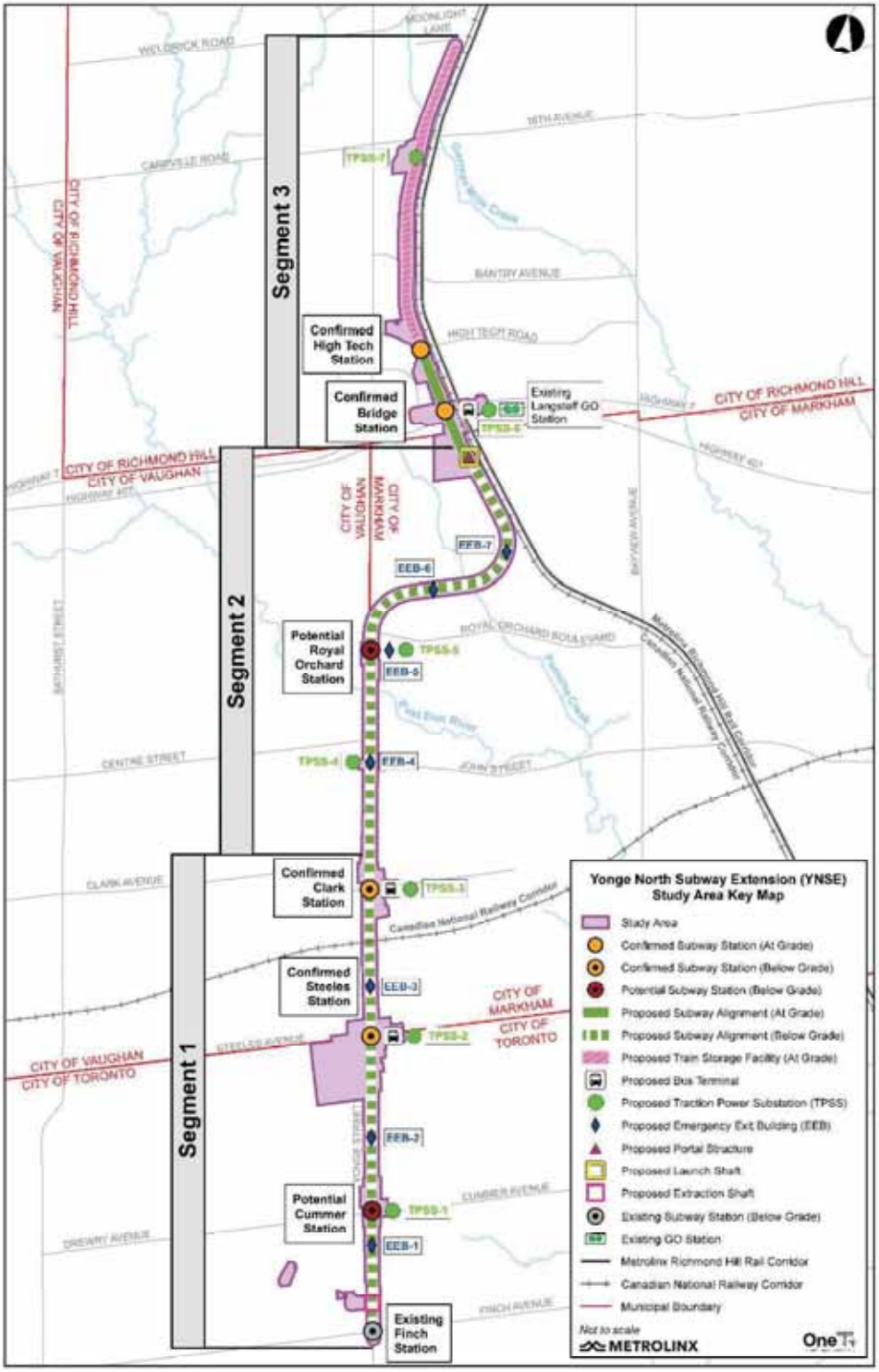


Figure A 2-1: YNSE EPR Addendum Study Area Key Map

5.12.1 Natural Environment

The following table summarizes the potential Natural Environment impacts, and commitments to mitigation measures and monitoring activities identified through the YNSE EPR Addendum process.

Table 5-47 Summary of Potential Impacts, Mitigation Measures and Monitoring Activities: Natural Environment

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
Construction	Natural Heritage Features	• Disturbance or destruction to natural heritage features.	• 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 construction and maintain all ESC measures for the duration of construction to reduce the risk of erosion and sedimentation. • Develop a Spill Prevention and Response Plan. Implement the Spill Prevention and Response Plan for the duration of construction. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and this Plan. • Establish barriers (e.g., silt fencing around the perimeter of the site) to clearly delineate the construction areas and prevent accidental damage or intrusion to adjacent vegetation or vegetation communities. Maintain the barriers during construction. • Ensure that machinery arrives on site in a clean condition (free of fluid leaks, invasive species, and noxious weeds) and will be handled in accordance with the Clean Equipment Protocol for Industry (Halloran et al, 2013). • Reduce the size of construction areas, including staging and laydown areas and construction access, to the extent feasible. • Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 m away from any wetland or watercourse to the extent feasible. If not feasible, install a heavy-duty silt fence and Silt Soxx (or equivalent) around the construction areas where within 30 m from a watercourse.	• 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. • All erosion and sediment control measures should be inspected weekly, after every rainfall event and significant snow melt event, and daily during periods of extended rain or snow melt. • All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
	Surface Water	• Removal or impacts to wetland, aquatic, and riparian vegetation. • Erosion and sedimentation to surface water from construction. • Risk of contamination to wetlands / waterbodies as a result of spills.	• 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. • Stockpiled materials or equipment will be stored within the construction areas but shall be kept at least 30 m away from any wetland or watercourse to the extent feasible. If not feasible, install a heavy-duty silt fence and Silt Soxx (or equivalent) around the construction areas where within 30 m from a watercourse. • Schedule construction activities immediately adjacent to waterbodies to avoid wet and rainy periods, to the extent feasible. • Conduct in-water works in the dry during low flow condition, where feasible. • Reduce the disturbance and removal of riparian vegetation, natural woody debris, rocks, sand or other materials from the banks, the shoreline or the bed of the waterbody below the ordinary high-water mark. • 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). • Please refer to the **Natural Heritage Features** environmental component within this table for other applicable mitigation measures.	• 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. • All erosion and sediment control measures should be inspected weekly, after every rainfall event and significant snow melt event, and daily during periods of extended rain or snow melt. • All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
	Fish and Fish Habitat	• Potential for direct, in-water impacts to fish and fish habitat	• All requirements of the Fisheries Act will be met. • If dewatering of isolated work areas is required, capture and relocate fish to suitable habitat outside of the work area under a License to Collect Fish for Scientific Purposes from the MNDMNRF prior to dewatering isolated work areas. • Any fish isolated in the work area shall be transferred (using appropriate capture, handling and release techniques to prevent harm and minimize stress) downstream or away from the construction area. • Reduce the disturbance and removal of riparian vegetation, natural woody debris, rocks, sand or other materials from the banks, the shoreline or the bed of the waterbody below the ordinary high-water mark. • 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. • To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. • Ensure that all in-water activities, or associated in-water structures, do not interfere with fish passage, constrict the channel width, or reduce flows.	• 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 associated with any authorizations, permits, licenses and agreements to be completed as required. • All erosion and sediment control measures should be inspected weekly, after every rainfall event and significant snow melt event, and daily during periods of extended rain or snow melt.

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
			• Fish screens, if required, will be used to avoid entrainment of fish in pumps and hoses as per the End-of-pipe fish protection screens for small water intakes in freshwater and Fisheries and Oceans Canada s Interim Standard and Code of Practice. • 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. • Erosion and Sediment Control (ESC) measures shall be used to contain/isolate the construction zone and to manage site drainage to prevent erosion and sedimentation to the waterbody. ESC measures will be installed prior to the start of construction, maintained and repaired in place until all areas are stabilized. Site-specific ESC plans should be developed for in-water and near-water work. • All equipment shall be operated, stored, and maintained in a manner that prevents the entry of any deleterious substances to the waterbody. All refueling should occur beyond 30m from the watercourse, and a spill tray should be used when completing maintenance and refueling. • Please refer to the **Natural Heritage Features and Surface Water** environmental component within this table for other applicable mitigation measures.	• All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
	Vegetation Communities	• Disturbance, and destruction of trees, plants and plant communities.	• Vegetation removal will be reduced and limited to within the construction areas. • Construction activities will maintain the buffers established during the design phase to reduce potential impacts to the vegetation communities. • Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) *Vegetation Guideline*. 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, *Agrilus planipennis* (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. • Provide compensation for the removal of vegetation in accordance with Metrolinx Vegetation guideline. • An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. • Prior to the undertaking of tree removals, a tree removal strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow Metrolinx (2020) Vegetation Guideline and/or relevant municipal guidelines (i.e., the City of Toronto Tree Protection Policy and Specifications for Construction Near Tree Guidelines (2016)) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. • Tree Protection Zone fencing will be established to protect and prevent tree injuries and Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements and/or in accordance with Metrolinx (2020) Vegetation Guideline. • Adhere to the local bylaws for tree protection as per Metrolinx (2020) Vegetation Guideline. • Please refer to the **Natural Heritage Features** environmental component within this table for other applicable mitigation measures.	• 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 – General	• Disturbance, displacement, or mortality of wildlife.	• Prior to construction, investigate the construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys/site inspections, as appropriate. • On-site personnel should be provided with information (e.g., factsheets) regarding wildlife (including Special Concern wildlife species) that have potential to occur on site. This should include information related to the identification of the wildlife species and the procedure(s) to follow if wildlife are encountered or injured. • 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.	• 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.

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
	Migratory Breeding Birds and Nests	• Disturbance or destruction of migratory birds and/or nests.	• Works must adhere to the Migratory Birds Convention Act (MBCA), including the timing windows for the general nesting period (April 1 to August 31 in Ontario). • If activities, including tree/vegetation removal, 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 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. • Nests (including ground nests) of migratory bird found outside of the general nesting period should still receive protection. • If an active 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 if applicable, additional consultation with the agencies having jurisdiction (e.g., ECCC, MECP) may be required to determine extent of protection and mitigations. • Please refer to the **Vegetation and Vegetation Communities** and **Wildlife and Wildlife Habitat** environmental components within this table for other applicable mitigation measures.	• Regular monitoring should be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
	Species at Risk – General	• Habitat loss, disturbance and/or mortality to SAR.	• All requirements of the ESA and/or SARA Species-specific mitigation measures will be implemented, in consultation with MECP as required. • 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.	• Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
	Species at Risk – Barn/Bank Swallow	• Habitat loss, disturbance and/or mortality to Barn and/or Bank Swallow.	• 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) in confirmed Bank/Barn Swallow habitat, all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. • Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage Bank Swallow nesting. • If construction activities that would cause disturbance to structures confirmed to provide Barn Swallow habitat and/or banks confirmed to provide Bank Swallow habitat are scheduled during the nesting season for Barn and/or Bank Swallow (April 1 to August 31), 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 feasible, exclusion measures will be installed in the area prior to the nesting season to dissuade use of these areas for nesting. • Swallow nesting. Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage Bank Swallow nesting. • Loose soil faces (including aggregate piles) should be graded at an angle of no greater than 75° to discourage Bank Swallow nesting. • Please refer to **Wildlife and Wildlife Habitat** environmental components within this table for other applicable general mitigation measures.	• 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. • Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
	Species at Risk – Chimney Swift	• Habitat loss, disturbance and/or mortality to Chimney Swift.	• 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). • If required, repair, maintenance, or demolition of an identified confirmed roosting/nesting will meet all requirements of the ESA. • Please refer to **Wildlife and Wildlife Habitat** environmental components within this table for other applicable mitigation measures.	• 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. • Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
	Species at Risk – Bats	• Habitat loss, disturbance and/or mortality to SAR Bats.	• Should removal of potential SAR bat habitat be required, SAR bat surveys will be completed by a qualified specialist in advance of the removal activities to confirm SAR bat habitat presence. • If removal of confirmed SAR bat habitat is required, all requirements under the ESA will be met, including any registration, compensation, replacement structures and/or permitting requirements. • Please refer to **Wildlife and Wildlife Habitat** environmental components within this table for other applicable mitigation measures.	• 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.

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
				• Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA
	Species at Risk – Butternut	• Disturbance and/or destruction of Butternut.	• All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, in consultation with MECP as required.	• Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the ESA.
Operation	Natural Heritage Features – General	• No impacts are anticipated during the operation phase	• NA	• NA
	Surface Water	• Risk of contamination to wetlands / waterbodies as a result of spills.	• Refueling at least 30 m from any watercourse or any other surface drainage feature.	• NA
	Fish and Fish Habitat	• Risk of contamination to wetlands / waterbodies as a result of spills.	• Refueling at least 30 m from any watercourse or any other surface drainage feature.	• NA
	Vegetation Communities	• Removal of vegetation during operational vegetation maintenance activities, if applicable • Removal and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable	• Vegetation removal will be reduced to the extent possible and limited to the Project right-of-way. • Herbicide applications will be administered subject to the Pesticides Act.	• On-site inspection will 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 reduce impacts.
	Wildlife and Wildlife Habitat – General	• Operations activities such as vegetation maintenance may cause disturbance or displacement of wildlife.	• Ensure routine maintenance of ROW fences as an exclusionary measure within the above ground portion of the project. • Operation maintenance activities will include nest searches and wildlife surveys prior to maintenance work commencing, as required.	• On-site inspection should be regularly 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.
	Migratory Breeding Birds and Nests	• No impacts are anticipated	• NA	• NA
	Wildlife – Barn/Bank Swallow	• No impacts are anticipated	• NA	• NA
	Wildlife – Chimney Swift	• No impacts are anticipated	• NA	• NA
	Species at Risk – Bats	• No impacts are anticipated	• NA	• NA
	Species at Risk – Butternut	• No impacts are anticipated	• NA	• NA

Table 2-1 Summary of YNSE Project Components, Changes & Rationale

Project Component	2009 EPR	2014 EPR Addendum	Current EPR Addendum	Rationale for Change
1. **Proposed Subway Horizontal Alignment**	Approximately 6.8 km underground subway alignment from the existing Finch Station to the proposed Richmond Hill Center Station (in the vicinity of Highway 7 and Yonge St. in the City of Richmond Hill). From Finch Station to just south of the Holy Cross Catholic Cemetery, the alignment follows Yonge St. underground. North of the Holy Cross Catholic Cemetery, the subway alignment swings slightly eastward, crossing the northwest corner of the Langstaff development lands. The alignment then turns northward under Highway 407/Highway 7. North of the Richmond Hill Centre Station, the alignment terminates at the end of subway tail tracks in the transit corridor on the west side of the CN Bala Richmond Hill GO Line.	Extension of the subway alignment by approximately 1 km from previous terminus at Richmond Hill Centre Station to 16th Ave. in the City of Richmond Hill.	The proposed YNSE subway alignment is approximately 9.5 km in total commencing at the existing Finch Station in the City of Toronto northerly to just beyond the limit of the proposed TSF (at Moonlight Lane) in the City of Richmond Hill. The proposed revenue portion of the alignment is approximately 8 km in length, while the remaining trackwork services the TSF. The proposed below grade portion of the subway alignment is approximately 6.5 km, beginning at Finch Station and extending to the proposed tunnel portal structure just south of Langstaff Road. Between Finch Station and Royal Orchard Blvd, the underground alignment is proposed to run under Yonge Street. It then curves to reach Bay Thorn Drive and continue to the east, before turning northwards where the alignment generally follows the existing CN Rail ROW until the proposed portal structure (just south of Langstaff Road) where the subway alignment emerges to at grade. The proposed at grade portion of the subway alignment is approximately 3 km in length beginning just south of Langstaff Road (from the proposed portal structure), with tracks located within and adjacent to the CN rail corridor ROW and terminating just beyond the limit of the proposed TSF (at Moonlight Lane) in the City of Richmond Hill. The at grade subway alignment generally follows the existing CN rail corridor ROW; however, the westernmost subway track is situated immediately outside the CN Rail ROW boundary for the majority of the at grade segment.	While the YNSE was previously envisioned to terminate just north of Highway 7, the area to the north was identified by Metrolinx as an area where refinement could enhance Project benefits and reduce capital costs. The proposed alignment that forms the basis for this EPR Addendum specifically addresses the challenges and opportunities of serving these areas and their future residents and employees.
2. **Proposed Subway Vertical Profile**	Below grade vertical profile design with a crossing above grade (bridge) over the East Don River. Proposed station and alignment depths were not presented within the 2009 EPR.	N/A	The subway alignment vertical profile was designed to reduce the depth of the stations along the route, except at the potential Royal Orchard Station, which is located approximately 500 meters north of the deep East Don River Valley. The depth of the station platform at this location is proposed to be approximately 130 meters to account for tunneling south of the station below the East Don River.	The current YNSE vertical profile changes from below grade to at grade south of Langstaff Road, thereby eliminating the above grade (bridge) crossing over the Don River. The currently proposed profile reduces the depth of the stations along the route (except at Royal Orchard Station), while meeting applicable tunnel grade requirements (e.g., TTC Design Manual DM-0204-04).
3. **Tunnels**	Approximately 6.8 km underground tunneled alignment from the existing Finch Station to the proposed Richmond Hill Center Station in the vicinity of Highway 7 and Yonge St. in the City of Richmond Hill. • For the purposes of determining the potential environmental effects of the Transit Project, the following approach was assumed within the 2009 EPR: o Richmond Hill Centre Station and surrounding area would provide sufficient space for the southbound launch of the TBM and as well as storage of tunnel liners and other tunnelling materials and equipment; and	The underground Train Storage Facility assessed in the 2014 EPR Addendum would be located adjacent to the CN Rail corridor, beginning approximately 100m north of the Richmond Hill Centre Station. Cut and cover construction methodology was assumed for this work, during which the ground surface is opened (cut) a sufficient depth to construct the subway tunnel structure.	The proposed conceptual design involves the construction of tunnels for the underground alignment portion of the current YNSE alignment with the following key parameters: • Approximately 6 kms of twin 5.6 metre internal diameter TBM tunnels • Twin tunnels run from Finch Transition Box Structure to proposed portal location • Reference YNSE Alignment assumes all tunneling undertaken using two (2) TBMs • Launched at the North Portal Launch Shaft, located immediately west of CN/GO rail tracks and south of Langstaff Road • Both TBM s are to be removed at the Finch Transition Box Structure where the extraction shaft is to be located	There is no change to the need for tunneling as part of the project. The currently proposed YNSE alignment still entails the construction of approximately 6 kms of tunnels; whereas the approximate length of tunnelling in the 2009 EPR was 6.8 km.

Project Component	2009 EPR	2014 EPR Addendum	Current EPR Addendum	Rationale for Change
	○ Existing surface parking in the southwest quadrant of the Yonge Street / Steeles Avenue intersection could also provide sufficient space for the southbound launch of the TBM and storage of tunnel liners; and other tunnelling materials and equipment. The 2009 EPR identified the East Don River crossing as the TBM extracting shaft location (one at each end of the crossing). Cummer / Drewry Station was also identified as a potential location to remove the TBM in the 2009 EPR. The 2009 EPR assumed a twin-bored tunnelling method for the entire running structure from Finch Station to the Richmond Hill Centre Station, with the exception of the section between the existing Finch Station tail tracks and Cummer/Drewry Station and the approaches to the proposed East Don River bridge.			
4. Finch Station Modifications	N/A	N/A	Modifications to existing Finch Station as follows: • Upgrading existing tail track to support future revenue service; • Construction of the Finch Transition Box Structure, which is an underground structure that provides the transition between the existing Finch Station tail track structure and the new YNSE twin tunnels; • Upgrading operational and support systems (e.g., signal upgrades) within the existing tail track area; • Upgrade to the existing electrical and communication back-of-house room at the station; • Upgrade to the existing Hendon Avenue Traction Power Substation located approximately 130 m west of the station; and • An approximately 130 m long underground duct bank extending westerly along Hendon Avenue from the existing Finch Station.	Modifications to the existing Finch Station and nearby/associated facilities such as the existing Hendon Avenue Traction Power Substation are required to enable YNSE project implementation and future revenue service beyond Finch Station.
5. Stations	Total of six (6) below grade stations proposed.	No new or modified stations were proposed.	Total of Four (4) below grade stations and two (2) at grade stations are proposed, as follows: • Cummer Station (below grade) • Steeles Station (below grade) and bus terminal • Clark Station (below grade) and bus terminal • Royal Orchard Station (below grade) • Bridge Station and bus terminal (at grade) • High Tech Station (at grade) Specific infrastructure associated with each proposed station is further detailed within the rows below.	Two stations, Bridge and High Tech Stations, are proposed at grade due to change in proposed subway alignment (i.e., at grade). The current station alignment maximizes the benefits of the subway extension while achieving the lowest cost for the acceptable Project scope. Of all considered alignments, the currently proposed route is the only one that provides the opportunity for one Neighbourhood Station to be included in the Project scope while maintaining costs within the funding envelope.

Project Component	2009 EPR	2014 EPR Addendum	Current EPR Addendum	Rationale for Change
	Cummer / Drewry Station: • Location: Yonge St. & Cummer / Drewry Ave., approximately 800 m north of Finch Station. • Station components: below grade station box, concourse, bicycle facilities, ventilation shaft, Bus loop located at Drewry Ave. • Four (4) pedestrian entrances: o Main entrances located at the Northeast and southwest quadrants of the intersection of Cummer Ave. and Yonge St. o Southeast corner of Cummer Ave./ Drewry Ave. and Yonge St. o East side of Yonge St at the north end of the station box.		***Potential* Cummer Station (below grade)** • Location: Slight shift to the southwest. The proposed station is an in-line underground station located at the intersection of Cummer/Drewry Avenue and Yonge Street and includes a bus loop on Drewry Ave. west of Yonge St. with associated bus operators facilities. • Station components include: o A below grade, two-level station box with one central platform at track level and a public concourse level above o Up to two (2) at-grade pedestrian entrances (locations to be determined as part of further design development) o Up to two (2) Fire Fighter s Access Shafts (FFA) o Secured bicycle storage	The proposed location shift is primarily to avoid utility conflicts. The reduced number of station entrances minimizes potential property impacts while maintaining access and circulation in a way that accommodates future ridership requirements.
	Steeles Ave. Station and bus terminal • Location: Yonge St and Steeles Ave, approx. 1.2 km north of Cummer/ Drewry Ave. • Station components: below grade station box, concourse, bicycle facilities, ventilation shaft. • Five (5) pedestrian entrances: o Two (2) street entrances located north of the station box on each side of Yonge St. o Two (2) street entrances located south of the station box on each side of Yonge St. o One (1) entrance from median located on Steeles Ave. • Underground bus terminal below Steeles Ave. West. • Passenger Pick-up and Drop-Off (PPUDO) • Below grade bus terminal with three (3) bus access ramps and a bus platform for 25 buses.		**Steeles Station (below grade) and bus terminal** • Location: Yonge St. at the intersection with Steeles Ave, shifted south from 2009 EPR. • Station components changes include: o Three (3) pedestrian entrances (locations to be determined as part of further design development): o One (1) FFA o Securedbicycle storage o At grade bus terminal at the southwest quadrant of Yonge St and Steeles Ave o Potential road modifications to accommodate curbside bus platforms located at the Yonge St. and Steeles Ave. intersection	The bus terminal at Steeles Station is proposed to be an at grade terminal to avoid conflicts with the existing York Durham Sanitary Sewer. The reduced number of station entrances minimizes potential property impacts while maintaining access and circulation in a way that accommodates future ridership requirements.
	Clark Ave. Station • Location: Yonge St. and Clark Ave approximately 1 km north of Steeles Ave. • Station components: below grade station box, concourse, bicycle facilities, ventilation shaft. • Five (5) Pedestrian entrances: o One (1) main entrance southwest corner of Clark Ave. and Yonge St. o One (1) main entrance northeast corner of Clark Ave. and Yonge St. o One (1) north end of the station and on the west side of Yonge St. o One (1) entrance at the east side of Yonge St.	No new stations were proposed.	**Clark Station (below grade) and bus terminal** • Location: No change, slight lateral expansion and shift southerly. • Station components changes include: o Up to two (2) pedestrian entrances (locations to be determined as part of further design development) o Addition of bus facility with associated bus operator facilities	The reduced number of station entrances minimizes potential property impacts while maintaining access and circulation in a way that accommodates future ridership requirements. The addition of a bus terminal further enhances transit system integration and improves transfers between transit modes.

Project Component	2009 EPR	2014 EPR Addendum	Current EPR Addendum	Rationale for Change
	Royal Orchard Station • Location: intersection of Yonge St. and Royal Orchard Blvd., approximately 800 metres north of Centre St. • Station components: below grade station box, concourse, bicycle facilities, ventilation shaft. • Two (2) pedestrian entrances: o one (1) main entrance northeast corner of Royal Orchard Blvd. and Yonge St. o one (1) entrance located southwest corner of Yonge St. and Thornhill Ave.		***Potential* Royal Orchard Station (below grade)** • Location: Yonge Street, south of Royal Orchard Blvd. • Station components changes include: o Up to two (2) pedestrian entrances (locations to be determined as part of further design development) o A deeper station box due to proximity to the East Don River Valley topographic depression. This change eliminates the need for the Don River above grade crossing. o Secured bicycle storage	Change to station location and depth as a result of changes in subway horizontal alignment and vertical profile. See rationale for alignment and profile change above.
	Langstaff / Longbridge Station • Location: between Longbridge Road and Langstaff Road, approximately 1km north of Royal Orchard Boulevard. • Station components: below grade station box, concourse, bicycle facilities, ventilation shaft. • PPUDO • Commuter parking • Two (2) pedestrian entrances: o One (1) on Hydro One property currently hosting a 230/500 kV transmission line south of Highway 407 and west of Yonge Street. o One (1) located at the southeast corner of Yonge St. and Langstaff Road East		**Bridge Station and bus terminal (at grade)** • Location: west of the CN Rail Corridor and north of Highway 407 and Highway 7. • Station components changes include: o Three (3) pedestrian entrances (locations to be determined as part of further design development) o Bus terminal o Passenger and service emergency exit o Secured bicycle storage	The change in station location is in response to changes in the subway horizontal alignment and vertical profile discussed above. The reduction in number of station entrances minimizes potential property impacts while maintaining access and circulation in a way that accommodates future ridership requirements.
	Richmond Hill Centre Station – Transit Hub • Location: east of Yonge St. traversing High Tech Road, west of the CN rail corridor and north of Highway 7, approximately 1 km north of Royal Orchard Boulevard. • Station components: below grade station box, concourse, bicycle facilities, ventilation shaft. • Two (2) pedestrian entrances: o One (1) located at northeast corner of the station box o One (1) located at the southeast corner of the station box • Bus terminal • PPUDO • Transit Hub		**High Tech Station (at grade)** • Location: east of Yonge St. traversing High Tech Road, west of the CN rail corridor, and north of Highway 407 and Highway 7 and adjacent to Richmond Hill Centre Terminal. • Station components changes include: o Two (2) pedestrian entrances (locations to be determined as part of further design development) o Secured bicycle storage o A revised PPUDO design to accommodate the revised station configuration	The change in station location is in response to changes in the subway horizontal alignment and vertical profile discussed above. Similar to the previously envisioned Richmond Hill Centre Station, the currently proposed High Tech Station will accommodate transfers to GO train and GO bus services, as well as local transit, and will improve subway access to the Richmond Hill Centre and Langstaff Gateway development areas.
6. Proposed Emergency Exit Buildings (EEBs)	Six (6) Emergency Exit Buildings (EEBs): 1. EEB 1: Private property on the east side of Yonge St. between Centre Ave. and Newton Drive;	Two (2) additional EEBs: 1. EEB 7: Located at the proposed TSF parking lot, east of Coburg Crescent.	Seven (7) EEBs (precise locations to be determined as part of further design development): 1. EEB-1: located approximately between the existing Finch Station and the potential Cummer Station	The TTC Design Manual requires EEBs to be located such that the distance from any underground location to an EEB is not greater than 381 m – i.e., the spacing between EEBs or between EEBs and the closest station platform or portal entrance must be 762 m

Project Component	2009 EPR	2014 EPR Addendum	Current EPR Addendum	Rationale for Change
	2. EEB 2: Private property on the west side of Yonge St. between Doncaster Ave. and the CN rail corridor); 3. EEB 3: Within municipal right-of-way on the west side of Yonge St. opposite Arnold Ave.; 4. EEB 4: Within municipal right-of-way on the east side of Yonge St. between Centre St. and the proposed East Don River Bridge; 5. EEB 5: Private property on the east side of Yonge St. between Uplands Ave. and Kirk Drive; and 6. EEB 6: Within municipal right-of-way on the north side of Highway 7 west of Garden Ave.	2. EEB 8: Located west of the proposed alignment, south of Coburg Crescent.	2. EEB-2: located approximately between the potential Cummer Station and the confirmed Steeles Station 3. EEB-3: located approximately between the confirmed Steeles Station and the confirmed Clark Station 4. EEB-4: located approximately between the confirmed Clark Station and the potential Royal Orchard Station 5. EEB-5: located approximately in the vicinity of the potential Royal Orchard Station 6. EEB-6: located approximately north of Royal Orchard Station in the vicinity of Bay Thorn Drive 7. EEB-7: located approximately north of the potential Royal Orchard Station and south of the portal structure	or less. Applying this standard to the currently proposed design has identified the need for a total of seven (7) EEBs.
7. Traction Power Substations (TPSSs)	Traction Power is provided by a live third rail that provides electric power through a conductor placed alongside the rail. In order to give the voltage a boost at regular intervals along the subway alignment, electrical substations (i.e., Traction Power Substations [TPSSs]) are required. Traction power requirements dictate that TPSSs are not spaced more than 2.5 km from one another; however, a 2 km separation between TPSS is more typical. Four (4) TPSSs locations were included within the 2009 EPR in the vicinity of Steeles Station, Clark Station, Royal Orchard Station and Richmond Hill Centre Station.	N/A	Seven (7) TPSSs at the following locations: • Three (3) TPSS in the approximate vicinity of Cummer, Steeles, and Clark Stations. • One (1) TPSS in the approximate vicinity of the potential Royal Orchard Station • One (1) TPSS in the approximate vicinity of Bridge Station. • One (1) TPSS standalone building integrated with EEB-4 between the confirmed Clark Station and the potential Royal Orchard Station • One (1) TPSS at the Train Storage Facility (TSF), immediately south of 16th Ave.	The currently proposed subway alignment requires additional power compared to the alignment as presented in 2009 EPR due to its extended length (an approximate 6.8 km subway extension was assessed in 2009 compared to the approximate 9.5 km extension currently proposed). This has resulted in the need for additional TPSS facilities. The current EPR Addendum assess a total of seven (7) TPSSs locations.
8. Proposed Portal Structure	N/A	N/A	The tunnel portal structure will be located south of Langstaff Road, west of the CN corridor ROW. This concrete structure serves as entrance/exit to and from the subway tunnel, where the alignment transitions between below and at grade. Additional information concerning the portal structure is provided below this table and in **Figure 2-2**.	This structure is required to allow for the below-grade to at-grade transition of the subway alignment.
9. Proposed Launch Shaft	• For the purposes of determining the potential environmental effects of the Transit Project, the following approach was assumed within the 2009 EPR: o Richmond Hill Centre Station and surrounding area would provide sufficient space for the southbound launch of the TBM and as well as storage of tunnel liners and other tunnelling materials and equipment • Existing surface parking in the southwest quadrant of the Yonge Street/Steeles Avenue intersection were also identified as providing sufficient space for the southbound launch of the TBM and storage of tunnel liners.	N/A	The current launch shaft location corresponds to a parcel of land west of the existing CN tracks and proposed portal structure, between Holy Cross Cemetery and Langstaff Road. A construction staging area/worksite will also be prepared for the assembly of the TBM at this location. The launch shaft structure is expected to be approximately 130 m in length.	The currently proposed location of the launch shaft reduces potential property impacts by using vacant industrial properties near the CN Rail ROW, south of Langstaff Rd. and has sufficient space to meet the functional needs of TBM operations.

Project Component	2009 EPR	2014 EPR Addendum	Current EPR Addendum	Rationale for Change
10. Proposed Extraction Shaft	The 2009 EPR identified the East Don River crossing as the TBM extraction shaft location (one at each end of the crossing). Cummer/ Drewry Station was also identified as a potential location to remove the TBM in the 2009 EPR.	N/A	The proposed extraction shaft for the TBM operations will be located within the boundaries of the Finch Transition Box Structure that will connect the existing Finch tail track with the new YNSE alignment running north.	A new extraction shaft location is required since an at grade crossing of the East Don River is no longer proposed. There is sufficient space at the Finch Transition Box Structure to permit the removal of the TBM.
11. Proposed Modifications to Bridges/ Structures/ Culverts	• East Don River crossing above-grade for both Subway and Roadway. Includes replacement of an existing culvert. • Proposed modifications to twin-box culvert located north of Highway 7 near Richmond Hill Centre Station.	N/A	• Design, construction, maintenance and removal of a temporary pedestrian bridge across the subway and CN rail corridors to replace the existing pedestrian bridge connecting Richmond Hill Centre (bus) Terminal and Langstaff GO Station. o Demolition of the pedestrian overpass bridge at Richmond Hill Centre will occur once bus operations are shifted to Bridge Station. • Crossing of East Down River is now below-grade, meaning a new structure at this location is no longer required. • Langstaff Road East grade separation • Replacement of the existing culvert conveying German Mills Creek north of 16th Avenue. • A number of drainage culverts along the at grade portions of the alignment may be impacted (modified or replaced) to enable implementation of the Project. Any such culverts will be identified and addressed during future phases of design. o Further details regarding the proposed modifications to bridges, culverts and other structures are provided below in **Table 2-2**.	To provide for continuous access across the rail corridor and subway alignment, the existing pedestrian bridge at Richmond Hill Centre Terminal is proposed to be replaced with a temporary pedestrian bridge. Temporary pedestrian bridge will be in place until Bridge Station is complete, with the Bridge Station providing access across the corridor. A new structure to carry the subway over the East Don River is no longer required now that the subway is below grade at this location. The existing culverts conveying German Mills Creek needs to be replaced to accommodate the tail tracks for the proposed TSF.
12. Proposed Train Storage Facility (TSF)	N/A	Underground Train Storage Facility (TSF): • Capacity: 14 trains; two (2) trains stored at Richmond Hill Centre Station and the remaining 12 trains stored at the TSF • Location: north of the Richmond Hill Centre Station • Maintenance building for staff access to the proposed TSF east of Coburg Crescent, and associated 25-30 space employee parking lot • A combined maintenance operators facility and Electrical Service Building • A ventilation shaft • A drop shaft (a type of maintenance shaft)	At grade Train Storage Facility (TSF): • Capacity: 15 trains for overnight storage. • Location: in the vicinity of the CN corridor and 16th Ave., north of High Tech Station. • Transportation facility near Bantry Ave • Rail Cars & Shops Facility (RC&S) south of 16 Ave., including parking spaces for staff and visitors. Additional details for the proposed TSF have been provided following this table.	The current configuration for the proposed TSF was selected because it avoids reconstruction of overhead bridges (High Tech, Bantry, and 16th Avenue), promotes the consolidation of buildings to minimize impacts to City of Richmond Hill property, accommodates a future multi-use trail to be completed by the municipality, and because it meets functional TTC requirements. A drop shaft is no longer necessary now that the TSF is at grade.

From:	Indigenous Relations
To:	Lori-Jeanne Bolduc; Dominic Ste-Marie
Cc:	Julia Kun; Katelyn Brown; Maria Zintchenko; [redacted]
Subject:	Yonge North Subway Extension - Endangered Species Act Draft 17(2)(d) Permit Package
Date:	Monday, April 4, 2022 4:08:36 PM
Attachments:	image002.png YNSE_PermitDEROPosting_HWN.pdf Permit-Mx YNSE-CN-D-002-21-Mar 2 2022_DRAFT (1).pdf Letter_SAR_Permit_HWN.pdf

---

Dear Dominic and Lori-Jeanne,

Please find attached a letter providing an update regarding the Yonge North Subway Extension Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021 (Attachment 1). Metrolinx would value any input your Nation would like to share on this Permit. We kindly ask that you share your feedback with us by May 16, 2022.

If you have any questions or concerns please do not hesitate to reach out. Thank you for your time.

Warmly,
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

METROLINX

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.

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
Dominic Ste-Marie, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
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

METROLINX

April 4, 2022

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau,
Wendake, Quebec G0A 4V0
Delivered by email

Dear Grand Chief Vincent,

RE: Yonge Subway Extension – Permit Under Endangered Species Act, 2007 (ERO #019-4075)

Metrolinx wishes to build a strong and meaningful relationship with community name. Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Huron-Wendat Nation. Metrolinx values its relationship with Huron-Wendat Nation and it is our wish to continue to work with your Nation and it is our wish to continue to work with your Nation as we move forward.

Metrolinx is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The purpose of this letter is to provide an update regarding the YNSE Project. Specifically, Metrolinx would like to share with you the Endangered Species Act Draft 17(2)(d) Permit Package, further to the letter originally shared on December 10, 2021.

Summary: Metrolinx Application for 17(2)(d) Permit under the Endangered Species Act - Purpose of the permit and the process through which it is obtained

As noted in the letter shared with the Huron-Wendat Nation on December 10, 2021 (see Attachment # 1), Metrolinx is currently seeking a Species at Risk (SAR) 17(2)(d) Permit under the *Endangered Species Act* (ESA, 2007) for the Yonge North Subway Extension. The purpose of this permit is to seek approval for project activities that may have impacts on identified Species at Risk and/or their habitat. Permits under Section 17(2)(d) of the ESA are much less common than other permits/authorization under the ESA. The permit will allow for those activities to take place and provide direction to Metrolinx regarding pre-construction species surveys and impact assessment, mitigation measures, and compensation and monitoring requirements that would be necessary to support those impacted species to ensure no net loss.

Typically, these permits are issued, as a usual component of project lifecycles, when they move from the assessment to design and implementation stages. They are typically evaluated on a project by project basis. For the purposes of the Yonge North Subway Extension, Metrolinx and MECP have chosen to pursue a permit that covers the proposed activities of various project components that will be delivered via separate construction contracts. Due to the breadth of scope, this makes the process more efficient and ensures consistency in Metrolinx's approaches to mitigating impacts across the project. This does however also mean that, at this time in

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

project planning, site-specific details with respect to the potential impacts, mitigation measures and/or compensation or monitoring requirements are not known. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with Metrolinx guidelines and relevant regulations.

Metrolinx has completed initial SAR screening and impact assessments for the Yonge North Subway Extension and shared these results with the Huron-Wendat Nation through the December 10, 2021 letter where we provided the SAR screening results as well as the list of SAR that we are seeking to cover under the 17(2)(d) Permit for the Yonge North Subway Extension; and through the draft Environmental Project Report Addendum draft shared on October 28, 2022 and subsequently the Environmental Project Report Addendum shared on February 10, 2022. Metrolinx will complete additional species-specific surveys during future project phases. Additional species identified during future surveys will be protected in accordance with applicable regulations.

The Proposal for the 17(2)(d) Permit was available on the Environmental Registry of Ontario (ERO) for a 30-day review period from January 7, 2022 to February 6, 2022. While not specifically required under the Environmental Bill of Rights, the MECP voluntarily posts all public entity permit proposals for review.

Following the 30-day review period, the Minister reviews the proposed permit. 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. Please refer to Attachment #2 for the complete draft permit package.

Metrolinx would appreciate any feedback from your Nation on the Draft 17(2)(d) Permit Package. Any comments received will be addressed outside of the formal permit approval process, which is proceeding in parallel due to the need to share this information with bidders on the project. If possible, please provide any comments to Metrolinx by May 16, 2022.

Should Metrolinx be issued the permit by the MECP, targeted SAR surveys will be completed to confirm any potential impact to SAR. The MECP issues directions to Metrolinx regarding species survey methods; mitigation activities which may include, ensuring proper timing of activities that may impact the species or their habitat to be outside of critical breeding times; habitat replacement and other compensation measures and standards with the goal of no net loss to any of the identified species; and monitoring and reporting requirements. These directions are documented as permit conditions.

The permit, and any of its requirements, will inform the detailed design phase of the various Yonge North Subway Extension project components. As the detailed design work continues, should any new species at risk be identified within the project area, the permit would need to be amended. Metrolinx will share regular updates regarding the status of the permit and share

information regarding any requirements or additional studies needed with your Nation, including invitations to participate in future natural environment fieldwork.

Recognizing that the above is a summary of the permit process and permit application during project implementation, Metrolinx will share additional details with supporting examples (e.g., species-specific mitigation measures) at forthcoming meetings with Huron-Wendat Nation.

Additional Engagement & Opportunities for Participation

Metrolinx looks forward to the opportunity to discuss the above noted in more detail during future meetings with Huron-Wendat Nation. We appreciate your patience as Metrolinx continues to learn more about the best practices for meaningful engagement with your Nation. We are committed to working with you to identify and prioritize sharing the most relevant and appropriate information with Huron-Wendat Nation in alignment with the rights and interests of your Nation.

Please note that the information found in the permit package is sensitive in nature, as the project details assessed in these documents and the permit conditions are not public documents. Metrolinx requests that both the content of these draft documents and the draft documents themselves remain confidential and not be disclosed at this time. Any inquiries related to the draft permit package or project should be directed to Joe de Laronde, Manager, Indigenous Relations Office, Metrolinx. He 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment, Metrolinx

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

cc: Lori-Jeanne Bolduc, Huron-Wendat Nation
Dominic Ste-Marie, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
Indigenous Relations Office, Metrolinx
Julia Kun, Environmental Programs and Assessment, Metrolinx
Katelyn Brown, Environmental Programs and Assessment, Metrolinx

Encl:

Attachment 1: Yonge North Subway Extension – Species at Risk 17(2)(d) Permit Under Endangered Species Act

Attachment 2: Draft 17(2)(d) Permit Package

20 Bay Street, Suite 600
Toronto, ON M5J 2W3

416.874.5900
metrolinx.com

Project Update and Invitation to Participate - March 2022

From:	Indigenous Relations
To:	Adam LaForme; Adrian Blake
Cc:	Mark LaForme; Field Coordinator; Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject:	RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Friday, March 11, 2022 10:06:48 AM
Attachments:	image002.png image003.png

Morning Adam!

Thanks for letting us know. Happy to hear MCFN will be participating. The project team will be in touch with the details.

If we don't talk again today, have a great weekend!

Marilyn

From: Adam LaForme [redacted]
Sent: March 11, 2022 8:57 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Adrian Blake [redacted]
Cc: Mark LaForme [redacted] Field Coordinator [redacted]; Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

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 Marilyn,

Happy Friday.

Adrian and I have discussed this report and we will provide comments on March 14th.

MCFN would like to participate in the archaeological monitoring of the borehole drilling at Royal Orchard Park. We look forward to future correspondence regarding this project.

Thank you,

Adam LaForme (he/him)
Archaeological Operations Supervisor
Mississaugas of the Credit First Nation (MCFN)

Department of Consultation and Accomodation (DOCA)
4065 Highway 6 North, Hagersville, ON N0A 1H0
Cell 289-527-2763

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: March 10, 2022 4:03 PM
To: Adrian Blake [redacted]
Cc: Mark LaForme [redacted]; Field Coordinator [redacted]; Adam LaForme [redacted]; Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Adrian,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, 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.

From:	Indigenous Relations
To:	Adrian Blake
Cc:	Adam LaForme; Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject:	RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Monday, March 14, 2022 5:13:56 PM
Attachments:	image003.png image004.jpg image005.png

Thank you, Adam! We really appreciate all your efforts in getting this done. If you would like to connect to work together on brainstorming any solutions for addressing such long reports, please let me know. The IRO is open to helping in any way it can.

Best,
Marilyn
Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Adrian Blake [redacted]
Sent: March 14, 2022 3:13 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Adam LaForme [redacted] Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

You don't often get email from [redacted] Learn why this is important

Some people who received this message don't often get email from [redacted] Learn why this is important

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 afternoon,

Thank you for providing us with the Stage 1 archaeological assessment for the planned YNSE project. After reviewing the report I do not have any questions, comments or concerns for you at this time and feel that the archaeologists did a good job of identifying areas of potential over such a large and urbanized study area.

Thanks for your patience with this report – at just over 200 pages it was one of the longest reports we have reviewed for a Metrolinx Project.

Regards,

Adrian Blake, MSc. (he/him)
Field Archaeologist

Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON N0A 1H0
M: 905-979-3862
http://www.mncfn.ca

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Thursday, March 10, 2022 4:03 PM
To: Adrian Blake [redacted]
Cc: Mark LaForme [redacted] Field Coordinator [redacted] Adam LaForme [redacted] Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Adrian,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, 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.

From: Indigenous Relations
To: Julia Kun; Katelyn Brown; Jessica Neto
Subject: FW: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Wednesday, March 16, 2022 11:31:55 AM
Attachments: image001.jpg
image003.jpg
image004.jpg
image005.png

Good morning!

Please see CLFN's response below.

Thanks!
Marilyn

From: Jordon MacArthur [redacted]
Sent: March 16, 2022 10:45 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka [redacted]
Cc: Emily Whetung [redacted]; Kaitlin Hill [redacted]
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

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 Marilyn,

I have reviewed the Stage 1 report. The only item of note is that there is no recognition of the Treaty territory the work falls within. If this can be entered into the report, as a land acknowledgment, it would be greatly appreciated. It is important to note that the lands were used by many different First nation groups, however there is a distinction between interested parties and stake holders. Seeing as this project is within Williams Treaty Territory, the position as stakeholder is given to the Williams Treaty First Nations.

I hope this can be a quick adjustment for the report. In regard to the bore hole drilling, we will not be able to arrange a liaison until after March 28th. I understand if this is not a timeline you have control over and the drilling may occur before then. Please keep us updated.

Thank you,

Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 C: 705.957.9549 F: 705.657.8708
W: www.curvelakefirstnation.ca



E: JordonM@curvelake.ca

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: March 10, 2022 4:03 PM
To: Julie Kapyrka [redacted]
Cc: Emily Whetung [redacted]; Kaitlin Hill [redacted]; Jordon MacArthur [redacted]; [redacted]
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Julie and Team

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
To: Julia Kun; Jessica Neto; Katelyn Brown
Subject: FW: Yonge North Subway Extension - Project Update and Invitation to Participate
Date: Tuesday, March 29, 2022 11:47:05 AM
Attachments: image001.png
YNSE Stage 2 AA - Hendon Park.jpg

Forwarding...

From: Indigenous Relations
Sent: March 28, 2022 3:15 PM
To: [redacted]
Cc: [redacted]
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Julie and Team,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted]

[redacted]

Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Julie and Team

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, [redacted]. As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From:	Katelyn Brown
To:	Indigenous Relations; Julia Kun; Jessica Neto
Subject:	RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Tuesday, March 29, 2022 11:58:04 AM
Attachments:	image001.png image002.png image003.png

Hi Marilyn,

We can certainly accommodate Sharday's request.

Katelyn Brown
Project Coordinator | Environmental Programs & Assessment | Pre-Construction Services
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
C: 416-274-5716

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: March 29, 2022 11:14 AM
To: Julia Kun <Julia.Kun@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>
Subject: FW: Yonge North Subway Extension - Project Update and Invitation to Participate

Hi all,

Please see Sharday's request for fieldnotes to be sent to her instead of CRFN's participation in the work itself due to lack of capacity. Are you able to carry this out?

Thanks!
Marilyn

From: Sharday James [redacted]
Sent: March 29, 2022 10:30 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

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.

Yes. Thank you for the offer.

Sharday James
Community Consultation Worker, Lands and Membership
Chippewas of Rama First Nation
(ph) 705-325-3611,1633
(cell)

(fax)
(url) www.ramafirstnation.ca

This email is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. No waiver of privilege, confidence or otherwise is intended by virtue of communication via the internet. Any unauthorized or copying is strictly prohibited. If you have received this e-mail in error, or are not named as a recipient, please immediately notify the sender and destroy all copies of this e-mail.

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: March 29, 2022 10:11 AM
To: Sharday James [redacted]
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

Morning Sharday,

Thanks for letting us know. Would you like us to provide fieldnotes or anything of that nature instead?

Thanks!
Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Sharday James [redacted]
Sent: March 29, 2022 8:30 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

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,
Thank you for offering participation in your upcoming Archaeological Assessment. Unfortunately we will not be able to send anyone to monitor.

Cheers,
Sharday

_____

Sharday James
Community Consultation Worker, Lands and Membership
Chippewas of Rama First Nation
(ph) 705-325-3611,1633
(cell)
(fax)
(url) www.ramafirstnation.ca

This email is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. No waiver of privilege, confidence or otherwise is intended by virtue of communication via the internet. Any unauthorized or copying is strictly prohibited. If you have received this e-mail in error, or are not named as a recipient, please immediately notify the sender and destroy all copies of this e-mail.

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: March 28, 2022 3:16 PM
To: Sharday James [redacted]
Cc [redacted] Katelyn Brown <Katelyn.Brown@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Sharday,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:02 PM
To: [redacted]
Cc: [redacted] Katelyn Brown <Katelyn.Brown@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Sharday,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, 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.
This e-mail is intended only for the person or entity to which it is addressed. If you received this in

From:	Indigenous Relations
To:	Tanya Hill-Montour; Lonny Bomberry
Cc:	Dawn LaForme; Katelyn Brown; Jessica Neto; Julia Kun; Maria Zintchenko
Subject:	RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Wednesday, March 30, 2022 3:15:32 PM
Attachments:	image001.png image002.png image003.png

Hi Tanya,

Thanks for letting us know! I have confirmed with the team that no training is required for participation. Let me know if you have any other questions!

Best,
Marilyn
Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Tanya Hill-Montour [redacted]
Sent: March 29, 2022 3:26 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Lonny Bomberry [redacted]
Cc: Dawn LaForme [redacted]; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

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 Marilyn,

Thank you for reaching out regarding the Yonge North Subway Extension – At this time we do not have any additional feedback pertaining to the recommendations proposed in the Archaeological Assesssment. I will note that we do have interest in participation, is there any training required?

Kind Regards,

Tanya j. Hill-Montour B.A Hons.
Six Nations of the Grand River - Archaeology Supervisor.

[redacted]

From: Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]
Sent: March 28, 2022 3:15 PM
To: Lonny Bomberry [redacted]>
Cc: Tanya Hill-Montour [redacted] Dawn LaForme [redacted]; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Lonny and Team,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

[redacted]

From: Indigenous Relations
Sent: March 10, 2022 4:03 PM
To: [redacted]
Cc: [redacted]; Dawn LaForme [redacted]>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Lonny and Team,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, [redacted]. As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, 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.

From:	Indigenous Relations
To:	Marie-Sophie Gendron
Cc:	Isabelle Lechasseur; Jean-Francois Richard; Dominic Ste-Marie; Lori-Jeanne Bolduc; Jessica Neto; Katelyn Brown; Julia Kun; Maria Zintchenko
Subject:	RE: Yonge North Subway Extension - Project Update and Invitation to Participate
Date:	Wednesday, March 30, 2022 3:10:15 PM
Attachments:	image001.jpg image002.png

Hi Marie-Sophie,

Great to hear! You can make out the quote to Julia Kun, who is cc'd on this email.

Talk soon,
Marilyn

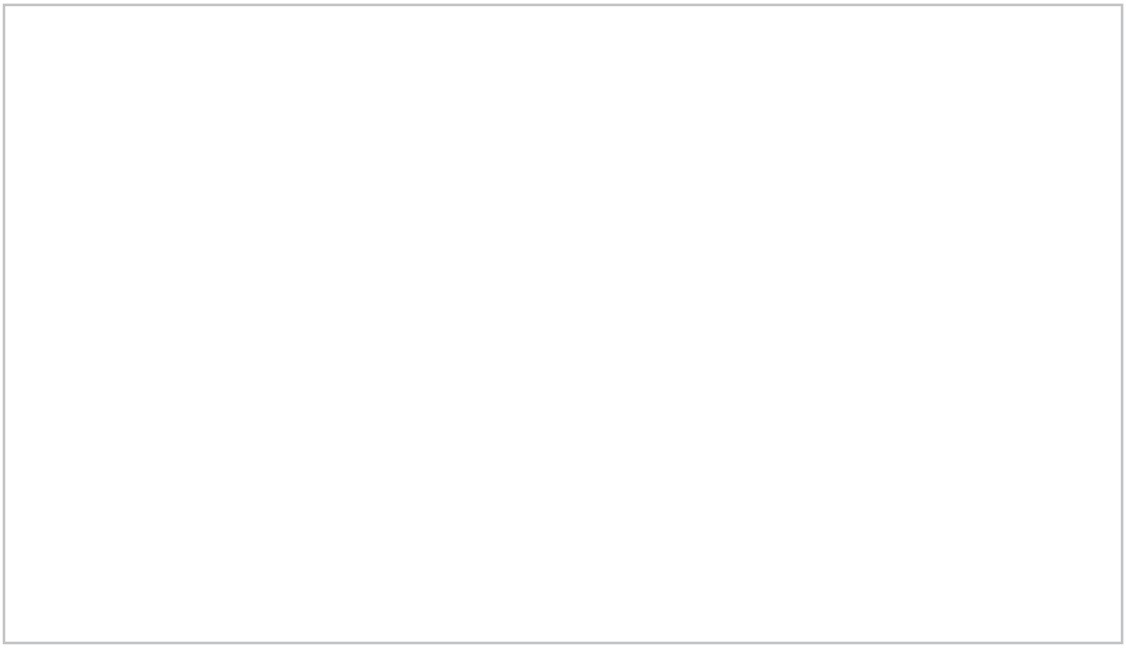
From: Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>
Sent: March 30, 2022 2:32 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Isabelle Lechasseur [redacted] Jean-Francois Richard [redacted]; Dominic Ste-Marie [redacted]; Lori-Jeanne Bolduc [redacted]; Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: Yonge North Subway Extension - Project Update and Invitation to Participate

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 afternoon Marilyn,

Thank you for contacting the Nation about this project. The HWN will happily collaborate on this project. Please, let me know to whom I should send a quote for our participation, if it is necessary.

Tiawenhk inenh chia' entïio'!
Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>
Envoyé : 28 mars 2022 15:16
À : Marie-Sophie Gendron [redacted]>
Cc : Isabelle Lechasseur [redacted]; Jean-Francois Richard [redacted]; Dominic Ste-Marie [redacted]; Lori-Jeanne Bolduc [redacted]>; Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Objet : RE: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Marie-Sophie,

On March 10th, Metrolinx sent an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park on the Young North Subway Extension Project. However, in order to assess archeological potential of the site, a Stage 2 AA is now planned to proceed in advance of the borehole. In addition, Stage 2 AA is planned to occur at Hendon Park (see attachment for location). The current anticipated dates for Stage 2 AA at the two locations are scheduled for April 14-15, weather permitting.

If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions please do not hesitate to reach out.

Marilyn Stoyle, M.Ed *(she/her)*

Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: March 10, 2022 4:02 PM
To [redacted]
Cc: [redacted] Dominic Ste-Marie [redacted] Lori-Jeanne Bolduc [redacted] Jessica Neto <Jessica.Neto@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: Yonge North Subway Extension - Project Update and Invitation to Participate

Dear Marie-Sophie,

Please find attached a letter outlining a Project Update for the Yonge North Subway Extension Project. This letter provides an update regarding the Stage 1 Archaeological Assessment Report, as well as an invitation to participate in the archaeological monitoring of borehole drilling planned to occur at Royal Orchard Park.

The report was previously shared with you on February 10, [redacted] As reminder, we kindly ask that you provide any comments or feedback on this report by March 14, 2022.

[redacted]

For ease of reference, the changes made to this report are highlighted in the attached document.

Borehole drilling is anticipated to take place towards the end of March or start of April 2022. If you are interested in participating in monitoring for this fieldwork, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Marilyn

Marilyn Stoyle, M.Ed *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

Appendix I.7 – Engagement with Federal and Provincial Agencies

Ministry of Heritage, Sports, Tourism and Cultural Industries (MHSTCI) Meeting #1 – February 23rd, 2021

METROLINX

AGENDA

Yonge North Subway Extension Metrolinx – Ministry of Heritage, Sport, Tourism and Culture Industries Project Introduction

Date Tuesday, February 23, 2021

Time 3:00 PM – 4:00 PM

Location Microsoft Teams

Invitees

Karla Barboza, MHSTCI
Laura Hatcher, MHSTCI
Dan Minkin, MHSTCI
Rosi Zirger, MHSTCI
James Hamilton, MHSTCI
Nikhil Lobo, Metrolinx
James Francis, Metrolinx
Julia Kun, Metrolinx
Kaylin Barnes, Metrolinx
Amber Saltarelli, OneT+
Diana Rivadeniera, OneT+
Heidy Scopf, OneT+

	TOPIC	PRESENTER	DURATION
1	Safety Moment	All	1
2	Team Introductions	All	5
3	Land Acknowledgement	Julia	1
4	Project Details	Nikhil	10
5	TPAP Addenda	OneT+	10
6	Cultural Heritage Studies	OneT+	10
7	Questions & Discussion	All	20

METROLINX

From: Kaylin Barnes
Sent: Tuesday, February 23, 2021 9:59 AM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Laura.E.Hatcher@ontario.ca; James.Hamilton@ontario.ca; Dan.Minkin@ontario.ca; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; heidy.schopf@woodplc.com; Saltarelli, Amber <asaltarelli@gfnet.com>; Rivadeneira, Diana <drivadeneira@gfnet.com>
Cc: Azim Ahmed <Azim.Ahmed@metrolinx.com>; Dumbrell, Laura <ldumbrell@GFNET.com>; Nick Faieta <Nick.Faieta@metrolinx.com>; Michael Paolucci <Michael.Paolucci@metrolinx.com>
Subject: YNSE-Mx/MHSTCI Introduction

Hello,

Please find attached the agenda and deck of slides supporting our meeting this afternoon [redacted]

Thank you, we're looking forward to speaking today,

Kaylin Barnes
Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416.202.5627 C: 416.728.9147
METROLINX

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.

Yonge North Subway Extension Project Update

METROLINX | Infrastructure Ontario

CONFIDENTIAL

Agenda

1. Safety Moment and Introductions
2. Land Acknowledgement
3. Project Details
4. TPAP Addendum
5. Cultural Heritage Studies
6. Questions & Discussion

Objectives

1. Provide project overview of the Yonge North Subway Extension (YNSE) Project to MHSTCI
2. Review TPAP studies and schedule
3. Receive MHSTCI requirements for studies

CONFIDENTIAL

LAND ACKNOWLEDGEMENT

Let us take a moment to acknowledge that we are on the traditional territory of many nations. In particular, the Mississaugas of the Credit, the Anishnabeg, the Haudenosaunee and the Wendat peoples. We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Project Details

METROLINX | Infrastructure Ontario

PLANNING TIMELINE

2007 ***'Move Ontario 2020'***
Yonge North Subway Extension was part of the Province's 52 rapid transit projects identified in its Move Ontario 2020 Plan

2008 ***'The Big Move 2008'***
The proposed Yonge North Subway Extension was identified as a top 15 priority project and one of the prioritized transit projects in the GTHA in the Regional Transportation Plan (RTP) approved by the Metrolinx Board in November 2008.

2009 **Yonge Subway Extension EA Approval**
TPAP was completed for 7.4 km extension to Richmond Hill with 6 new stations

'Yonge North Subway Extension Benefits Case'
Metrolinx completed and released the the first Benefits Case Analysis in June 2009 including an evaluation of three options: a full subway extension with 6 stations; a full subway extension with 5 stations; and a Bus Rapid Transit extension with Richmond Hill GO Line service improvements.
Metrolinx BCA concludes subway has positive environmental, economic, land development and community benefits with Royal Orchard Station providing limited incremental benefits

2012 ***'Conceptual Design Report'*** endorsed by TTC and YRRTC Boards, including removal of Royal Orchard Station

2013 ***'Yonge North Subway Extension Benefits Case Analysis Update'***
This analysis is a continuation of the study done in the Yonge North Subway Extension Benefits Case 2009. This Analysis included an evaluation of three options: a full subway extension to Richmond Hill Centre; a phased subway to Steeles Avenue with Bus Rapid Transit service to Richmond Hill Centre; and a phased subway extension with increased parallel GO Rail service frequencies

2014 **Addendum to EA Approval**
An addendum to the Environmental Assessment was approved to include an underground train storage facility and surface facilities.

2016 **Government Funding for Detailed Plan**
The provincial government announced support of $55 million to Metrolinx in order to work with the TTC and the York Region on a detailed plan for the subway extension

2018 MOU established to guide Preliminary Design and Engineering (PDE)
PDE funding ($91.3M) provided by Province and York Region (Public Transit Infrastructure Fund Phase 1)
TTC led and project managed all aspects of PDE work

2019 **Government Investment in Building the Project over the Next 10 Years**
The provincial government announced support of funding towards the project.
TTC and YRRTC presented significant increase in capital cost
Project delivery uploaded to Province (Metrolinx/IO)
Metrolinx initiated Value Engineering and Initial Business Case using extensive work already completed

CONFIDENTIAL

YONGE NORTH SUBWAY EXTENSION

- **~8 kilometres** of new subway service on TTC Line 1 that extends north from **Finch Station** to **Richmond Hill**.
- **3** alignment options studied through IBC
- **6** station locations under analysis
- Funding envelope – **$5.6 billion**
- Target completion – **2029/2030**, to follow Ontario Line entry into service



CONFIDENTIAL

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 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



CONFIDENTIAL

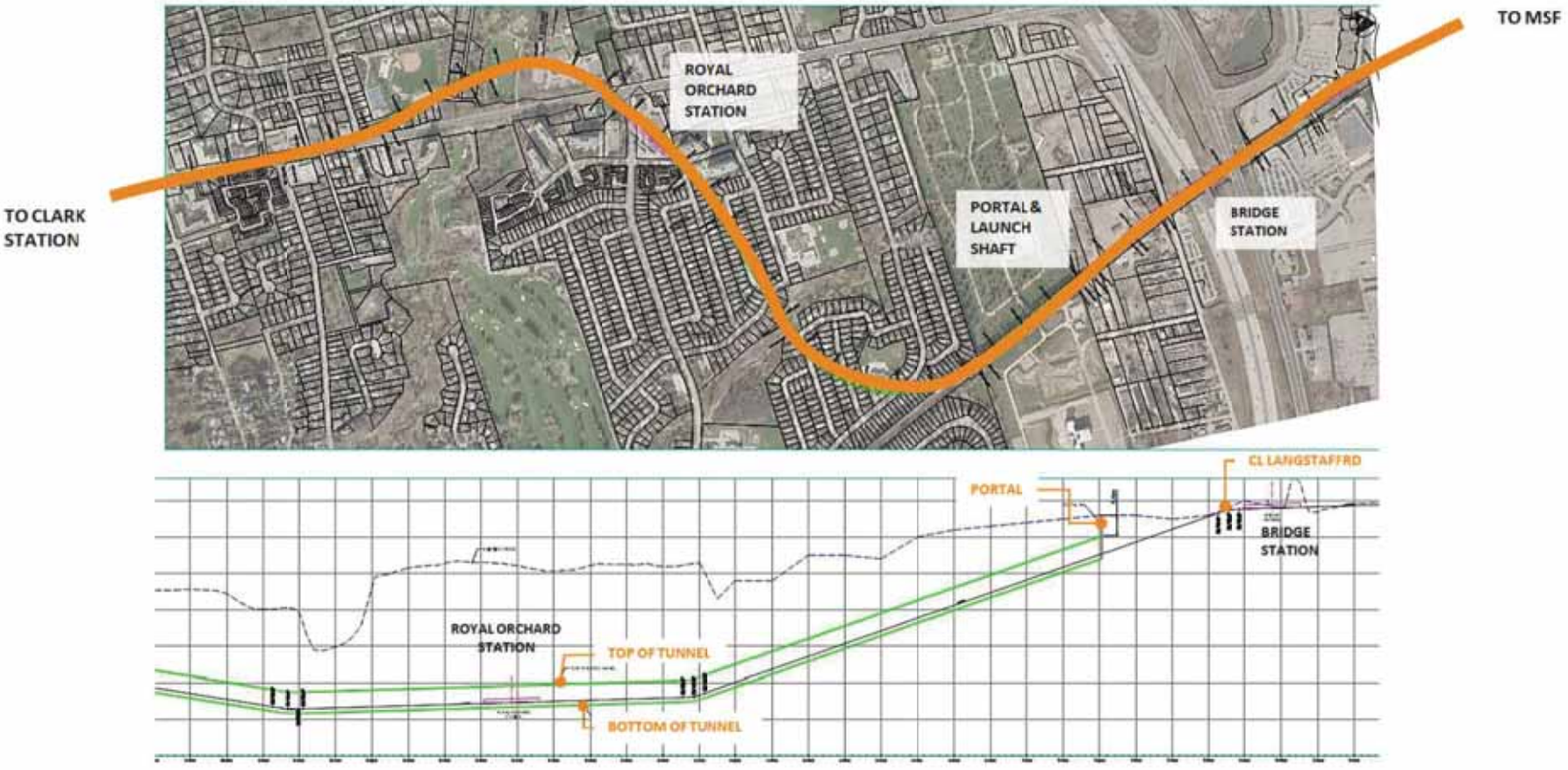
YNSE REFERENCE ALIGNMENT

- Only alignment option that allows for a **fourth station** within the **$5.6 billion** funding envelope
- Bridge Station **maximizes TOC and transportation network opportunities** by connecting two communities in Markham & Richmond Hill that are poised for growth
- Protects for the possibility of a **simple, more affordable future extension** beyond Richmond Hill Centre



CONFIDENTIAL

REFERENCE ALIGNMENT – PLAN AND PROFILE



CONFIDENTIAL

METROLINX | Infrastructure Ontario

PROJECT SCHEDULE



CONFIDENTIAL

EPR Addendum

YNSE TPAP and Addendum Process – Background

2009 Environmental Project Report (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 5km of twin-bored tunnel, 5 subway stations, associated track work, 2 major bus terminals, 5 TPSSs, 8 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 identified Train Storage Facility that would accommodate up to 14 trains within the vicinity of the Richmond Hill Centre.

CONFIDENTIAL

Overview of Previous Cultural Heritage Work Completed

2009 EPR

- 20 protected and/or potential heritage properties were identified
- No impacts were identified at Richmond Hill Station, Langstaff/Longbridge Station, Clark Station, and Steeles Avenue Station
- Heritage Impact Assessments (HIAs) were recommended for the following:
  - Thornhill HCD
  - 8000 Yonge Street
  - 8010 Yonge Street
  - Old Thornhill Cemetery
  - 7951 Yonge Street
  - 5925 Yonge Street
  - 5926 Yonge Street

CONFIDENTIAL

Overview of Previous Cultural Heritage Work Completed

2014 EPR Addendum

- A cultural heritage memo was produced for the EPR by Unterman McPhail to address areas not included in the 2009 EPR
- No additional heritage properties were identified, and no further cultural heritage work was recommended
- Confirmation of existing conditions/statuses and a new impact assessment should be completed to meet MHSTCI and Metrolinx requirements

2018 Cultural Heritage Resource Assessment (ASI 2018)

- Assessment Completed on 16th Avenue from Yonge Street to Woodbine Avenue
- No BHRs or CHLs were identified within the current YNSE Study Area

CONFIDENTIAL

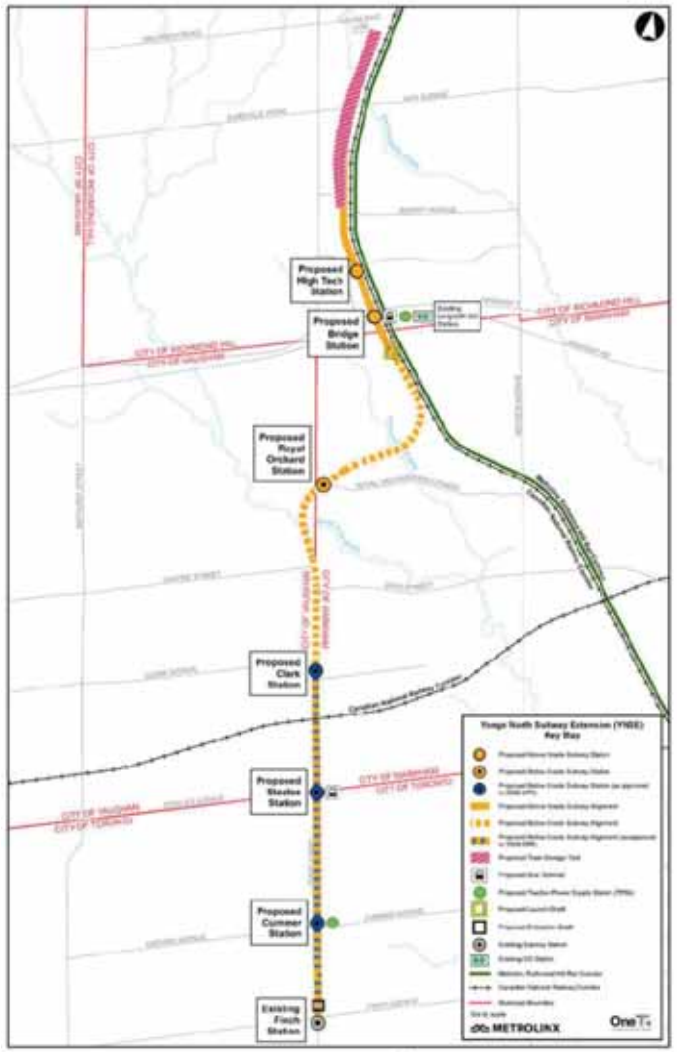
Current YNSE EPR Addendum

- 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 change and to carry out public/stakeholder consultation.

CONFIDENTIAL

Significant YNSE EPR Addendum Study Area

- The YNSE EPR Addendum **Study Area** begins at the existing Finch Station along the existing Line 1 Yonge–University in the City of Toronto, and traverses northerly through the City of Vaughan (to the west) and City of Markham (to the east), to Moonlight Lane (just north of the proposed TSF) in the City of Richmond Hill, York Region.
- EPR Addendum **Scope** includes:
  - Stations
  - EEBs, TPSSs
  - Below grade alignment
  - At grade alignment
  - Launch Shaft
  - Portal Structure
  - Extraction Shaft
  - Bridge Modifications
  - Train Storage Facility
  - Property Impacts



CONFIDENTIAL

METROLINX | Infrastructure Ontario

EPR Addendum Schedule

Cultural Heritage Report (CHR)

Late Spring 2021

- Cultural Heritage Existing Conditions and Impact Assessment available for review.

EPR Addendum

October 2021

- Post EPR Addendum for public review.
- Initiate Metrolinx-led Issues Resolution Process (IRP).

Updated EPR Addendum

December 2021

- EPR Addendum is updated with any changes stemming from the IRP.
- Posting the Updated EPR Addendum begins the MECP's Ministerial review period.

Notice of No Conditions

January 2022

- Anticipate a letter from the Minister indicating the Project may proceed with described changes, pending no conditions.

Metrolinx will follow Ontario Regulation 231/08, amended June 30th 2020, with the new Addendum process and timelines for the four priority subways projects.

CONFIDENTIAL

Cultural Heritage Studies

Overview of Cultural Heritage Studies

- A *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (CHR) is under preparation and identifies existing baseline conditions within the study area including:
  - A historical summary of the development of the Study Area;
  - An inventory of all known or potential built heritage resources (BHR) & cultural heritage landscapes (CHL); and
  - A 'preliminary' heritage impact assessment and recommended mitigation measures
- Mitigation options may range from buffer zones to avoid impacts, to additional studies such as Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessments (HIA) if additional assessment is required to confirm how to manage impacts.







Examples of municipally designated heritage properties identified within the Study Area

CONFIDENTIAL

Cultural Heritage Studies

Cultural Heritage Report (CHR)

Currently Underway

- Being prepared in accordance with 2019 MHSTCI TPAP Guidance Document.
- Identifies existing baseline cultural heritage conditions; potential project specific impacts to identified known or potential cultural heritage resources; and proposed mitigation measures.

Cultural Heritage Evaluation Reports (CHER) (if required)

As required

- CHERs to be conducted where a known or potential BHR or CHL may be directly or adversely impacted, and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI).
- Anticipate completing CHERs as part of the EPR Addendum process.

Heritage Impact Assessments (HIA) (if required)

As required

- Conducted where a BHR or CHL is found to be of CHVI. If required.

Metrolinx will request Minister's Consent as part of the detailed design phase as required for removal, demolition, or transfer from provincial control for properties that meet or have potential to meet Ontario Regulation 10/06 and have the potential to be impacted by the YNSE Project.

CONFIDENTIAL

Preliminary Identification of CHRs

- Twenty-five (25) CHRs identified to date. This total will be updated once fieldwork is complete:
  - 17 BHRs
    - Identified During Field Review - Eight (8)
    - Listed on the City of Toronto Heritage Register - Two (2)
    - Previously Identified (2009 EPR) - One (1)
    - Designated under Part V of the Ontario Heritage Act – Six (6)
  - 8 CHLs
    - Identified During Field Review – Six (6)
    - Thornhill Markham HCD – Designated under Part V of the Ontario Heritage Act
    - Thornhill Vaughan HCD - Designated under Part V of the Ontario Heritage Act
- An additional fifteen (15) Designated Properties have been identified to date within the Study Area through information received from Richmond Hill and the City of Vaughan.
- Following the completion of the preliminary impact assessment in the CHR, it will be determined whether there are direct impacts to the known and potential BHRs/CHLs. Where warranted, a CHER will be completed.

CONFIDENTIAL

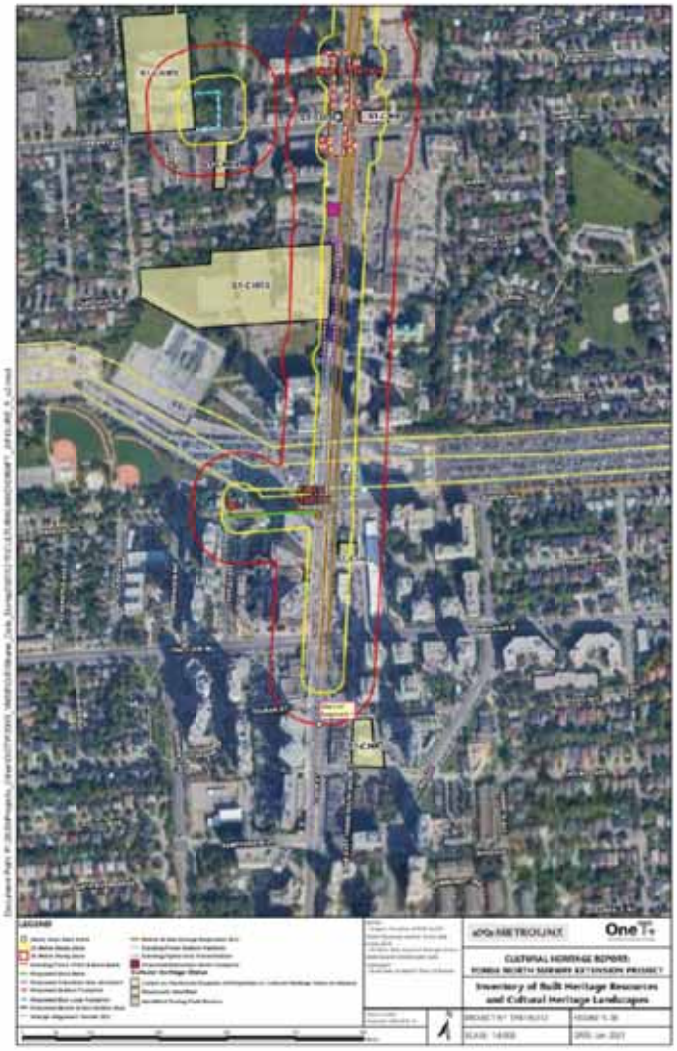






CONFIDENTIAL





CONFIDENTIAL

Questions & Discussion

Leading Questions

- What are MHSTCI’s requirements of the Heritage Studies?
- What is your review capacity and schedule?

CONFIDENTIAL



CONFIDENTIAL

MHSTCI – YNSE Project Update

Meeting Date: February 23, 2021 **Time:** 3:00 PM – 4:00 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Nikhil Lobo	Nikhil.Lobo@metrolinx.com	Metrolinx	√
James Francis	James.Francis@metrolinx.com	Metrolinx	√
Julia Kun	Julia.Kun@metrolinx.com	Metrolinx	√
Kaylin Barnes	Kaylin.Barnes@metrolinx.com	Metrolinx	√
Amber Saltarelli	asaltarelli@GFNET.com	OneT+	√
Laura Dumbrell	ldumbrell@GFNET.com	OneT+	√
Heidy Schopf	heidy.schopf@woodplc.com	OneT+	√
Chelsea Dickinson	chelsea.dickinson@woodplc.com	OneT+	√
James Hamilton	James.Hamilton@ontario.ca	MHSTCI	√
Karla Barboza	Karla.Barboza@ontario.ca	MHSTCI	√
Laura Hatcher	Laura.E.Hatcher@ontario.ca	MHSTCI	√
Dan Minkin	Dan.Minkin@ontario.ca	MHSTCI	√
Rosi Zirger	Rosi.Zirger@ontario.ca	MHSTCI	√

Meeting Minutes

No.		Presenter	Action
1.0	**Safety Reminder**	**Julia Kun**	
2.0	**Agenda and Land Acknowledgement**	**Julia Kun**	

3.0	**Project Details**
	• [redacted]
	• Planning Timeline
	  ○ Yonge North Subway Extension (YNSE) was first identified in 2007 as part of the Move Ontario 2020 Plan, then in the 2008 Metrolinx Regional Transportation Plan
	  ○ Environmental Project Report (EPR) completed and EA Approval obtained in 2009
	  ○ Addendum to EA Approval obtained in 2014
	  ○ Project Delivery uploaded to Province (Metrolinx/ IO) in 2019
	  ○ YNSE is the fourth subway project to proceed to Stage 1 Treasury Board Approvals
	• Key Facts
	  ○ Approximately 8 kilometres of new subway service on TTC Line 1
	  ○ 3 alignment options studied through Initial Business Case (IBC)
		Nikhil Lobo	

No.		Presenter	Action
	○ Up to 6 station locations under analysis ○ Funding envelope - $5.6 billion ○ Target completion – 2029/2030 • IBC Analysis- Alignment Options & Reference Alignment ○ Reference alignment reflects Option 3 with a slight refinement –curves east before turning again to run at-grade and within the CN/GO rail corridor ○ Funding envelope accommodates 4 stations ○ Bridge Station maximizes transportation network opportunities by connecting two communities slated for growth in Markham & Richmond Hill ○ Decision regarding the fourth 'neighbourhood' station will be determined through the ongoing study process		
4.0	**Overview of EPR Addendum Process** • YNSE Transit Project Assessment Process (TPAP) and Addendum Progress – Background ○ 2009 EPR assessed 5 km of tunnel, 5 stations, track work, 2 bus terminals, 5 Traction Power Substations, 8 Emergency Exit Buildings and one bridge structure ○ 2014 EPR Addendum assessed Train Storage Facility (TSF) for up to 14 trains ○ Metrolinx is required to update all impact assessment work and mitigation measures since construction did not commence within 10 years of 2009 EPR • Overview of previous cultural heritage work ○ 2009 EPR identified 20 protected and/or potential heritage properties, found no station impacts ○ 2014 EPR Addendum included a cultural heritage memo by Unterman McPhail- no additional heritage properties identified ○ 2018 Cultural Heritage Resource Assessment on 16th Ave from Yonge Street to Woodbine Avenue completed by ASI- no Built Heritage Resources (BHRs) or Cultural Heritage Landscapes (CHLs) identified in the vicinity of the current YNSE Study Area • Current EPR Addendum ○ Will address further modifications to Project plans ○ Significant Addendum in parallel with Reference Concept Design (RCD) development • Study Area ○ Existing Finch Station in City of Toronto to Moonlight Ln. in City of Richmond Hill, York Region • EPR Addendum Schedule ○ Notice of No Conditions anticipated in Jan. 2022	**Amber Saltarelli**	

No.		Presenter	Action

5.0	**Cultural Heritage Studies**
	• Overview of Cultural Heritage Studies
	  ○ Cultural Heritage Report (CHR) is currently under preparation- to be completed by late Spring
	  ○ Cultural Heritage Evaluation Reports (CHER) will be conducted if necessary where a known or potential Built Heritage Resource (BHR) or Cultural Heritage Landscape (CHL) may be directly impacted and has not yet been evaluated for Cultural Heritage Value or Interest (CHVI)
	  ○ Heritage Impact Assessments (HIA) will be conducted if necessary where a BHR or CHL is found to be of CHVI and direct impacts are anticipated
	  ○ It was noted that the team is awaiting field work permissions in the restricted section of the Study Area from John St. to High Tech Rd.
	• Preliminary Identification of CHRs
	  ○ 25 identified to date (to be updated once field work is complete):
	  ➢ 17 BHRs
	  ➢ 8 CHLs
	  ○ An additional 15 properties have been identified through information received from municipalities
	  ○ Field work has not yet been conducted in Heritage Conservation Districts due to restrictions- inventory will be updated once completed
	  ○ Project Study Area has been defined as recommended by the Ontario Ministry of Transportation (MTO)'s *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2013) and consistent with typical approaches taken for transit projects: study footprint plus 25 metre buffer for direct impacts and additional 50 metre buffer for indirect impacts
	  ○ Due to Study Area definition and lapse of time- new CHRs not included in past studies have been/ are expected to be identified
		Heidy Schopf	

6.0	**Questions & Discussion** • ***Action Item:*** *OneT+ CH Team to include further clarity on Cultural Heritage mapping to illustrate what was assessed in 2009 EPR/ 2014 EPR Addendum and what has been newly identified* • ***Action Item:*** *Metrolinx to send MHSTCI electronic versions of Cultural Heritage studies completed for 2009 EPR and 2014 EPR Addendum, including appendices* • ***Action Item:*** *OneT+ CH Team to ensure rationale for Study Area buffer is included in Cultural Heritage report (also provide a clear description of what indirect vs. direct impacts entail)* • CHR Timeline (anticipated completion in June)		**OneT+** **Metrolinx** **OneT+**

No.		Presenter	Action
	○ MHSTCI inquired about whether there is any opportunity to provide this report earlier to ensure sufficient time for review and recommendations ○ OneT+ noted that completion of the CHR is dependent upon permission from Metrolinx to conduct field work in the restricted area between John St. and High Tech Rd. ○ MHSTCI inquired about why non-intrusive field work conducted from the public ROW is restricted ○ Metrolinx noted that with the current sensitivity in this section, any type of surveying is restricted- however Metrolinx will take this feedback and work towards advancing non-intrusive field work ○ ***Action Item:*** *Metrolinx and OneT+ to discuss offline and confirm whether a draft CHR can be submitted to MHSTCI sooner than June- contingent on Metrolinx granting necessary field work permissions* • ***Action Item:*** *Metrolinx to provide figures separately from slide deck to show mapping with improved visibility*		**Metrolinx / OneT+** **Metrolinx**

Attachments

Existing Conditions: Built Heritage & Cultural Heritage Landscapes, Yonge Subway Extension Environmental Project Report, Finch Avenue to Highway 207, Town of Markham, City of Vaughan, City of Toronto (Unterman McPhail Associates, January 2009)

Memorandum from Richard Unterman: Yonge Subway Extension – TSF Environmental Project Report Addendum Cultural Heritage Assessment Report (Unterman McPhail Associates, April 2014)

Figures 5-1A – 5-1E from Cultural Heritage Report: Yonge North Subway Extension Project, Inventory of Built Heritage Resources and Cultural Heritage Landscapes (January 2021)

End of Document

From: Saltarelli, Amber
To: Dumbrell, Laura; ElSetouhy, Lina M.; Jahangir, Sabriya
Cc: Rivadeneira, Diana
Subject: FW: YNSE-Mx/MHSTCI Introduction
Date: March 9, 2021 9:55:35 AM
Attachments:

From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Sent: March 5, 2021 11:30 AM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Laura.E.Hatcher@ontario.ca; James.Hamilton@ontario.ca; Dan.Minkin@ontario.ca
Cc: Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Julia Kun <julia.kun@metrolinx.com>; Schopf, Heidy <heidy.schopf@woodplc.com>; Saltarelli, Amber <asaltarelli@GFNET.com>; Rivadeneira, Diana <drivadeneira@GFNET.com>; Azim Ahmed <Azim.Ahmed@metrolinx.com>; Dumbrell, Laura <ldumbrell@GFNET.com>; Nick Faieta <Nick.Faieta@metrolinx.com>; Michael Paolucci <Michael.Paolucci@metrolinx.com>
Subject: RE: YNSE-Mx/MHSTCI Introduction

Hello everyone,

Thank you again for joining us last week to discuss the updates to the Yonge North Subway Extension Project, and for the opportunity to receive your early feedback on the Cultural Heritage efforts underway. Please find attached the meeting minutes, as well as the slide deck presented in the meeting.

Also find the additional deliverables requested in the meeting, linked here:

- 2009 EPR Appendix H – Existing Conditions: Built Heritage and Cultural Heritage Landscapes
- 2014 EPR Addendum Appendix H – Yonge Subway Extension – TSF Environmental Project Report Addendum Cultural Heritage Assessment Report
- Figures 5-1A – 5-1E from Cultural Heritage Report: Yonge North Subway Extension Project, Inventory of Built Heritage Resources and Cultural Heritage Landscapes (January 2021)

Please let me know if there are any issues with the file transfer, or follow-up questions relating to the materials shared here.

Best regards,

Kaylin Barnes
Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416.202.5627 C: 416.728.9147

Ministry of the Environment, Conservation & Parks (MECP)

From:	Jessica Neto
To:	Sarontario@ontario.ca
Cc:	Kaylin Barnes; Julia Kun; Furfurica, Silvia
Subject:	Yonge North Subway Extension - Natural Environment Data Request
Attachments:	image001.png YNSE Interface with MECP with Maps.pdf

Hello,

Metrolinx's Technical Advisors for the Yonge North Subway Extension (YNSE) are requesting information to update Natural Environment investigations. The data request is attached as is mapping corresponding to the requested areas.

Could you please let me know if you are able to help fulfill this request, or provide me the contact of someone who could. Any help you could give me would be greatly appreciated.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

YNSE - REQUEST FOR DATA and INFORMATION

Subject YNSE Interface with MECP

Issue Description and Request:

Metrolinx is requesting information regarding the potential presence of Redside Dace within three watercourses in the city of Richmond Hill. Please see attached figures identifying their locations. A review of available background information was undertaken including MNRF's Make a Map NHIC database, LIO Geohub database for Aquatic resource Area (ARA), TRCA fish data (2019) and DFO SAR Mapping for the three watercourses in question. Please see Table 1 below for the results of the search in relation to Redside dace occurrences.

Watercourse	NHIC Database	LIO GeoHub Database	DFO SAR Mapping	TRCA Data
East Don River	17PJ2653, 17PJ2652, 17PJ2752 Redside Dace Records	Blacknose Dace, Blacknose Shiner, Bluntnose Minnow, Brassy Minnow, Brook Stickleback, Brown Trout, Common Carp, Common Shiner, Creek Chub, Fathead Minnow, Goldfish, Johnny Darter, Johnny Darter x Tesselated Darter, Largemouth Bass, Longnose Dace, Mottled Sculpin, Northern Hog Sucker, Northern Redbelly Dace, Pumpkinseed, Rainbow Trout, Redside Dace, White Sucker	DFO Mapping identifies species records of Redside dace approximately 1.25 km upstream. However, no critical habitat was identified.	2019 TRCA fish data includes sampling within the Don River East Branch upstream of Yonge Street, Redside Dace were not included in the data package.

Pomona Creek	17PJ2555, 17PJ2654, 17PJ2753, Redside Dace Records	Blacknose Dace, Blacknose Shiner, Creek Chub, Northern Redbelly Dace, White Sucker	-	-
German Mills Creek	17PJ2656, 17PJ2855 No Redside Dace Records	Blacknose Dace, Creek Chub, Fathead Minnow, Goldfish, Mottled Sculpin, Pumpkinseed	-	-

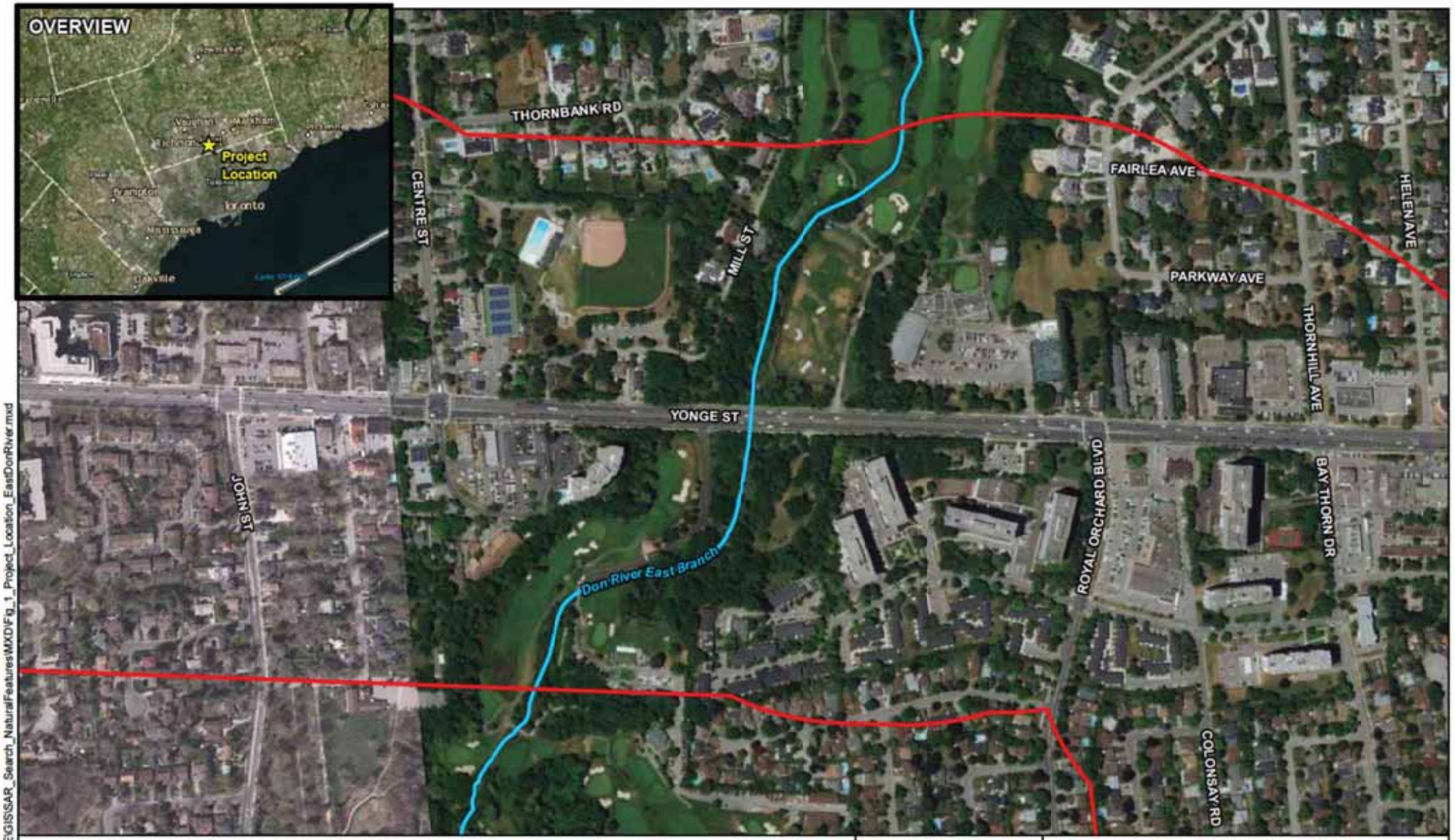
A review of the information provided in the NHIC database identified Redside dace records in the above noted Grid Squares; however, no recorded dates were provided.

- Can MECP please provide these date records?

In addition, Grid squares 17PJ2656 and 17PJ2855 do not identify records of Redside Dace; however, no grid squares or their data is available for the upstream and downstream reaches of German Mills Creek.

- Can MECP please confirm if Redside Dace records are available for German Mills Creek?

Metrolinx is requesting MECP consider the above as a formal request for confirmation of the presence/absence of Redside Dace, and the dates of available records, within or within proximity to the three listed watercourses.



Legend

- Watercourse
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 250 500 1,000 Metres

METROLINX

One

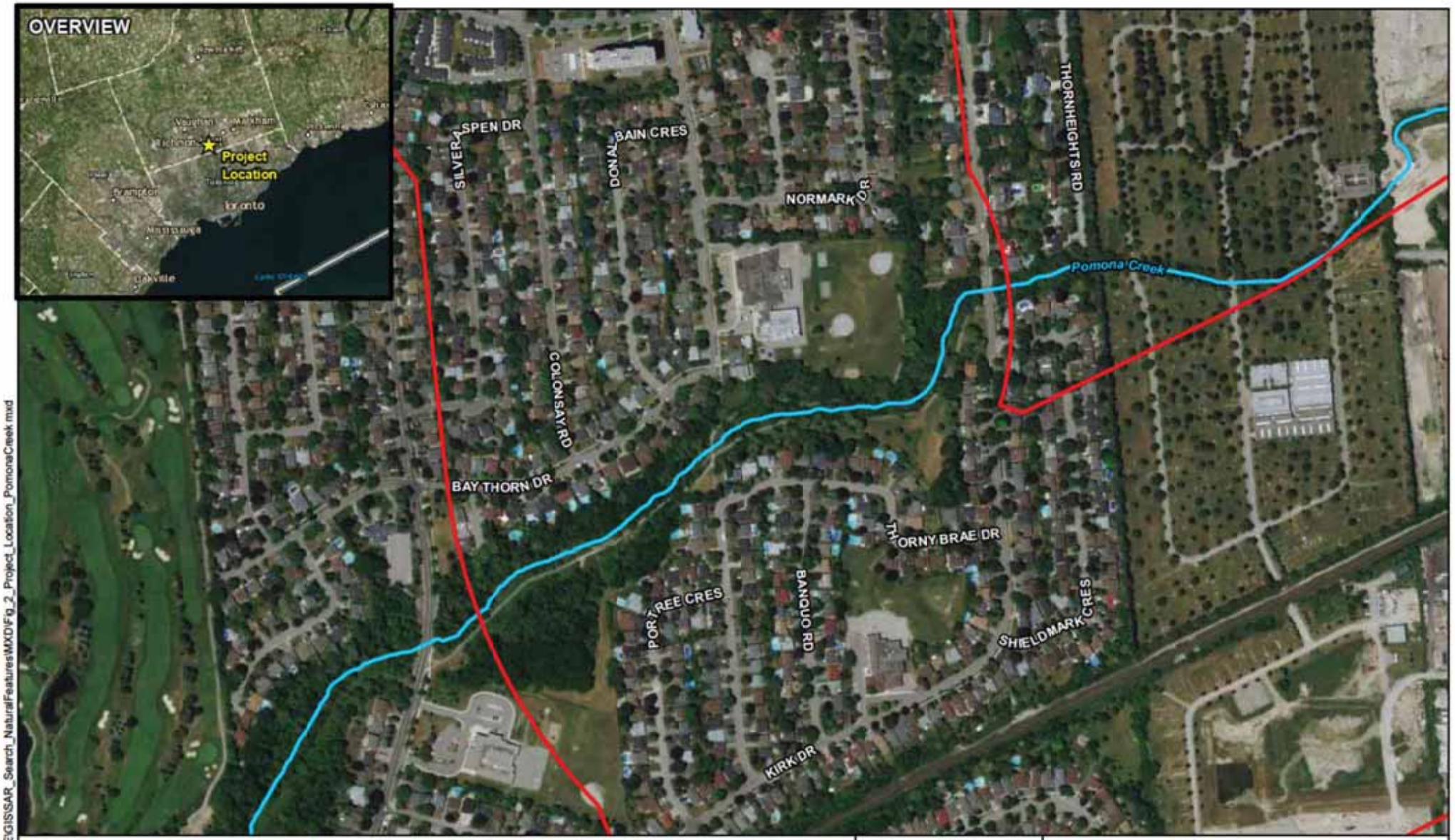
YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area - East Don River Crossing

PROJECT N°: OGTW2005 | **FIGURE: 1**

SCALE: 1:6,000 | DATE: November 2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\Fig_1_Project_Location_EastDonRiver.mxd



Legend

- Watercourse
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 250 500 1,000 Metres

METROLINX

One

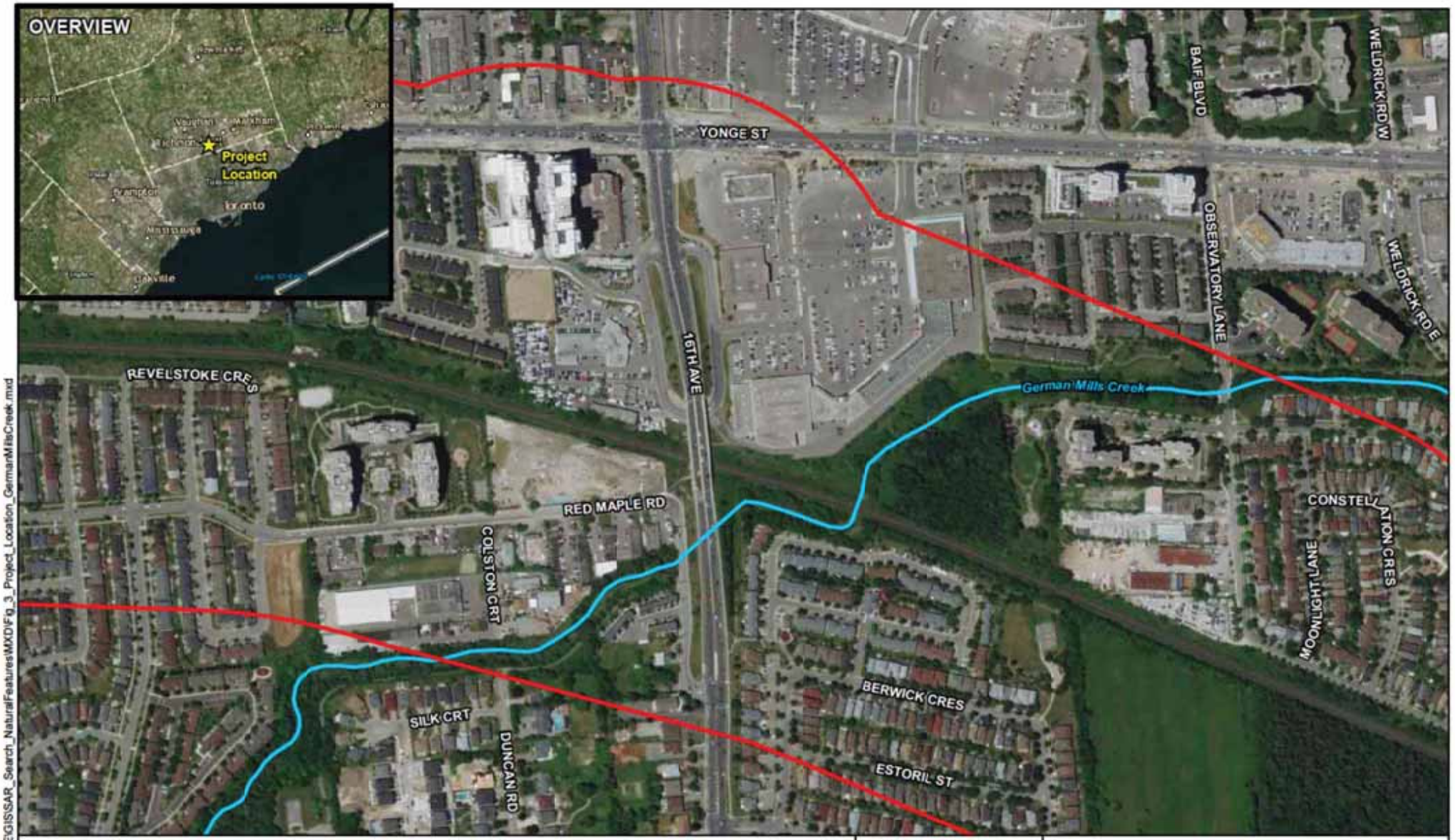
YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area- Pomona Creek Crossing

PROJECT N°: OGTW2005 | **FIGURE: 2**

SCALE: 1:6,000 | DATE: November 2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\Fig_2_Project_Location_PomonaCreek.mxd



Legend

- Watercourse
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 250 500 1,000 Metres

METROLINX

One

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area - German Mills Creek Crossing

PROJECT N°: OGTW2005	**FIGURE: 3**
SCALE: 1:6,000	DATE: November 2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\Fig_3_Project_Location_GermanMillsCreek.mxd

From: Species at Risk (MECP)
To: Jessica Neto
Subject: Automatic reply: Yonge North Subway Extension - Natural Environment Data Request
Date: November 19, 2021 11:16:14 AM

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.

Thank you for your inquiry to the Permissions and Compliance team, Species at Risk Branch, Ministry of the Environment, Conservation and Parks.

What's New?

- The Ministry of the Environment, Conservation and Parks (MECP) has responsibility for the administration of the Ontario Endangered Species Act (ESA). In MECP, work associated with ESA authorizations has been centralized from Ministry of Natural Resources and Forestry district offices into one Permissions and Compliance team within the new Species at Risk Branch in MECP.

What Next?

- Your email is being reviewed by branch staff to determine the nature of your inquiry or submission. Your inquiry or submission will then be actioned to someone from our team for follow up as required.
- We strive to follow up with a response to your inquiry within 15 business days to confirm that your submission has been actioned out and to provide contact information.

Do you think you may need an ESA permit or authorization?

- Please visit https://www.ontario.ca/page/species-risk to learn more about protecting and recovering species at risk, then navigate to the Resources and Permits section, including Register or Get a Permit for more information about permits and authorizations under the ESA.
- You only need an authorization under the ESA (e.g. a permit or other type of authorization) if your work is going to contravene the ESA (e.g. if the activity you are proposing is going to kill, harm or harass a species at risk or damage or destroy their habitat). If you are able to undertake your work in a manner that does not contravene the ESA, that is what we call "avoidance" of impacts to species at risk or their habitat and it is the ideal scenario for clients and the species-the species aren't adversely impacted, and you don't need an authorization.

Do you want to know if any species at risk are at, or near, your project site? Do you need help determining if you need an ESA permit or authorization?

- We have developed a guide to help clients work through the preliminary screening process, including providing advice to clients on how they can gather information you have requested from publicly available information sources. The guide provides advice on how you can determine if any species at risk are likely to exist at your site. If you are seeking information regarding species at risk likely to occur at or near your site, please send an email to sarontario@ontario.ca and include "request for preliminary screening guide" in the subject line.To provide the most efficient service, it is recommended clients read this guide and explore applicable information sources prior to contacting sarontario@ontario.ca to begin discussions with the Permissions and Compliance team about your proposed project.

Do you want to report a suspected violation of the ESA?

- Please call the MECP Tips/Pollution Hotline at 1-866-663-8477 and provide the details requested. Someone may follow up with you directly to request additional information. We may not be able to follow up with you to provide you an update on the status of your tip as the status of any ongoing inspections or investigations is confidential until resolved.

We also receive a high volume of inquiries related to Butternut (an endangered tree) to this email address. The following information can assist you if you have some of the more common questions regarding the ESA and impacts to Butternut.

Do you think you may need an ESA permit or authorization to cut down a Butternut tree?

1. If a Butternut tree has been identified, a Butternut Health Assessment will need to be completed to assess the health of the tree in accordance with the document titled Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007. This will determine if the tree is Category 1, 2 or 3.
2. Please note that Section 4.2 (Timing of Assessment) on page 10 of the Butternut Assessment Guidelines states that "A complete and accurate assessment of a Butternut tree can only be conducted during the leaf-on season." It also notes that "For the purposes of the ESA, an assessment will be considered to have been conducted during the leaf-on season if it was conducted between the dates of May 15 and August 31." For this reason, a Butternut Health Assessment should not be conducted until May 15 in order to get an accurate assessment of the live crown.
3. Once a Butternut Health Assessment has been completed and submitted to the MECP and 30 days have elapsed, ESA requirements can be identified as per below:
    1. If a BHA identifies a tree as a hybrid, no authorization under the ESA is required to remove the tree, as it is not a pure Butternut and not protected under the ESA.

2. If a BHA identifies a tree as a Category 1 tree,no authorization under the ESA is required to remove the tree, as it is affected by Butternut canker (a fungal disease) to such an advanced degree that retaining the tree would not support the protection or recovery of Butternuts in the area.
3. If a BHA identifies a tree as a Category 2 tree, Registration is enabled under section 23.7 of the Ontario Regulation 242/08 so long as all requirements of the Regulation are met.
4. If a BHA identifies a tree as a Category 3 tree, then a 17(2)(c) Permit is likely required.

If you are proposing to rely on section 23.7 of the Regulation 242/08 for the removal of Category 1 trees or hybrids, please note that you are eligible to do so 30 days after you have submitted your BHA to MECP at SAROntario@ontario.ca unless the MECP has indicated otherwise prior to the end of the 30 day period.

If you are proposing to rely on section 23.7 of the Regulation 242/08 for the removal of a maximum of 10 Category 2 (retainable) trees, after the 30 days you must register a Notice of Impact with the ESA Registry, and follow additional rules. Once you have registered and received a reply in regards to your Notice of Impact, you may remove up to 10 Category 2 trees.

Are you submitting a Butternut Health Assessment?

1. Please submit your Butternut Health Assessment Forms to sarontario@ontario.ca. In the subject line, clearly indicate that the email contains a BHA and the municipality within which the BHA was conducted. Once received, the submission will be triaged and actioned.

Did you submit a BHA assessment where Category 1, 2 or hybrid trees are impacted?

2. If after the 30 days, you have not received a response from MECP, you may remove Category 1, 2 or hybrid trees so long as all requirements of the Regulation in regards to Category 2 trees are met**.**

Did you recently see a species at risk?

- Please visit https://www.ontario.ca/page/report-rare-species-animals-and-plants for information on how to report a species at risk sighting.

Would you like to learn more about species at risk and the ESA and its related policies?

- Please visit https://www.ontario.ca/page/species-risk.
- Policies under the ESA, ministry-endorsed survey protocols and a number of best-management practices related to how you can avoid or minimize impacts to species at risk can be found online at https://www.ontario.ca/page/species-risk-guides-and-resources.
- General inquires related to the ESA or species at risk can be directed to SAROntario@ontario.ca

Fisheries and Oceans Canada (DFO)

From:	Jessica Neto
To:	"FisheriesProtection@dfo-mpo.gc.ca"
Cc:	Kaylin Barnes; Julia Kun; "Furfurica, Silvia"
Subject:	Yonge North Subway Extension - Natural Environment Data Request
Date:	November 24, 2021 9:30:00 AM
Attachments:	Fig_1_Project_Location_EastDonRiver.pdf Fig_2_Project_Location_PomonaCreek.pdf Fig_3_Project_Location_GermanMillsCreek.pdf image001.png

---

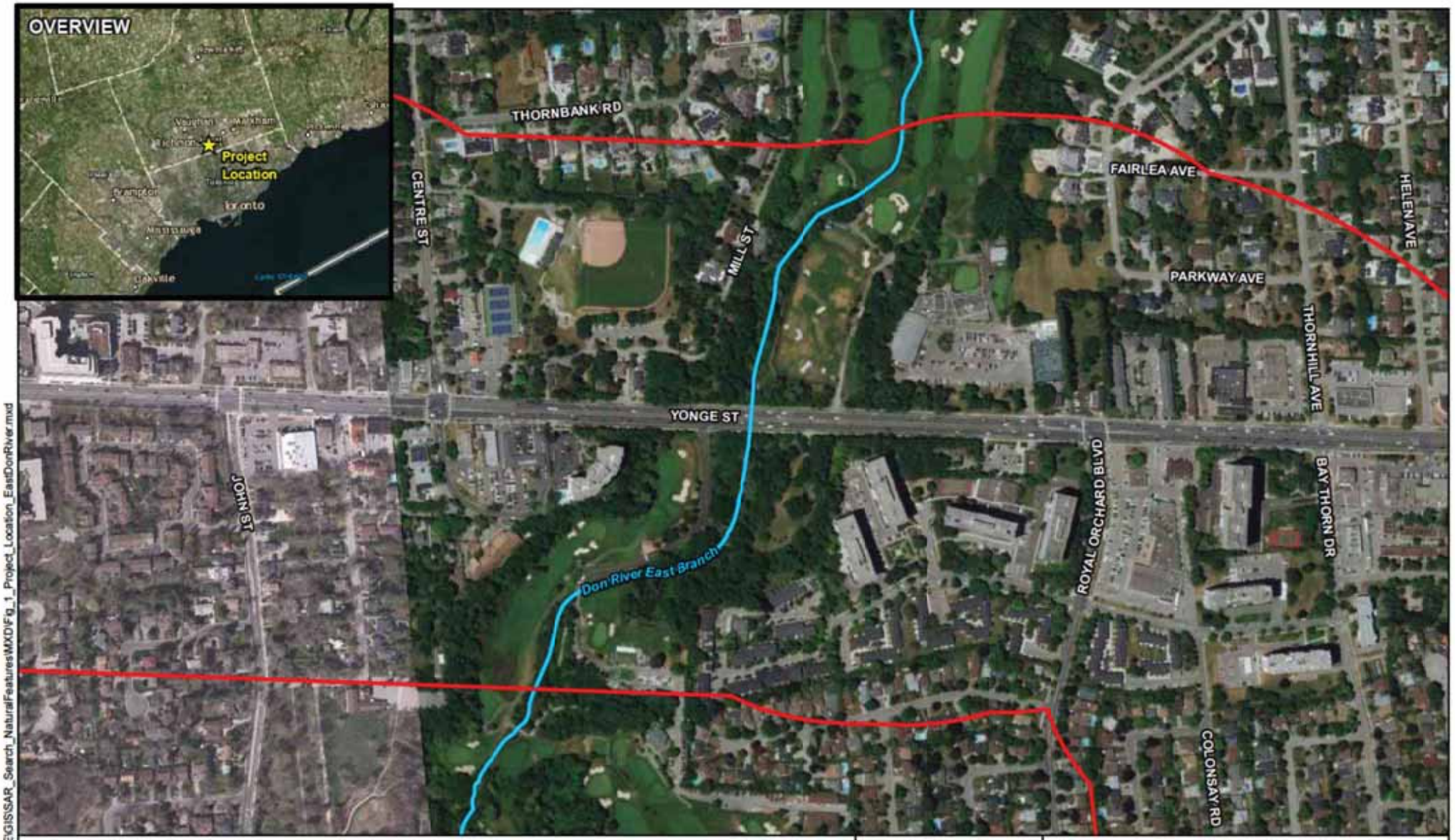
Hello,

Metrolinx is requesting information regarding the potential presence of Redside Dace and/ or their critical habitat within three watercourses within York Region. Please see attached figures identifying their locations. A review of DFO SAR Mapping did not identify Redside Dace records within proximity to the watercourse; however, mapping identifies species records of Redside dace approximately 1.25 km upstream. No critical habitat was identified.

Metrolinx is requesting DFO consider the above as a formal request for confirmation of the presence/absence of Redside Dace and their critical habitat within proximity to the three listed watercourses.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |



Legend

- Watercourse
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 250 500 1,000 Metres

METROLINX

One

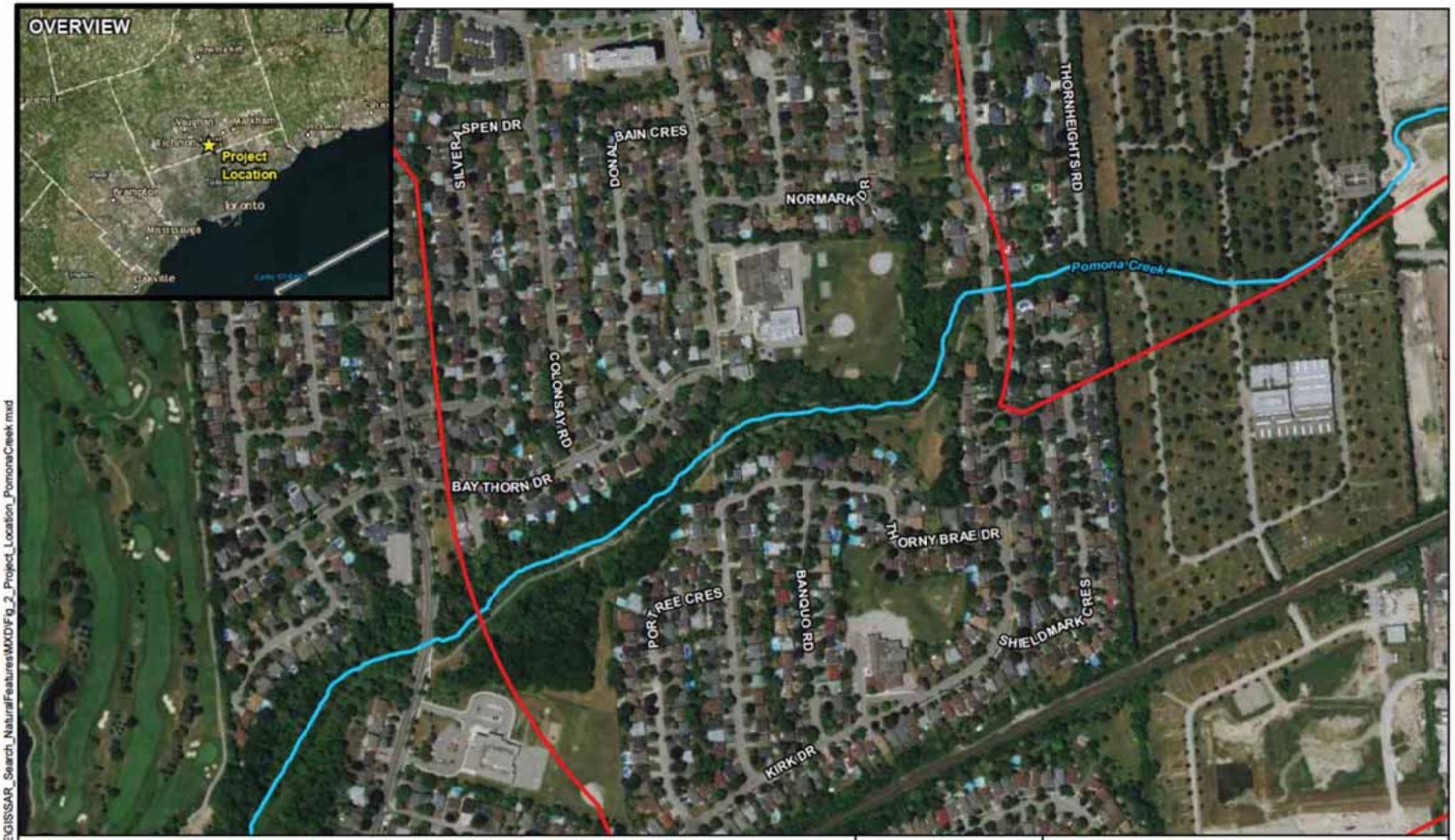
YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area - East Don River Crossing

PROJECT N°: OGTW2005 | **FIGURE: 1**

SCALE: 1:6,000 | DATE: November 2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\Fig_1_Project_Location_EastDonRiver.mxd



Legend

- Watercourse
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 250 500 1,000 Metres

METROLINX

One

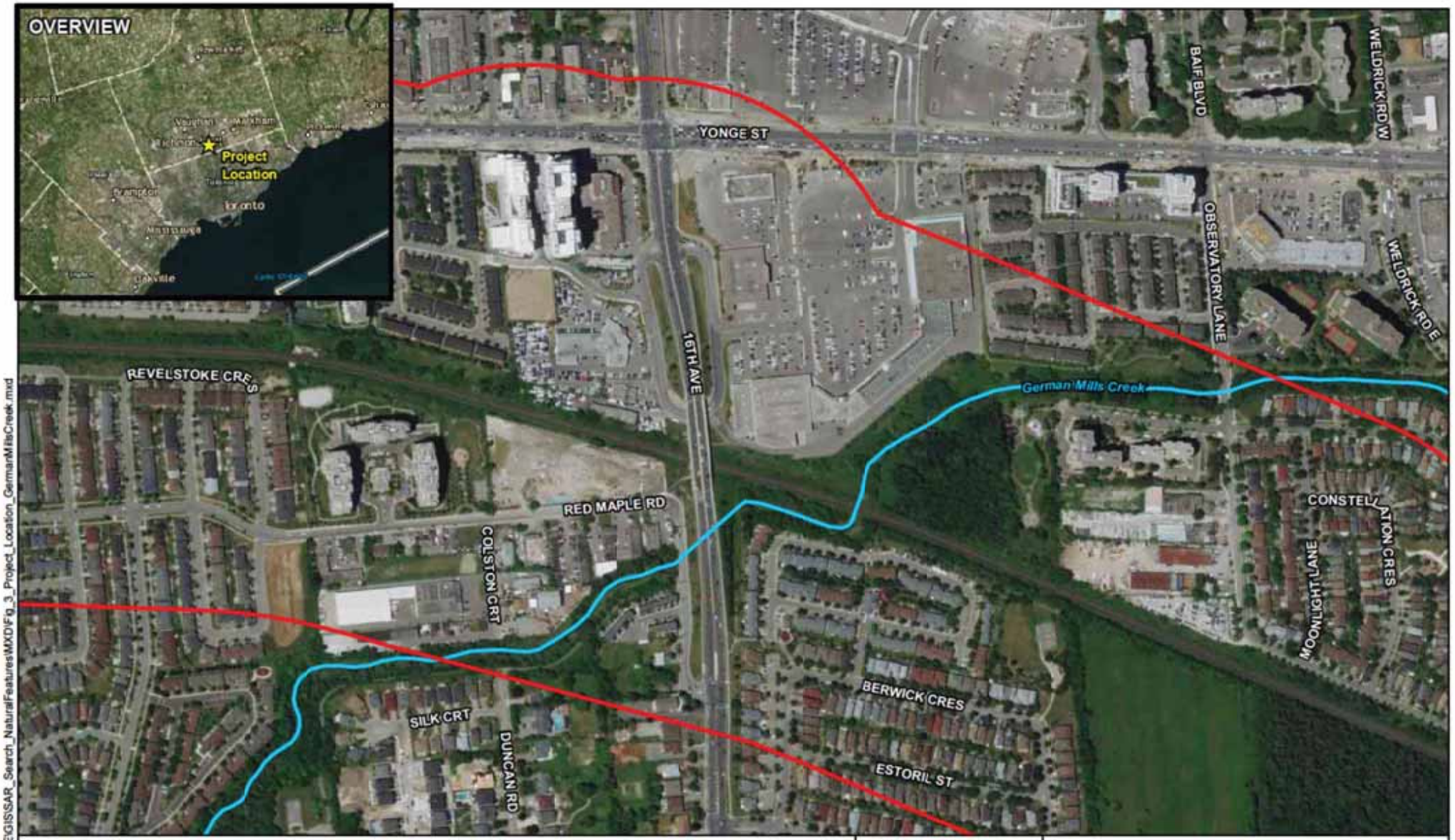
YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area- Pomona Creek Crossing

PROJECT N°: OGTW2005 | **FIGURE: 2**

SCALE: 1:6,000 | DATE: November 2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\Fig_2_Project_Location_PomonaCreek.mxd



Legend

- Watercourse
- Species at Risk Study Area (300m buffer on Project footprint)

NOTES:
- Imagery from ESRI - Clarity, 2021

Datum: NAD83
Projection: UTM Zone 17N

0 250 500 1,000 Metres

METROLINX

One

YONGE NORTH SUBWAY EXTENSION

Project Location and Species at Risk Study Area - German Mills Creek Crossing

PROJECT N°: OGTW2005	**FIGURE: 3**
SCALE: 1:6,000	DATE: November 2021

Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\SAR_Search_NaturalFeatures\MXD\Fig_3_Project_Location_GermanMillsCreek.mxd

From: Jessica Neto
To: FisheriesProtection@dfo-mpo.gc.ca
Cc: info@dfo-mpo.gc.ca
Subject: RE: Yonge North Subway Extension - Natural Environment Data Request
Date: December 8, 2021 9:12:00 AM
Attachments: image001.png

Hello,

I just wanted to follow up on this email for Metrolinx's Natural Environment Data Request. Please let me know if there is any more information that you need to complete this request.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

From: Jessica Neto
Sent: November 24, 2021 9:31 AM
To: 'FisheriesProtection@dfo-mpo.gc.ca' <FisheriesProtection@dfo-mpo.gc.ca>
Cc: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; 'Furfurica, Silvia' <sfurfurica@GFNET.com>
Subject: Yonge North Subway Extension - Natural Environment Data Request

Hello,

Metrolinx is requesting information regarding the potential presence of Redside Dace and/ or their critical habitat within three watercourses within York Region. Please see attached figures identifying their locations. A review of DFO SAR Mapping did not identify Redside Dace records within proximity to the watercourse; however, mapping identifies species records of Redside dace approximately 1.25 km upstream. No critical habitat was identified.

Metrolinx is requesting DFO consider the above as a formal request for confirmation of the presence/absence of Redside Dace and their critical habitat within proximity to the three listed watercourses.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her

From: FPP.CA / PPP.CA (DFO/MPO)
To: Jessica Neto
Subject: FFHPP.CA Auto-Reply
Date: December 8, 2021 9:12:44 AM

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.

Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.

This e-mail is a confirmation of receipt for your submission of a Request for Review form or Code of Practice notification form. Please do not mail a hard copy of your submission to any of our offices at this time unless you are unable to submit a digital version.

Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements.

We will respond to your email as soon as possible. Thank you for your patience.

Merci d'avoir pris contact avec le Programme de protection du poisson et de son habitat de Pêches et Océans Canada.

Le présent courriel accuse réception du formulaire de demande d'examen ou d'avis de code de pratique que vous avez envoyé. Veuillez ne pas envoyer de copie papier à nos bureaux pour le moment à moins que vous soyez dans l'incapacité d'envoyer une version numérique.

Veuillez noter que nous recevons actuellement un volume d'envois et de demandes supérieur à la normale et que nous continuons à travailler selon des modalités adaptées.

Nous répondrons à votre courriel dès que possible. Nous vous remercions pour votre patience.

From:	FPP.CA / PPP.CA (DFO/MPO)
To:	Jessica Neto
Subject:	RE: Yonge North Subway Extension - Natural Environment Data Request
Date:	December 8, 2021 11:18:57 AM
Attachments:	image001.png

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 Jessica,

Based on our current available information, Redside Dace and their Critical Habitat are very unlikely to be present in the watercourses identified in Fig. 2 and Fig. 3. However, they may be present at the reach shown in Fig. 1, with low-likelihood. Redside Dace and their Critical Habitat should be considered present upstream of the reach identified in Fig. 1, in the areas shown on the public mapping.

The *Fisheries Act* requires that projects avoid causing death of fish or any harmful alteration, disruption or destruction of fish and/or fish habitat unless authorized by the Minister of Fisheries and Oceans Canada. The Fish and Fish Habitat Protection Program of Fisheries and Oceans Canada reviews projects to ensure compliance with the *Fisheries Act* and *Species At Risk Act*. If the planned project works may cause any of the prohibited effects under the *Fisheries Act* or *Species at Risk Act*, a Request for Review form should be completed for the works and submitted to FisheriesProtection@dfo-mpo.gc.ca. A Request for Review should also be submitted if Metrolinx would like the Fish and Fish Habitat Protection Program to formally review this project.

Sincerely,

Ashley Lindley
Biologist, Fish and Fish Habitat Protection Program |Biologiste, Programme de protection du poisson et sonde son habitat
Fisheries and Oceans Canada | Pêches et Océans Canada
Tel | Tél: 289-439-3997
Ashley.Lindley@dfo-mpo.gc.ca

Fisheries and Oceans Canada has changed the way new project proposals (referrals), reports of potential Fisheries Act violations (occurrences) and information requests are managed. Please be advised that general information regarding the management of impacts to fish and fish habitat (e.g. Measures to Protect Fish and Fish Habitat) that enable you to determine Fisheries Act requirements are available at DFO's "Projects Near Water" website at www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html. For all occurrence reports, or project proposals where you have determined that you cannot avoid impacts to fish and fish habitat, please submit to fisheriesprotection@dfo-mpo.gc.ca. For general inquiries, call 1-855-852-8320.

From: Jessica Neto <Jessica.Neto@metrolinx.com>
Sent: Wednesday, November 24, 2021 9:31 AM
To: FPP.CA / PPP.CA (DFO/MPO) <fisheriesprotection@dfo-mpo.gc.ca>
Cc: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Furfurica, Silvia <sfurfurica@GFNET.com>
Subject: Yonge North Subway Extension - Natural Environment Data Request

Hello,

Metrolinx is requesting information regarding the potential presence of Redside Dace and/ or their critical habitat within three watercourses within York Region. Please see attached figures identifying their locations. A review of DFO SAR Mapping did not identify Redside Dace records within proximity to the watercourse; however, mapping identifies species records of Redside dace approximately 1.25 km upstream. No critical habitat was identified.

Metrolinx is requesting DFO consider the above as a formal request for confirmation of the presence/absence of Redside Dace and their critical habitat within proximity to the three listed watercourses.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

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.8 – Engagement with Municipal Agencies

City of Markham Meeting #2 – November 18th, 2021

Yonge North Subway Extension

Environmental Update Meeting - City of Markham

November 18, 2021

METROLINX | Infrastructure Ontario

CONFIDENTIAL

AGENDA

1. Safety Moment and Introductions
2. Land Acknowledgement
3. Project Status and Current Update
4. EPR Addendum – Current Status
5. Project Scope Within the City of Markham
6. Overview of Impacts & Mitigation in Markham
7. EPR Addendum Commitments to Future Work
8. Next Steps
9. Roundtable - Input & Questions

CONFIDENTIAL

LAND ACKNOWLEDGEMENT

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular we acknowledge that the Yonge North Subway Extension project is occurring on the traditional lands of the Mississaugas; this includes the Mississaugas of the Credit First Nation and Mississaugas of Scugog Island First Nation. The Yonge North Subway Extension project is occurring on lands covered by treaties including Treaty 13 and the Gunshot Treaty of 1784 and within the Williams Treaties territory.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on the Yonge North Subway Extension.

CONFIDENTIAL

PURPOSE OF MEETING

1. Provide a project update on the Yonge North Subway Extension Project
2. Provide an overview of the EPR Addendum and Impact Assessment Studies
3. Seek City feedback regarding proposed YNSE infrastructure that overlap with Markham's area(s) of interest
4. Discuss next steps

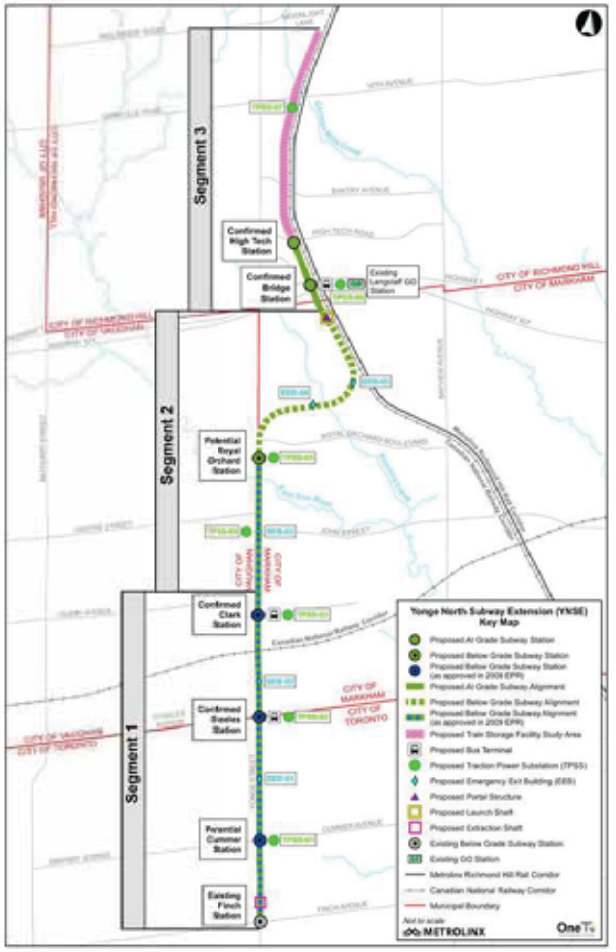
CONFIDENTIAL

Project Status and Current Update

METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION - OVERVIEW

- **Approximately 8 kilometres** of new subway service on TTC Line 1 (Yonge - University) that extends north from **Finch Station** to **Richmond Hill**.
  - ~6kms underground alignment
  - ~3kms at grade alignment
- **Three (3)** alignment options studied through IBC
- **Six (6)** station locations under analysis, with a current funding envelope that accommodates four (4) stations
- Funding envelope – **$5.6 billion**
- Target completion – **2029/2030**, to follow Ontario Line entry into service



YNSE EPR Addendum Study Area Key Plan Map

CONFIDENTIAL

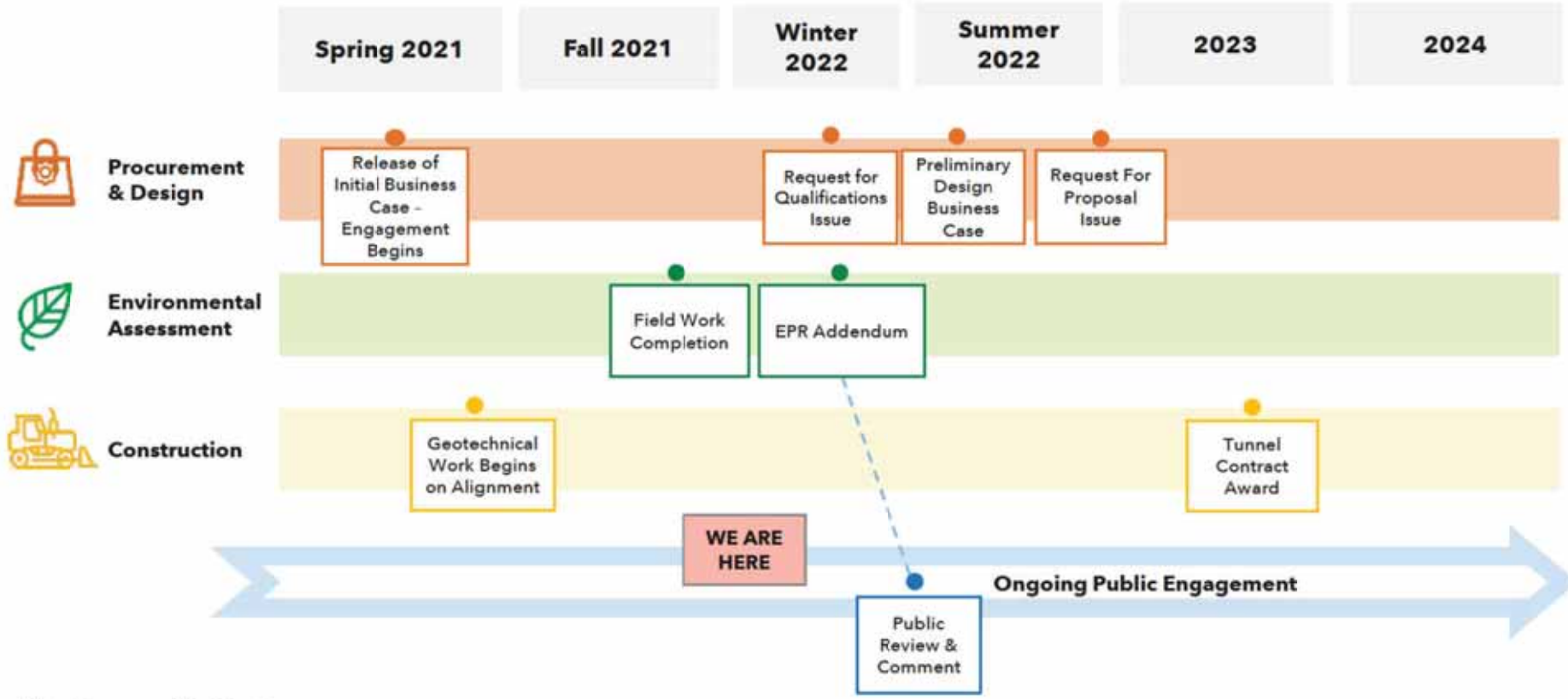
METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION – PROJECT UPDATE

- Reference Concept Design (RCD)
  - Advanced Tunnel (AT) RCD – Q1 2022
  - Stations, Rails and Systems (SRS) RCD – Q1/Q2 2022
- EPR Addendum - Environmental Assessment Work
  - Draft EPR Addendum GRT Review – October 28 – November 29, 2021
  - Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance)
- Public Consultation
  - Five (5) virtual open houses have occurred: April 7th, April 21st, May 5th, May 19th, Oct 20th
  - Meetings with all YNSE municipalities in November 2021

CONFIDENTIAL

PROJECT MILESTONES*



*Timelines are subject to change

CONFIDENTIAL

METROLINX | Infrastructure Ontario

EPR Addendum – Current Status

METROLINX | Infrastructure Ontario

EPR Addendum Scope

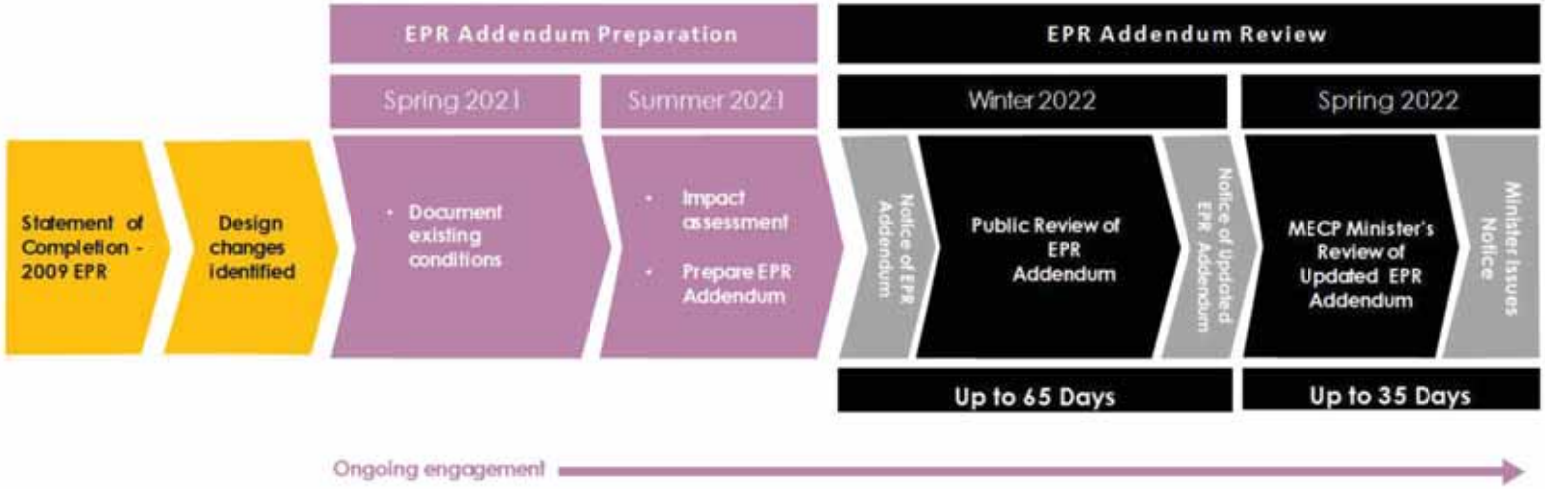
- The purpose of the current EPR Addendum study is to assess the relevant changes to the Project since the 2009 and 2014 studies based on the currently proposed conceptual design.
- Aspects of the design that have been subject to change include the following and are captured in the 90% EPR Addendum:
    - Subway Alignment
    - Tunnels
    - Stations
    - Emergency Exit Buildings
    - Traction Power Substations
    - Ancillary Structures
    - Train Storage Facility (TSF)
    - Launch and Extraction Shafts



CONFIDENTIAL

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 update existing conditions, address these changes and to carry out public/stakeholder consultation.



CONFIDENTIAL

METROLINX | Infrastructure Ontario

YNSE EPR ADDENDUM – CURRENT STATUS

The purpose of this meeting is to provide an overview of the key findings from the Impact Assessment Reports, specific to Markham, as part of the Environmental Project Report Addendum municipal review period.

- TPAP site investigations were completed between May and August.
    - Site walkthroughs and visual assessments
    - Noise & vibration monitoring
    - Stage 1 Archaeological Assessment
    - Aquatic habitat assessment surveys
        - Surveys at YNSE watercourse crossings, including East Don River and Pomona Creek
    - Vegetation inventory & classification
    - Surveys for breeding birds, amphibian calls, and Species at Risk
- 90% EPR Addendum has been circulated for municipal review. Comments and feedback requested November 29, 2021.

CONFIDENTIAL

Project Scope within the City of Markham

METROLINX | Infrastructure Ontario

DESIGN COMPONENTS - SEGMENT 1 & 2 (CITY OF MARKHAM)

Alignment

- The alignment within the City of Markham runs underground under Yonge Street, and curves to the east until it reaches Bay Thorn Drive, running below residential areas
- The alignment reaches the portal structure south of Langstaff Road where the subway alignment emerges to grade

Launch Shaft

- A launch shaft is a deep excavated site from which a Tunneling Boring Machine is launched.
- The launch shaft is located just south of Langstaff Road and the boundary of the City of Richmond Hill, at the tunnel portal.

Trackwork

- Within Markham, from Steeles Station to the potential Royal Orchard Station, the YNSE subway alignment runs underground for approximately 2.75 kilometers
- At the potential Royal Orchard Station, the depth of the station platform would be approximately 130 meters to account for tunneling south of the station below the East Don River culvert piles

East Don River & Pomona Creek Crossings

- Within Markham, there will be tunneling below the East Don River and Pomona Creek
- Tunnelling will begin at Langstaff Gateway area from the north, and head south
- Tunnel segment will extend below the groundwater table and impacts will be minor on the surface

Traction Power Substations (TPSS) & Proposed Emergency Exit Building (EEB)

- One (1) TPSS proposed in Markham:
  TPSS-3 (located at Clark Station)
- Three (3) EEBs proposed in Markham:
  - **EEB-2** (between Steeles and Clark Stations)
  - **EEB-4** (north of potential Royal Orchard Station in the vicinity of Bay Thorn Dr.)
  - **EEB-5** (north of potential Royal Orchard Station and south of the Portal)

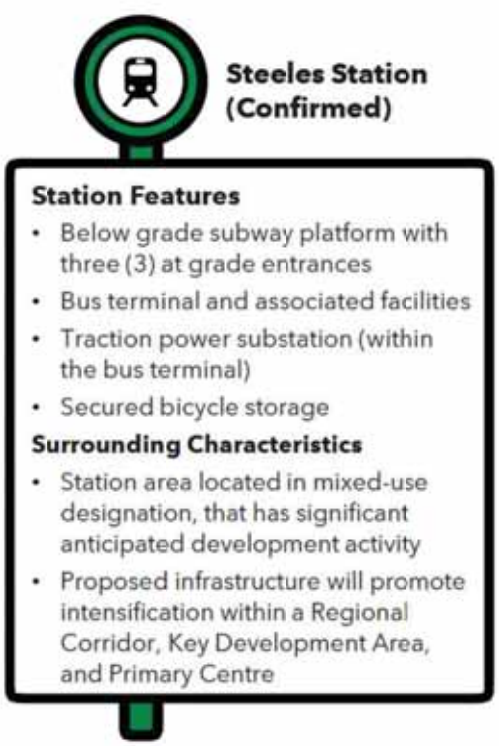
Stations

- Two (2) below grade stations confirmed in Segment 1:
  - **Steeles Station** (at the intersection of Steeles Avenue and Yonge Street)
  - **Clark Station** (at the intersection of Clark Avenue and Yonge Street)
- One (1) potential at grade station proposed in Markham:
  - **Royal Orchard Station** (south of the Royal Orchard Boulevard & Yonge Street intersection)

CONFIDENTIAL

STATIONS

The Project includes four (4) stations under the current funding envelope. Six (6) potential stations were analyzed as part of the TPAP process. Steeles and Clark Stations within the City of Markham are confirmed under the current funding envelope, while Royal Orchard Station is a potential Neighbourhood station location under analysis.



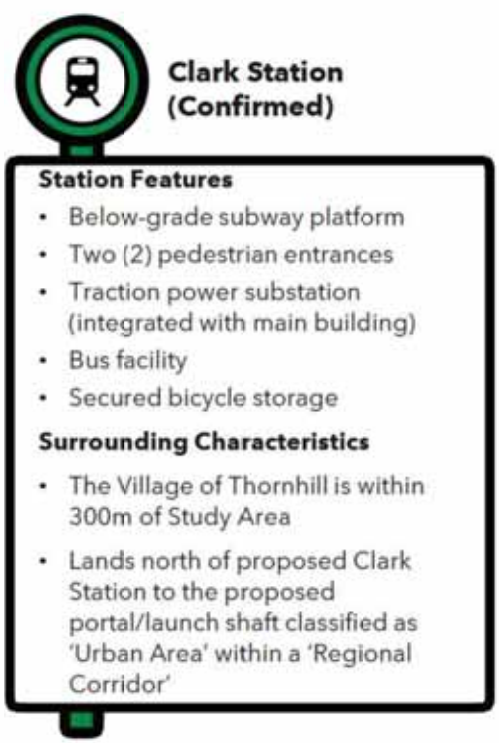
Steeles Station (Confirmed)

Station Features

- Below grade subway platform with three (3) at grade entrances
- Bus terminal and associated facilities
- Traction power substation (within the bus terminal)
- Secured bicycle storage

Surrounding Characteristics

- Station area located in mixed-use designation, that has significant anticipated development activity
- Proposed infrastructure will promote intensification within a Regional Corridor, Key Development Area, and Primary Centre



Clark Station (Confirmed)

Station Features

- Below-grade subway platform
- Two (2) pedestrian entrances
- Traction power substation (integrated with main building)
- Bus facility
- Secured bicycle storage

Surrounding Characteristics

- The Village of Thornhill is within 300m of Study Area
- Lands north of proposed Clark Station to the proposed portal/launch shaft classified as 'Urban Area' within a 'Regional Corridor'



Royal Orchard Station (Potential)

Station Features

- Below-grade subway platform
- Two (2) pedestrian entrances
- Traction power substation (integrated with secondary entrance of station)
- Secured bicycle storage

Surrounding Characteristics

- Part of Station located within Vaughan Thornhill Heritage Conservation District
- Located just north of the deep East Don River Valley

CONFIDENTIAL

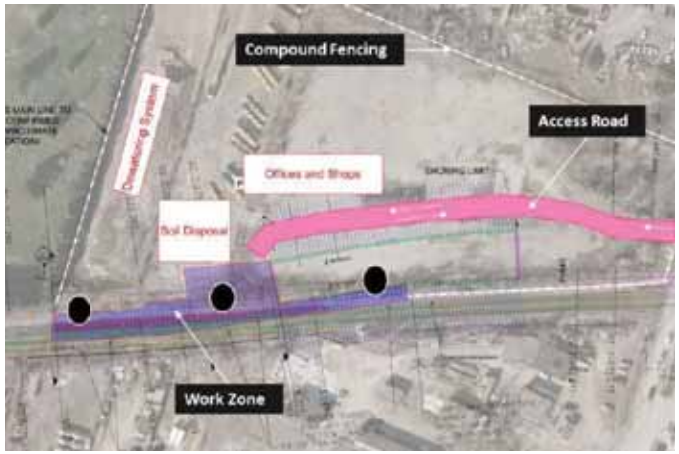
SURFACE SEGMENT WORKS AND LAUNCH SHAFT PREPARATION

Surface works are proposed along the YNSE from the north boundary of Holy Cross Cemetery to approximately the limits of the TSF, in Richmond Hill.

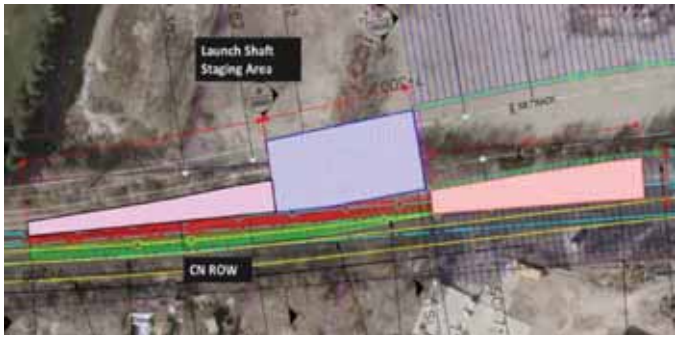
Construction of the launch shaft will be a temporary activity and will take place south of Langstaff Road and the proposed Bridge Station, west of the CN rail tracks. A portal structure will serve as an exit from the subway tunnel, where the alignment transitions between below and at grade. The launch shaft structure will be 100 meters in length to allow for launch of the tunnel boring machines (TBMs).

Proposed works in the vicinity of the Launch Shaft include:

- Access roads to construction laydown areas and work areas, as required
- Utility relocations/protections
- Monitoring equipment, as required
- Dewatering, as required
- Ground improvement for Tunnel Boring Machine drive
- Launch Shaft shoring for south and east side (design only)
- Clearing and grubbing within the Launch shaft construction staging area, south of Langstaff Rd.



Launch Shaft construction staging area



Launch Shaft ground improvement area

CONFIDENTIAL

ROYAL ORCHARD STATUS, NEIGHBORHOOD CONSULTATION AND OUTREACH

The Royal Orchard Community is being consulted on the YNSE alignment running below residences to address noise, vibration, environmental, and other concerns.

Multiple meetings were held with members of the Royal Orchard community to provide opportunities to ask questions and share feedback.

- Royal Orchard Ratepayers Association Meeting – March 31, 2021
- Royal Orchard Community Virtual Open House – April 7, 2021
- Royal Orchard Community Liaison Committee Meeting – June 17, 2021
- Royal Orchard Community Liaison Committee Meeting # 2 – October 12, 2021

Noise and vibration assessments have been completed and will continue to be refined to ensure that impacts are not felt at the surface and property remains undamaged.

During construction, engineers and construction crews will be in the community to monitor progress and ensure there are no impacts at the surface.



CONFIDENTIAL

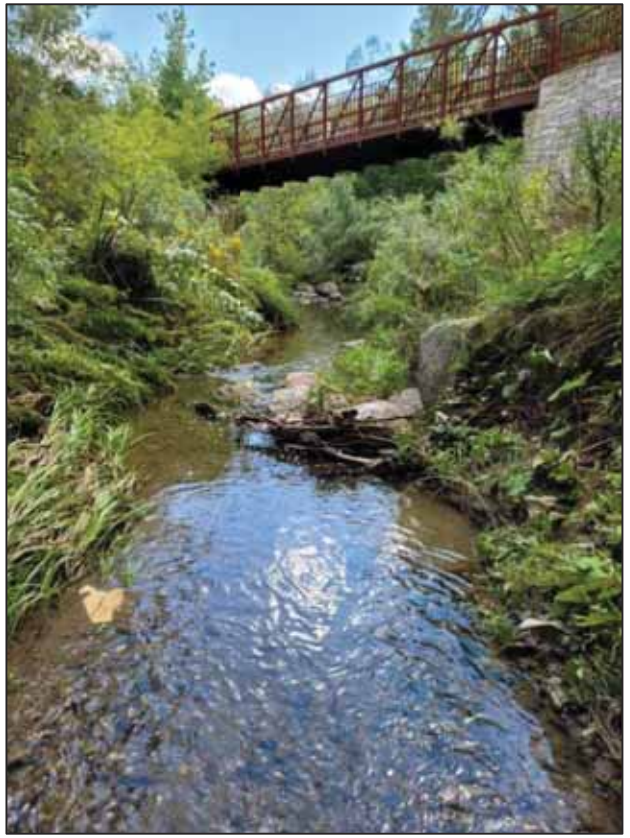
Overview of Impacts and Mitigation in City of Markham

METROLINX | Infrastructure Ontario

KEY AREAS OF INTEREST

The following key areas of interest for the City of Markham were identified and reviewed through the impact assessment process and will be further expanded on in the discipline-specific slides that follow.

- **East Don River and Pomona Creek Crossing**
  - The crossing of the East Don River is approx. 32 m below grade with minimal anticipated above-ground impacts
  - The crossing of Pomona Creek is approx. 12 m below grade with minimal anticipated above-ground impacts
  - Tunnelling below the river will begin from the Langstaff Gateway area from the north, heading south
- **Clark Station & Bus Terminal**
  - Confirmed station located at Yonge St. and Clark Ave. approximately 1km north of Steeles Avenue
  - Station components include two (2) pedestrian entrance buildings, one (1) TPSS, and a bus terminal with associated bus operator's facilities
- **Royal Orchard Community**
  - Neighbourhood community where alignment runs below residential area before reaching Bay Thorn Drive
- **Launch Shaft & Portal Structure**
  - The launch shaft & portal structure are located south of Langstaff Road and Bridge Station, west of the CN corridor ROW



Field Photo: Pomona Creek

CONFIDENTIAL

EAST DON RIVER AND POMONA CREEK CROSSINGS

- The **East Don River** crosses Yonge Street approximately 300 meters south of Royal Orchard Boulevard, and is designated in the Greenbelt Plan as an 'Urban River Valley'
- The Don River East Branch supports a variety of warmwater and coldwater baitfish and sportfish species
- **Pomona Creek** is classified as coldwater, and crosses Yonge Street north of Highway 7
- It flows through a culvert underneath Highway 7, at surface through the northwest Highway 7 / 407 ETR interchange loop and underneath the existing 407 ETR and Langstaff Road through another culvert
- Project works in the vicinity of East Don River and Pomona Creek are below grade, and the potential for impacts to features is low

Potential Impacts

- Very limited due to below-grade tunneling beneath the watercourse

Mitigation

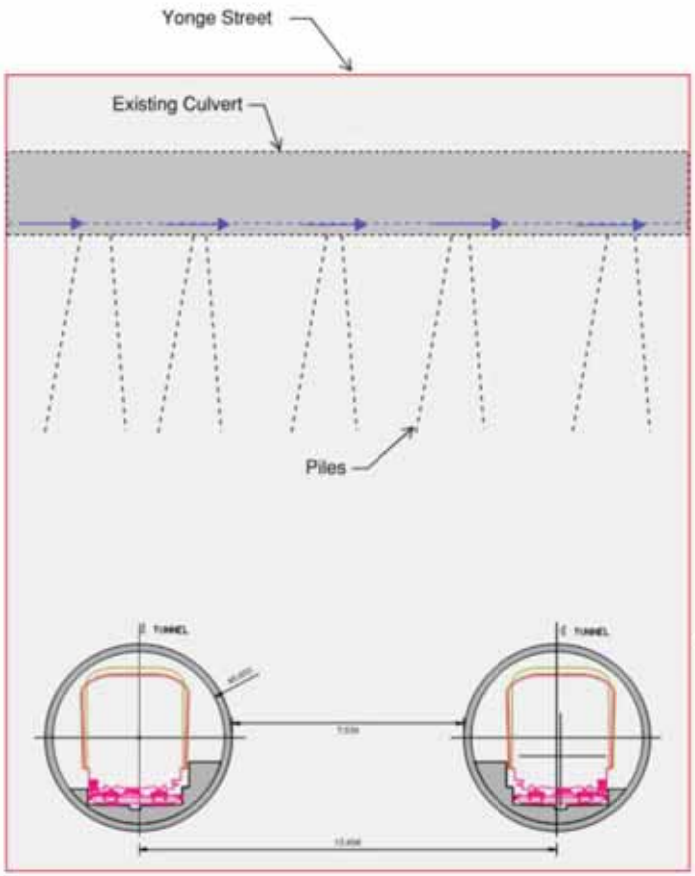
- Store and stabilize stockpiled materials away from surface water
- Stabilize disturbed areas through re-vegetation with native species

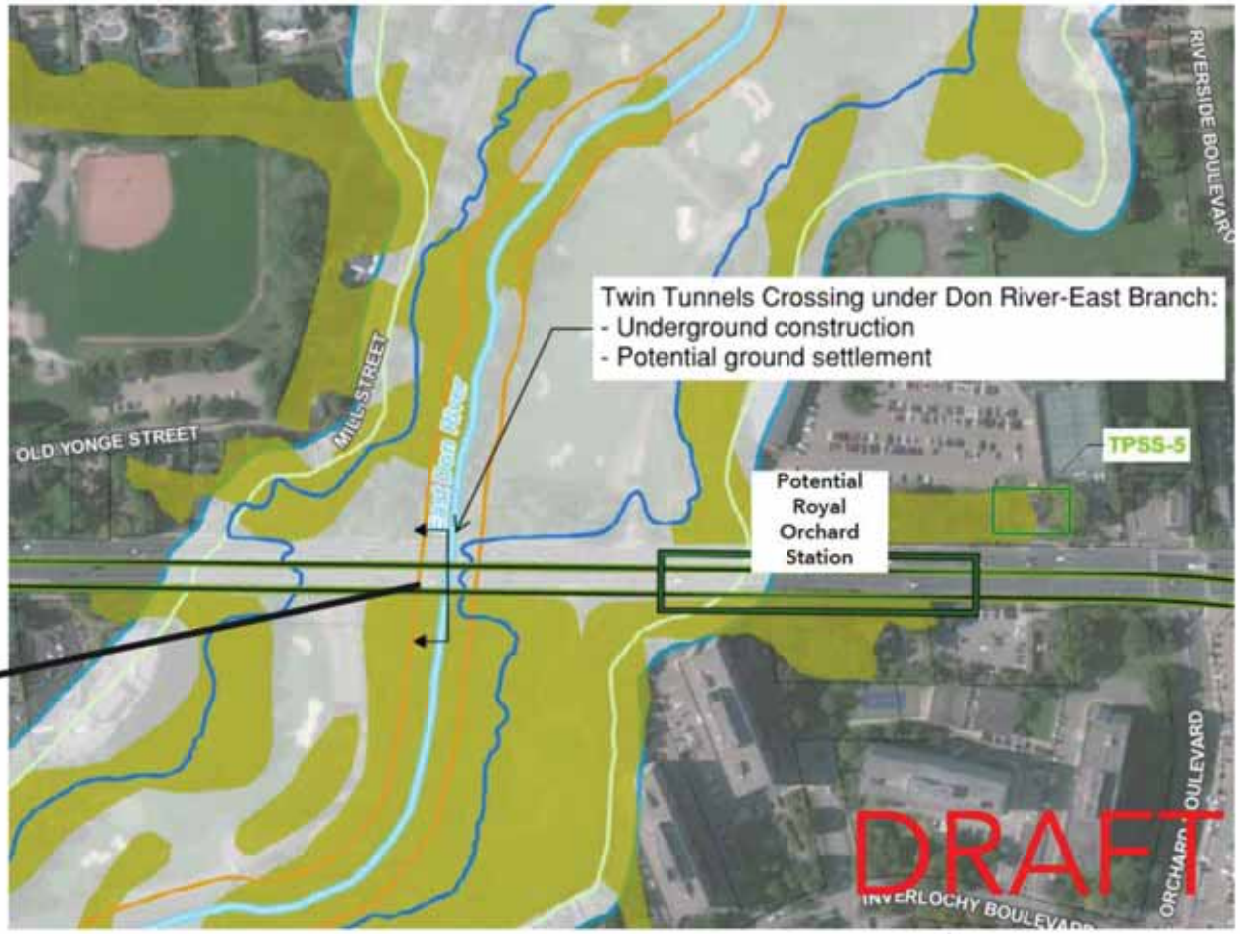


Field Photo: East Don River

CONFIDENTIAL

TUNNELLING - DON RIVER EAST BRANCH

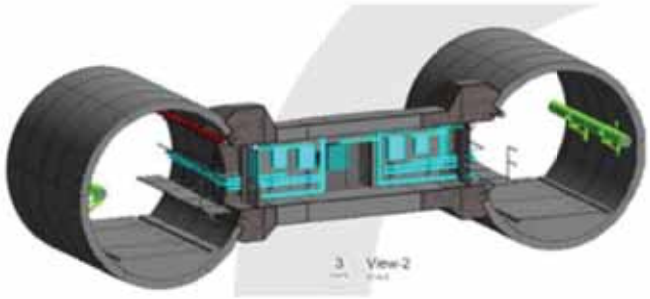


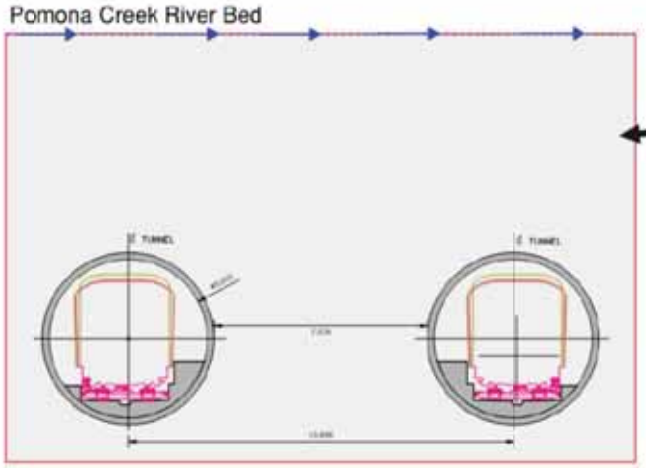


CONFIDENTIAL

METROLINX | Infrastructure Ontario

TUNNELLING – POMONA CREEK





DRAFT

Cross Passage (CP-6) Between Tunnels:
- Underground construction
- Potential at-grade dewatering wells installation
- Potential ground settlement

Twin Tunnels Crossing Pomona Creek:
- Underground construction
- Potential ground settlement

CONFIDENTIAL

METROLINX | Infrastructure Ontario

Natural Environment

The Natural Environment Impact Assessment Report documents impacts, mitigation measures, and monitoring activities related to:

- Natural Heritage Features
- Surface Water
- Fish and Aquatic Habitat
- Vegetation and Vegetation Communities
- Wildlife and Wildlife Habitat
- Species at Risk (SAR)



Field Photo: Pomona Creek

Impacts

- Within Markham, construction activities associated with station and ancillary building construction have the potential to:
  - Disturb and/or destroy trees and vegetation communities
  - Increase erosion and sediment movements during precipitation due to vegetation removal
  - Cause mortality or injury of wildlife due to collisions with vehicles and other equipment
  - Introduce sediments, concrete, and other deleterious substances into surface water features

Mitigation & Monitoring

- Installation of erosion and sediment control and monitoring of efficacy
- Implement measures to avoid destruction, injury, or interference with species, and/or habitat
- Proper storage/ handling of materials and equipment and use of drip pans to minimize spills

CONFIDENTIAL

Cultural Heritage

A Cultural Heritage Report was prepared in accordance with the *Ontario Heritage Act* and guidance from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) which included a historical summary of the study area and an inventory of known or potential built heritage resources and cultural heritage landscapes. The report also assessed potential impacts to identified cultural heritage resources and proposed mitigation and monitoring measures as required.



Field Photo: 7951 Yonge Street; Edwardian House

Impacts

- One (1) potential heritage property identified in the section of Segment 1 between Steeles Avenue and Clark Avenue
- Within Segment 2 in Markham, twenty-six (26) properties were identified as having cultural heritage status
- Direct adverse impacts are anticipated to four (4) heritage resource and indirect adverse impacts are anticipated to twelve (12) heritage resources, and are identified on the following slide

Mitigation & Monitoring

Direct Adverse Impacts

- For properties of Cultural Heritage Value or Interest (CHVI), where no previous assessment has been completed or a Statement of Cultural Heritage Value (SCHV) has not been approved, a Cultural Heritage Evaluation Report (CHER) will be undertaken
- Complete Heritage Impact Assessment (HIA) if properties with CHVI are impacted

Indirect Adverse Impact

- Consult with the MHSTCI and City of Markham Heritage Services if encroachment is anticipated to determine whether further cultural heritage study is needed
- Establish vibration zone of influence for heritage properties and monitor

CONFIDENTIAL

Cultural Heritage cont.

Indirect Impacts

Indirect

- 7039-7071 Yonge Street (Commercial Landscape)
- 5800 Yonge Street (Former Civic Building
- 70 Drewry Avenue (School)
- 12 Centre Avenue (Residence)
- 7699 Yonge Street (Residence)
- 11 Colborne Street (Residence)
- 7707 Yonge Street (Commercial Building)
- 10 Colborne Street (The Ellen Ramsden House – Thornhill Village Library)
- 7751 Yonge Street (Commercial Building)
- 7775/7771 Yonge Street (Robert A. West General Store – Commercial Building)
- 7787 Yonge Street – Former Residence
- Holy Cross Cemetery

Direct Impacts

Direct

- Thornhill Markham Heritage Conservation District (HCD)
- 141 Kirk Drive (St. Anthony Catholic School)
- 201 Bay Thorn Drive (Baythorn Public School)
- 7951 Yonge Street (Edwardian House – Residence)



Boundary of the Thornhill Markham HCD

CONFIDENTIAL

Archaeology

A Stage 1 Archaeological Assessment has been prepared in accordance with guidance provided by the MHSTCI that identifies and assesses archaeological potential.



Field Photo: Holy Cross Cemetery

Impacts	Mitigation & Monitoring
• A section of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive in the vicinity of EEB-05 is identified as having archaeological potential • Holy Cross Cemetery located at 8361 Yonge Street may also retain archaeological potential • Potential for the disturbance of unassessed or undocumented archaeological resources if additional lands are required	• Develop and implement an Archaeological Risk Management Plan to address any discovery during construction • Personnel responsible for carrying out/overseeing land-disturbing activities to be informed of responsibilities in the event that an archaeological resource is encountered

CONFIDENTIAL

Air Quality

An Air Quality Impact Assessment has been prepared in accordance with recommendations from MTO and MECP guides that identifies mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project.



Dust Mitigation

Impacts	Mitigation & Monitoring
Construction • Clark and Royal Orchard Station site preparation and construction measures are predicted to result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria without mitigation • The tunnel portal is not predicted to have ZOIs that extend to sensitive receptors **Operations** • Emissions related to welding operations and subway vehicle wear	**Construction** • Fugitive dust controls • Develop and implement a Construction Air Quality Management Plan (AQMP) • Carry out continuous air quality monitoring to confirm effectiveness of mitigation measures and inform adaptative management, as required **Operations** • Periodic air quality monitoring to confirm effectiveness of mitigation measures and inform adaptative management, as required

CONFIDENTIAL

Noise and Vibration

The Noise and Vibration Impact Assessment Report evaluated impacts associated with construction and operation of the Project. The assessment also identified mitigation and monitoring measures that can be used to reduce and/or minimize the effects of noise and vibration.



Moveable point frog (Metrolinx, 2020)



Ballast mat (Metrolinx, 2019)

Impacts

Construction

- Noise and vibration levels are expected to be elevated during most phases of construction activity
- Tunnelling and tunneling support activities will generate ground-borne vibration and noise
- Ambient above-ground sound levels are relatively high along the rail corridor, which will minimize noise impact from the Project

Operations

- Vibration may cause annoyance, disturb sleep and other activities

Mitigation & Monitoring

Construction

- Develop and implement a construction Noise and Vibration Management Plan, which will specify site- and activity-specific mitigation based on selected contractor means and methods
- Require use of broadband backup alarms on construction vehicles
- Carry out continuous noise and vibration monitoring to confirm mitigation effectiveness

Operations

- Mitigation at the source: implement measures such as floating slab track, ballast mats, resilient fasteners, moveable point frogs, etc. as needed to mitigate vibration levels

CONFIDENTIAL

Traffic

The Traffic Impact Assessment study analyzed existing and future conditions and potential impacts related to:

- Traffic and the Road Network
- Transit Services
- Pedestrian and Cycling Network
- Rail Network



Impacts	Mitigation & Monitoring
• No impacts to traffic or road network alignment due to underground alignment of Segments 1 and 2 within the City of Markham • Potential road modifications to accommodate associated infrastructure and buildings (e.g. pedestrian entrance buildings, bus platforms) within Segment 1 and Segment 2	• Notify the public of construction schedules and potential transit service disruptions in advance • Develop a Traffic Control & Management Plan prior to construction • Consult with local municipalities and transit agencies • Provide clearly delineated, and appropriately signed walkways & cycling routes with detours where required

CONFIDENTIAL

Land Use and Socio-Economic

A Land Use and Socio-Economic Impact Assessment was conducted to evaluate and mitigate impacts to socio-economic and land use features, including:

- Schools, child-care centers, places of worship and cemeteries
- Bicycle/ pedestrian routes and multi-use trails
- Parks/ open spaces
- Existing and approved future land uses

Impacts	Mitigation & Monitoring
• Impacts associated with tunneling under residential buildings in Royal Orchard Community • The proposed portal/launch shaft is located within the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre • The City of Markham's Langstaff Gateway Secondary Plan Area will provide a compact, complete and high-density regional centre, serving as a portion of the Urban Growth Centre	• Continue to engage Royal Orchard Community to share feedback as planning work continues • Work with building owners to identify solutions to accommodate the proposed development and the site's existing use • Provide a fence/screened enclosure for construction areas

CONFIDENTIAL

Future Work & Commitments

METROLINX | Infrastructure Ontario

FUTURE WORK COMMITMENTS

The current EPR Addendum identifies commitments for future work, including applicable commitments from the 2009 EPR and 2014 Addendum as well as the following newly identified commitments.

Noise & Vibration

- Complete updated Construction Noise & Vibration Impact Assessments prior to the start of construction activities
- Complete updated Operational Noise & Vibration Impact Assessments during detailed design, which will be used to refine current proposed mitigation measures

Traffic

- Complete a supplementary Traffic study to identify any potential permanent impacts once geometrical designs are complete
- Develop an area-wide microsimulation model to assess and determine traffic and transit mitigation measures in the Richmond Hill Centre transit hub

Natural Environment

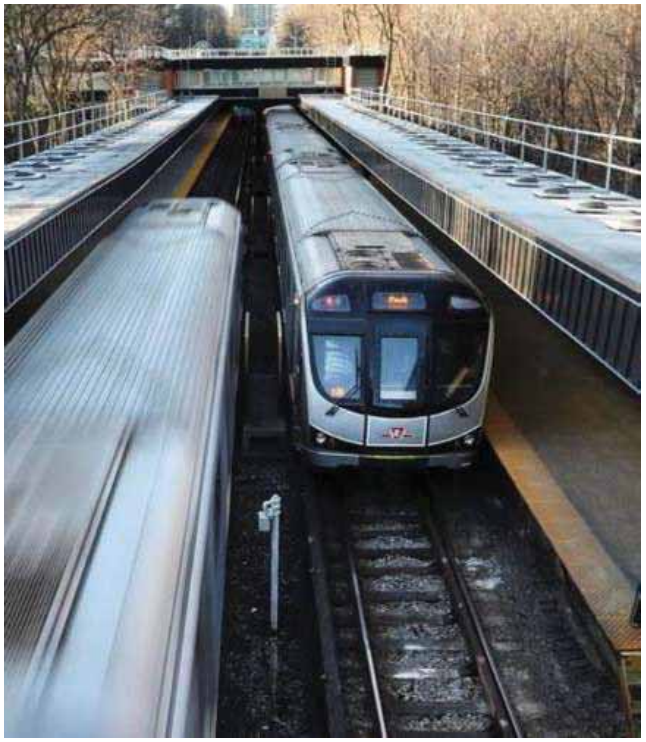
- Complete all recommended natural environment field work in the appropriate timing window prior to detailed design
- Ongoing consultation during detailed design with agencies having jurisdiction
- Secure all necessary permits, licenses and approvals prior to construction

Air Quality

- Implement and monitor dust suppression/control through regular wetting and other measures, as required
- Develop an Operations Air Quality Management Plan and an Air Sampling & Monitoring Plan

Cultural Heritage

- Complete Cultural Heritage Evaluation Reports and Heritage Impact Assessments



CONFIDENTIAL

Next Steps

METROLINX | Infrastructure Ontario

NEXT STEPS

- The Draft EPR Addendum package has been circulated to the Government Review Team, including municipalities, and Indigenous Nations in Fall 2021 for review and comment
  - Feedback is requested Nov 29, 2021
- Comments received will be responded to by Metrolinx prior to finalizing the EPR Addendum
- Comments and how they were addressed will be documented in the EPR Addendum Consultation Chapter
- EPR Addendum publication is planned for early Winter 2022
- Minister's Notice is anticipated for Spring 2022

CONFIDENTIAL

Roundtable – Input & Questions

METROLINX | Infrastructure Ontario



CONFIDENTIAL

YNSE – City of Markham Project Update Meeting

Meeting Date: November 18, 2021 **Time:** 1:00 PM – 2:00 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Darryl Lyons	dlyons@markham.ca	City of Markham	Yes
Amanda Crompton	acrompton@markham.ca	City of Markham	Yes
Eddy Wu	ewu@markham.ca	City of Markham	No
Lawrence Yip	lyip@markham.ca	City of Markham	Yes
Samson Wat	swat@markham.ca	City of Markham	No
Mary Caputo	mcaputo@markham.ca	City of Markham	Yes
Negar Mahmoudi	nmahmoudi@markham.ca	City of Markham	Yes
David Plant	dplant@markham.ca	City of Markham	No
Ronji Borooah	rborooah@markham.ca	City of Markham	No
Ronald Blake	rblake@markham.ca	City of Markham	Yes
Regan Hutcheson	rhutcheson@markham.ca	City of Markham	Yes
Patrick Wong	pwong@markham.ca	City of Markham	Yes
Shumin Gao	sgao@markham.ca	City of Markham	Yes
Farshed Kawasia	fkawasia@markham.ca	City of Markham	Yes
Tony Iacobelli	tiacobelli@markham.ca	City of Markham	Yes
James Francis	james.francis@metrolinx.com	MX	Yes
Kaylin Barnes	kaylin.barnes@metrolinx.com	MX	Yes
Jessica Neto	jessica.neto@metrolinx.com	MX	Yes
Maria Zintchenko	maria.zintchenko@metrolinx.com	MX	Yes
Nikhil Lobo	nikhil.lobo@metrolinx.com	MX	No
Stephen Collins	stephen.collins1@metrolinx.com	MX	No
Julia Kun	julia.kun@metrolinx.com	MX	No
Kevin Coulter	kcoulter@gfnet.com	OneT+	Yes
Silvia Furfurica	sfurfurica@gfnet.com	OneT+	Yes

Meeting Minutes

No.		Action By
1	**Safety Moment and Introductions**	
2	**Land Acknowledgement** • MX presented a land acknowledgment of the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples, which it operates on.	

No.		Action By
3	**Purpose of the Meeting** • MX gave an overview of the purpose of this meeting, which is to provide a YNSE project update and overview of the Environmental Project Report (EPR) Addendum and Impact Assessment Studies, seek City of Markham feedback regarding proposed YNSE infrastructure that overlaps with City of Markham areas of interest, as well as a discussion of next steps.	
4	**Project Update and Current Status**	
4.1	**YNSE Overview** • MX provided a description of the YNSE project, including total kilometres of at-grade and underground tracks, confirmed and potential stations, the funding envelope, and overall target completion date. • The EPR Addendum study area shows a confidential reference alignment that has yet to be shared publicly. **Discussion:** • City of Markham stated that the language and map in the executive summary of the GRT EPR Addendum does not align with what is presented in the Initial Business Case (IBC). • OneT+ noted that the mapping in the EPR Addendum is based on the preferred alignment option within the IBC but reflects additional refinements and design activities that have been completed since the IBC was released.	
4.2	**YNSE Project Update** • OneT+ provided a Project update that included the following milestones: o Reference Concept Design (RCD) o Draft EPR Addendum GRT Review – October 28 – November 29, 2021 o Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance) o Public Consultation including five (5) virtual open houses that have occurred to date: April 7th, April 21st, May 5th, May 19th, Oct 20th o Meetings with all YNSE municipalities to be held in November 2021	
4.3	**Project Milestones** • OneT+ gave a high-level timeline for the project including design and procurement, environmental assessment and TPAP work, and high-level information related to construction timing • OneT+ noted that geotechnical work has been undertaken, though significant construction will not commence until the 2023 AT contract.	
5	**EPR Addendum – Current Status**	
5.1	**EPR Addendum Scope** • OneT+ described the aspects of design assessed by the EPR Addendum including the subway alignment, tunnels, stations, emergency exit buildings (EEB), traction power substations (TPSS), ancillary structures, train storage facility (TSF), launch and extraction shafts • Steeles and Clark stations within the City of Markham are confirmed stations, while Royal Orchard station is a potential station under analysis.	

No.		Action By
	• If Royal Orchard proceeds, there could be some shifts to the ancillary features	
5.2	**Current YNSE EPR Addendum – Background** • OneT+ noted that the current EPR updates include updates to existing conditions as well as addressing changes and carrying out public/stakeholder consultation.	
5.3	**YNSE EPR Addendum – Current Status** • OneT+ described the studies undertaken to support the EPR Addendum and noted that the 90% EPR Addendum has been circulated for municipal review, with feedback requested by November 29, 2021.	
6	**Project Scope Within the City of Markham**	
6.1	**Design Components – Segment 1 & 2 (City of Markham)** • OneT+ gave an overview of the design components in the City of Markham which are within Study Area Segments 1 and 2. • These included an overview of the trackwork and alignment running underground within Markham, the launch shaft location, the crossings of the East Don River and Pomona Creek, EEB and TPSS locations, and station locations.	
6.2	**Stations** • OneT+ gave a summary of the confirmed Steeles and Clark stations, and potential Royal Orchard station within the City of Markham.	
6.3	**Surface Segment Works and Launch Shaft Preparation** • OneT+ provided an overview of the surface segment works that will take place at the launch shaft location at the north boundary of Holy Cross Cemetery to approximately the limits of the TSF, in Richmond Hill. o Please refer to Attachment 1, slide 18 for the surface segment scope.	
6.4	**Royal Orchard Status, Neigbourhood Consultation and Outreach** • OneT+ gave an overview of the community outreach associated with the Royal Orchard neighbourhood and noted that multiple meetings have been held to provide opportunities to ask questions and share feedback. • The YNSE project 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. • At the closest point, the tops of the tunnels will be at least 14 metres below the surface in residential areas, 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.	
7	**Overview of Impacts and Mitigation in the City of Markham**	
7.1	**Key Areas of Interest** • **East Don River and Pomona Creek Crossing**	

No.		Action By
	o The crossing of the East Don River is approx. 32 m below grade with minimal anticipated above-ground impacts o The crossing of Pomona Creek is approx. 12 m below grade with minimal anticipated above-ground impacts o Tunnelling below the river will begin from the Langstaff Gateway area from the north, heading south • **Clark Station & Bus Terminal** is a confirmed station located at Yonge St. and Clark Ave. approximately 1km north of Steeles Avenue. o Station components include two (2) pedestrian entrance buildings, one (1) TPSS, and a bus terminal with associated bus operator's facilities • **The Royal Orchard Community** is a neighbourhood community where alignment runs below residential area before reaching Bay Thorn Drive. • **The Launch Shaft & Portal Structure** are located south of Langstaff Road and Bridge Station, west of the CN corridor ROW.	
7.2	**East Don River and Pomona Creek Crossings** • OneT+ described elements of the East Don River and Pomona Creek crossings and noted that potential impacts are very minimal due to the below grade tunneling beneath the watercourses. • Mitigation measures associated with impacts are the storing and stabilizing of stockpiled materials away from surface water and stabilizing disturbed areas through re-vegetation with native species.	
7.5	**Natural Environment** • OneT+ summarized the impacts, mitigation and monitoring associated with the natural environment, as outlined in the Natural Environment Impact Assessment Report. • OneT+ noted that construction activities within Markham having impacts on the natural environment features are largely associated with station and ancillary building construction. **Discussion:** • City of Markham questioned whether tree removals associated with the Project will be subject to the Metrolinx Vegetation Compensation Protocol. • OneT+ confirmed that is correct, and added that municipal by-laws will be followed, and permits will be obtained for any wooded areas that are not part of Metrolinx lands. • Additionally, TRCA Regulated Areas are subject to the most stringent measures for vegetation compensation.	
7.6	**Cultural Heritage** • OneT+ summarized the impacts, mitigation and monitoring associated with the known or potential built heritage resources and cultural heritage landscapes, as outlined in the Cultural Heritage Impact Assessment Report. • The Cultural Heritage Impact Assessment Report confirmed the sensitive areas impacted and the direct and indirect impacts to heritage properties. • One potential heritage property was identified in the section of Segment 1 between Steeles Avenue and Clark Avenue • Within Segment 2 in Markham, 26 properties were identified as having cultural	

No.		Action By
	heritage status • Direct adverse impacts are anticipated to 4 heritage resources and indirect adverse impacts are anticipated to 12 heritage resources.	
7.7	**Archaeology** • OneT+ summarized the impacts, mitigation and monitoring associated with areas assessed for archaeological potential, as outlined in the Stage 1 Archaeological Assessment. • A section of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive in the vicinity of EEB-05 is identified as having archaeological potential • Holy Cross Cemetery located at 8361 Yonge Street may also retain archaeological potential	
7.8	**Air Quality** • OneT+ summarized the impacts, mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project, as outlined in the Air Quality Impact Assessment Report. • Clark and Royal Orchard Station site preparation and construction measures are predicted to result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria, without mitigation. • The tunnel portal is not predicted to have ZOIs that extend to sensitive receptors • Mitigation measures include fugitive dust controls to significantly reduce the construction phase ZOI and associated impacts and developing and implementing a Construction Air Quality Management Plan (AQMP).	
7.9	**Noise and Vibration** • OneT+ summarized the impacts, mitigation and monitoring measures to reduce or minimize the effects of noise and vibration, as outlined in the Noise and Vibration Impact Assessment Report. • Noise and vibration levels are expected to be elevated during most phases of construction activity and will require mitigation. • Tunneling and support activities will generate ground-borne vibration and noise. • Ambient above-ground sound levels are relatively high along the rail corridor. • Proven noise and vibration solutions are being considered 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.	
7.10	**Traffic** • OneT+ summarized the impacts, mitigation and monitoring measures associated with traffic and the road network, transit services, pedestrian and cycling network and rail network, as outlined in the Traffic Impact Assessment Study. • No operational impacts to traffic or the road network are anticipated due to the underground Segments 1 and 2, however there is potential for road modifications to accommodate associated infrastructure and buildings (e.g. pedestrian entrance buildings, bus platforms).	
7.11	**Land Use and Socio-Economic**	

No.		Action By
	• OneT+ summarized the impacts, mitigation and monitoring associated with socio-economic and land use features as outlined in the Land Use and Socio-Economic Impacts Assessment Report. • Land use impacts within the City of Markham are associated with the tunneling under residential buildings in Royal Orchard Community, and OneT+/Metrolinx will continue to engage the Royal Orchard Community as planning work continues. • The proposed portal/launch shaft is located within the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre.	
8	**Future Work / Commitments** • OneT+ gave an overview of commitments for future work. • Future Work / Commitments include additional impact assessments during detailed design, environmental field work, as well as supplementary studies to identify permanent impacts once designs are complete.	
9	**Next Steps** • OneT+ gave a high-level snapshot of upcoming milestones for the EPR Addendum • OneT+ indicated that certain design details are in progress, and thus, the impact assessment results are being updated to ensure there is coverage for these activities. • The City of Markham is requested to provide their feedback on the EPR Addendum by November 29, 2021	
10	**Roundtable – Input & Questions** • City of Markham noted that comments heard from residents include concerns regarding tunnel depths and inquired whether any documentation is available that addresses depths from grade versus residential basements. • OneT+ noted that materials touching on this topic are being developed. The Noise and Vibration analysis accounted for basement impacts and not purely measuring from the ground surface. o City of Markham noted that they will be providing more detailed comments in their EPR Addendum review related to this topic • City of Markham raised concern that tunneling through concrete block and cement foundations is much different than in heritage districts where foundation types are different; and requested that this be taken into consideration in the noise and vibration modelling. • [**Post Meeting Note:** The level of vibration generated by tunnel boring machines is typically minor through soft soils. Due to the distance between the tunnel and surface buildings, vibration impacts or excesses above the construction vibration criteria are not expected. In terms of construction vibration criteria, the vibration limits used to assess the potential for damage are based on the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual (2018). The vibration limit for heritage buildings susceptible to damage is lower than the limit for buildings with reinforced concrete foundations. As such, the construction vibration assessment has taken into consideration the potential impact to different types of buildings, including heritage buildings.] • These concerns were acknowledged and MX/OneT+ look forward to receiving comments on the YNSE reporting, including the Noise and Vibration Existing	

No.		Action By
	Conditions and Impact Assessment Report. Our subject matters will provide formal written responses to technical comments such as this.	

End of Document

Attachments: City of Markham Presentation Slide Deck

City of Richmond Hill Meeting #3 – November 25th, 2021

Yonge North Subway Extension

TPAP Update Meeting - City of Richmond Hill

November 25 2021

METROLINX | Infrastructure Ontario

CONFIDENTIAL

AGENDA

1. Safety Moment and Introductions
2. Land Acknowledgement
3. Project Status and Update
4. EPR Addendum – Current Status
5. Project Scope within the City of Richmond Hill
6. Overview of Impacts & Mitigation in Richmond Hill
7. EPR Addendum Commitments to Future Work
8. Next Steps
9. Roundtable - Input & Questions

CONFIDENTIAL

LAND ACKNOWLEDGEMENT

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular we acknowledge that the Yonge North Subway Extension project is occurring on the traditional lands of the Mississaugas; this includes the Mississaugas of the Credit First Nation and Mississaugas of Scugog Island First Nation. The Yonge North Subway Extension project is occurring on lands are covered by treaties including Treaty 13 and the Gunshot Treaty of 1784 and within the Williams Treaties territory.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on the Yonge North Subway Extension.

CONFIDENTIAL

PURPOSE OF MEETING

1. Provide a project update on the Yonge North Subway Extension Project
2. Provide an overview of the EPR Addendum and Impact Assessment Studies
3. Seek City feedback regarding proposed YNSE infrastructure that overlaps with Richmond Hill's area(s) of interest
4. Discuss next steps

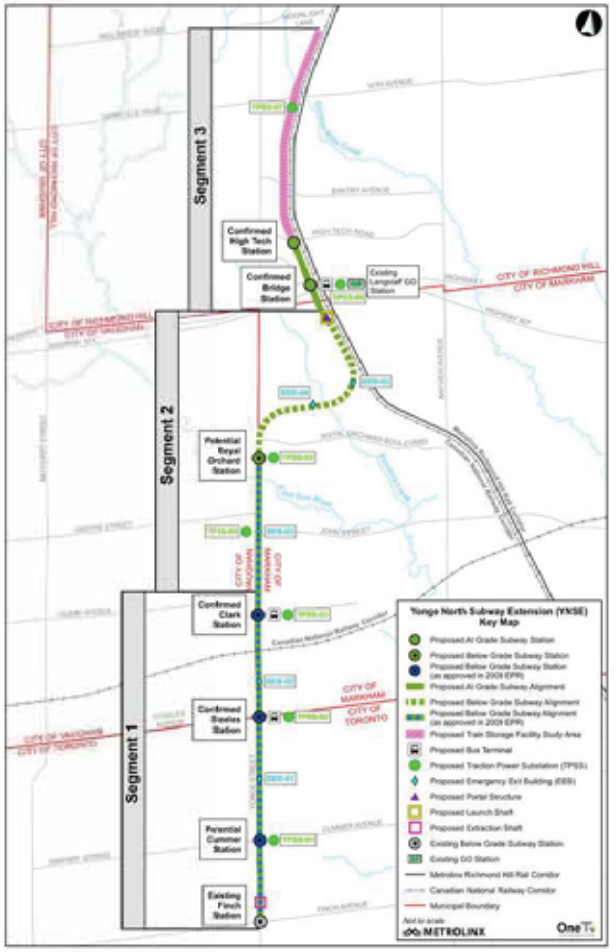
CONFIDENTIAL

Project Status and Update

METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION - OVERVIEW

- **Approximately 8 kilometres** of new subway service on TTC Line 1 (Yonge - University) that extends north from **Finch Station** to **Richmond Hill**.
  - ~6 kms underground alignment
  - ~3 kms at grade alignment
- **Three (3)** alignment options studied through IBC
- **Six (6)** station locations under analysis, with a current funding envelope that accommodates four (4) stations
- Funding envelope – **$5.6 billion**
- Target completion – **2029/2030**, to follow Ontario Line entry into service



YNSE EPR Addendum Study Area Key Plan Map

CONFIDENTIAL

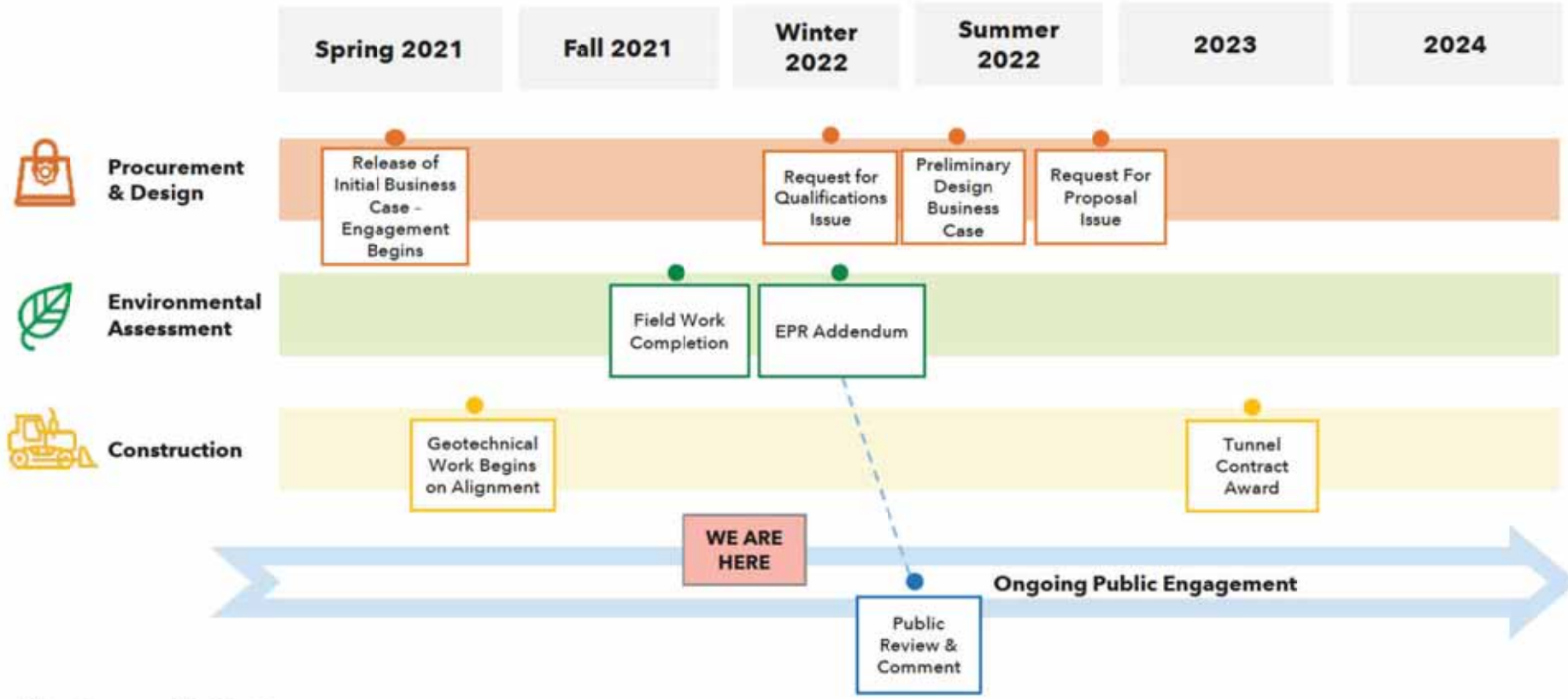
METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION – PROJECT UPDATE

- Reference Concept Design (RCD)
  - Advanced Tunnel (AT) RCD – Q1 2022
  - Stations, Rails and Systems (SRS) RCD – Q1/Q2 2022
- EPR Addendum - Environmental Assessment Work
  - Draft EPR Addendum GRT Review – October 28 – November 29, 2021
  - Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance)
- Public Consultation
  - Five (5) virtual open houses have occurred: April 7th, April 21st, May 5th, May 19th, Oct 20th
  - Meetings with all YNSE municipalities in November 2021

CONFIDENTIAL

PROJECT MILESTONES*



*Timelines are subject to change

CONFIDENTIAL

METROLINX | Infrastructure Ontario

EPR Addendum – Current Status

METROLINX | Infrastructure Ontario

EPR Addendum Scope

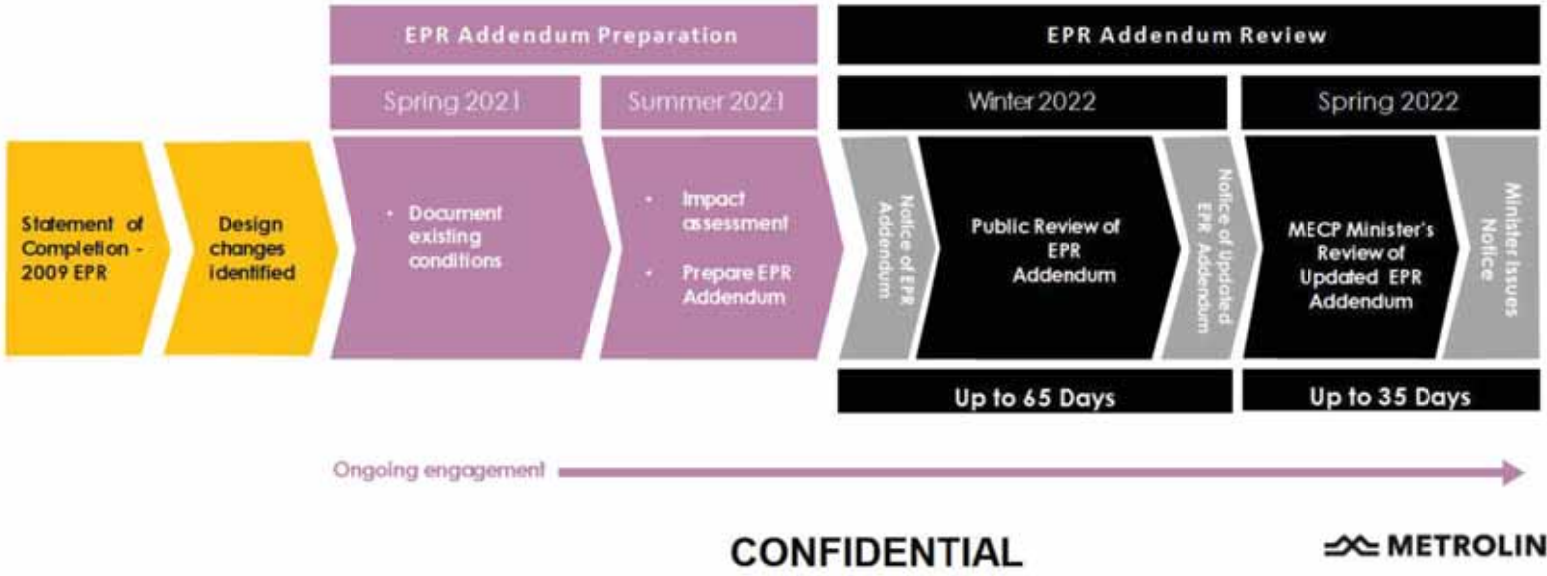
- The purpose of the current EPR Addendum study is to assess the relevant changes to the Project since the 2009 and 2014 studies based on the conceptual design.
- Aspects of the design that have been subject to change include the following and are captured in the 90% EPR Addendum:
    - Subway Alignment
    - Tunnels
    - Stations
    - Emergency Exit Buildings
    - Traction Power Substations
    - Ancillary Structures
    - Train Storage Facility (TSF)
    - Launch and Extraction Shafts



CONFIDENTIAL

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 update existing conditions, address these changes and to carry out public/stakeholder consultation.



YNSE EPR ADDENDUM – CURRENT STATUS

The purpose of this meeting is to provide an overview of the key findings from the Impact Assessment Reports, specific to Richmond Hill, in advance of the Environmental Project Report Addendum municipal review period.

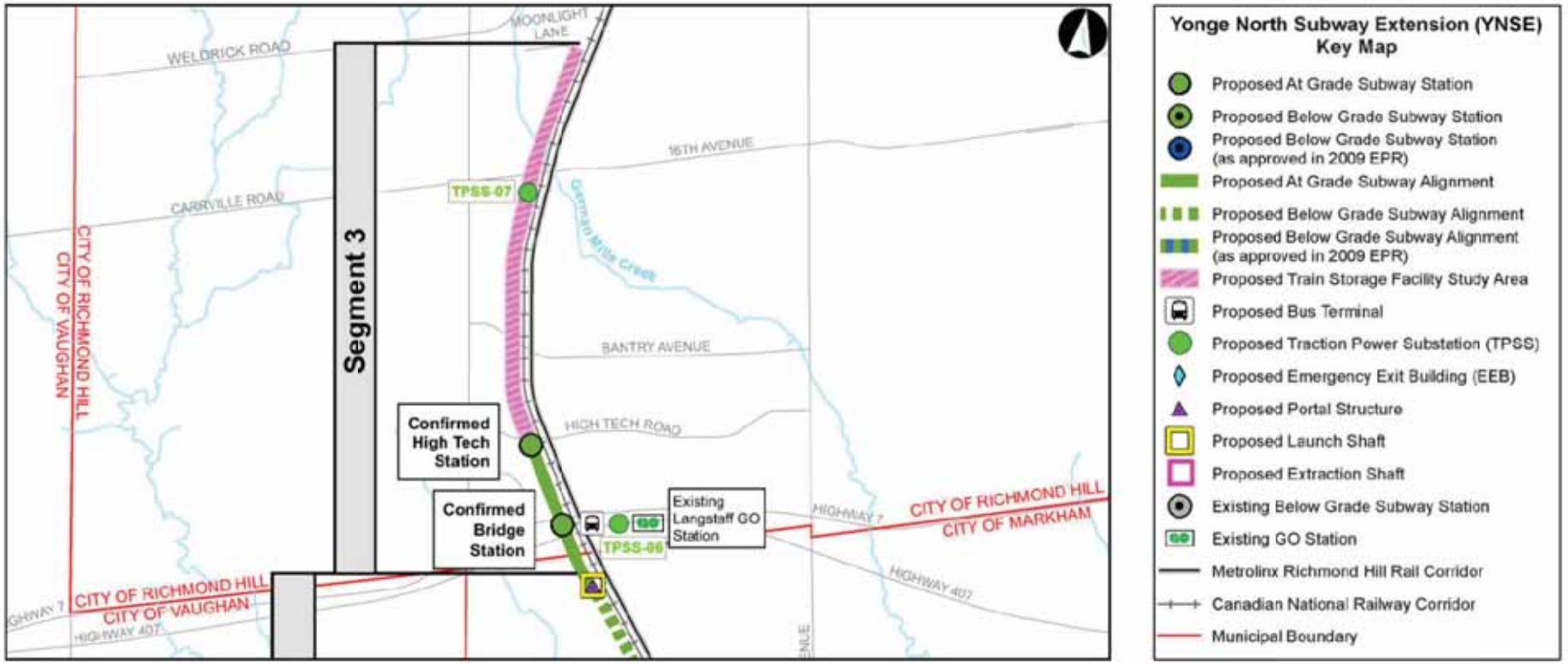
- TPAP site investigations were completed between May and August.
    - Site walkthroughs and visual assessments
    - Noise & vibration monitoring
    - Stage 1 archaeological assessment
    - Aquatic habitat assessment surveys
        - Surveys at YNSE watercourse crossings, including German Mills Creek
    - Vegetation inventory & classification
    - Surveys for breeding birds, amphibian calls, and Species at Risk
- 90% EPR Addendum has been circulated for municipal review. Comments and feedback requested November 29, 2021.

CONFIDENTIAL

Project Scope within the City of Richmond Hill

METROLINX | Infrastructure Ontario

CITY OF RICHMOND HILL SCOPE



CONFIDENTIAL

DESIGN COMPONENTS - SEGMENT 3 (CITY OF RICHMOND HILL)

Alignment

- Within Segment 3, the alignment emerges to the surface at the tunnel portal and runs along the west side of the existing CN Rail corridor to High Tech Road.
- North of High Tech Road, the proposed TSF tracks extend to Moonlight Lane.

Launch Shaft

- A launch shaft is a deep excavated site from which a Tunneling Boring Machine is launched.
- The launch shaft is located just south of Langstaff Road and the boundary of the City of Richmond Hill, at the tunnel portal.

Trackwork

- Two conventional at-grade tracks run from the tunnel portal to the TSF.
- The TSF tracks consist of three conventional tracks and a tail track at the north end.
- A potential (future) 3rd CN track is accounted for in alignment design, but not shown on EA plans/maps and was not included in operational Noise and Vibration assessments.

Train Storage Facility (TSF)

- The at-grade TSF accommodates up to 15 6-car trains and allows for light maintenance.
- Minimum 5.5m tall noise barrier along the western extent of the train storage facility, subject to further detailed design.
- Three buildings are proposed at the TSF:
  - Transportation facility (offices/amenities)
  - Rail cars & shops facility (train maintenance rooms)
  - A traction power substation building

Traction Power Substations (TPSS)

- Two (2) TPSSs proposed in Segment 3:
  - **TPSS-6** (located at Bridge Station)
  - **TPSS-7** (located at the TSF)

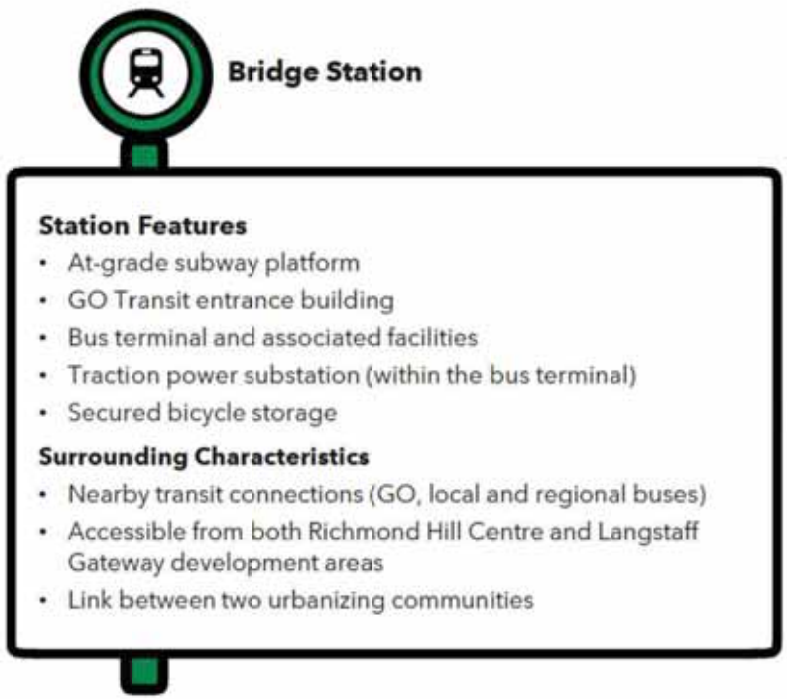
Stations

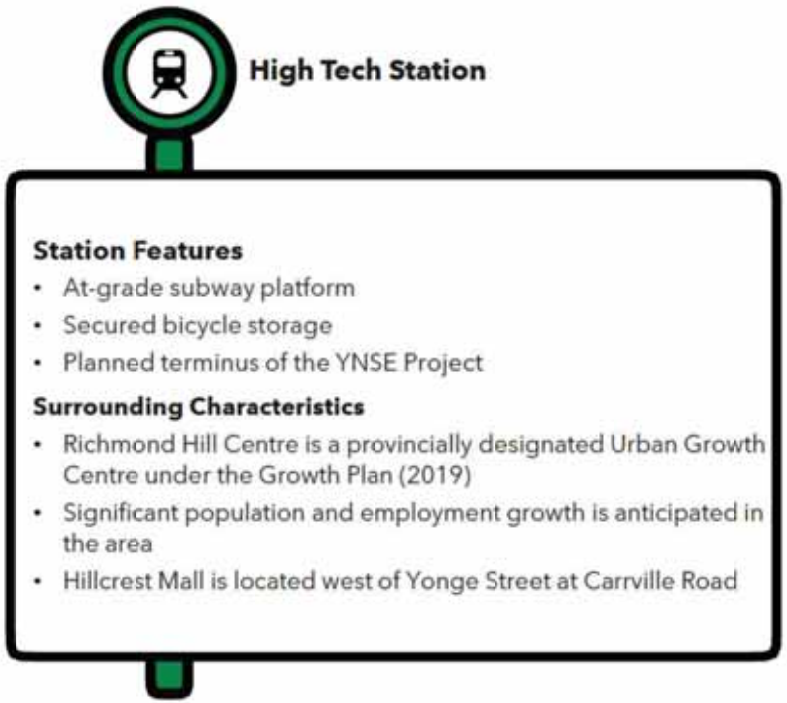
- Two (2) at grade stations proposed in Segment 3:
  - **Bridge Station** (nestled between Highway 7 and Highway 407)
  - **High Tech Station** (located at High Tech Road and west of the CN rail tracks)

CONFIDENTIAL

STATIONS

The Project includes four (4) stations under the current funding envelope. Six (6) potential stations were analyzed as part of the TPAP process. Both Bridge and High Tech Stations within Richmond Hill are confirmed under the current funding envelope.





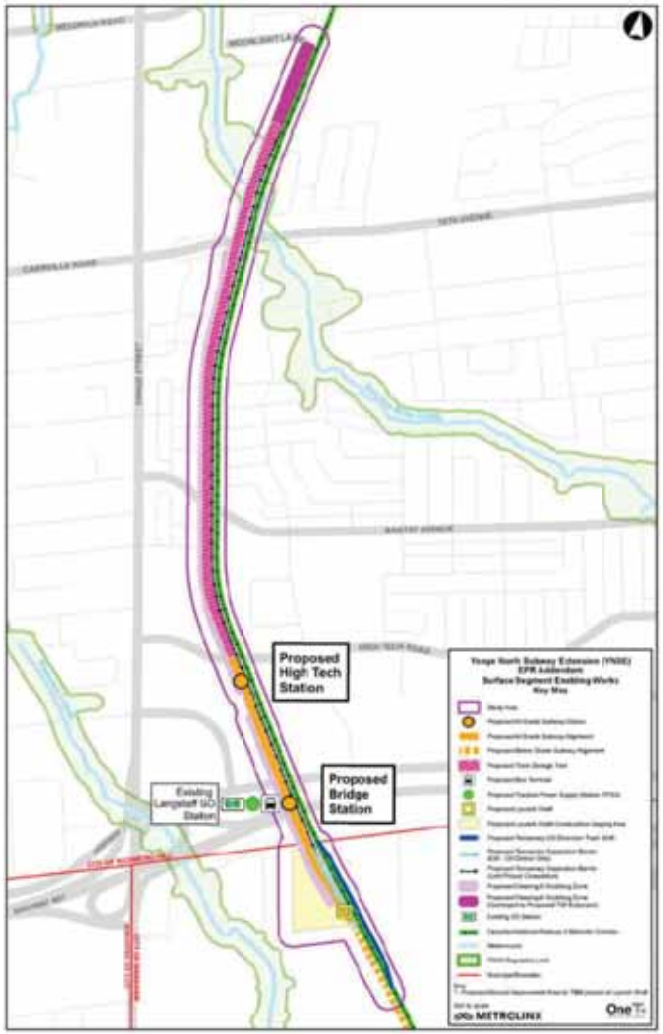
CONFIDENTIAL

EARLY WORKS AT-GRADE SEGMENT

Works at the at-grade segment are proposed along the north boundary of Holy Cross Cemetery to approximately the limits of the TSF in the City of Richmond Hill.

Proposed Early Works include:

- Access roads to construction laydown areas and work areas, as required
- Utility relocations/protections
- Relocation of CN track components/track diversion (executed by CN)
- CN right-of-way separation barrier
- Retaining walls, where required
- Monitoring equipment as required
- Dewatering, as required
- Installation of secant piles (under and beside CN tracks)
- Grading and track bed works for CN detour including, subgrade, sub-ballast
- Ground improvement for Tunnel Boring Machine (TBM) drive
- Launch Shaft shoring for south and east side (design only)



CONFIDENTIAL

METROLINX | Infrastructure Ontario

KEY AREAS OF INTEREST (CITY OF RICHMOND HILL)

Multi-Use Trail

- The YNSE design will not conflict with the Town of Richmond Hill's planned MUT, extending from Langstaff Road to Carrville Road, along the west side of the at-grade alignment/TSF tracks

German Mills Creek crossing

- Located north of 16th Avenue
- Existing Triple Cell CSP culvert – design solution underway to mitigate potential impacts resulting from additional fill within the floodplain due to the TSF Tail Tracks



Proposed Multi-Use Trail and YNSE Infrastructure



CONFIDENTIAL

METROLINX | Infrastructure Ontario

Overview of Impacts and Mitigation in Richmond Hill

METROLINX | Infrastructure Ontario

Natural Environment

The Natural Environment Impact Assessment Report documents impacts, mitigation measures, and monitoring activities related to:

- Natural Heritage Features
- Surface Water
- Fish and Aquatic Habitat
- Vegetation and Vegetation Communities
- Wildlife and Wildlife Habitat
- Species at Risk (SAR)



Field photo, November 2020 - Vegetation Community near proposed Bridge Station

Impacts

- The length of the existing culvert at German Mills Creek is sufficient to support the additional track width, however the additional fill required by the TSF tracks may negatively impact the floodplain. This may result in:
  - Disturbance to fish and fish habitat
  - Sedimentation/ erosion
  - Introduction of deleterious substances to the watercourse
- Other potential impacts associated with at-grade work in Segment 3:
  - Introduction of invasive plant material
  - Vegetation removal, injury and protection

Mitigation & Monitoring

- Prepare a design solution to mitigate and offset fill impacts (currently under assessment - may include replacement of existing culvert)
- Prepare appropriate mitigation, prevention & response plans prior to site preparation phase
- Adhere to mitigation measures identified in applicable legislation and through consultation with authorities (TRCA, MECP, MNRF, and DFO)
- Implement measures to avoid destruction, injury, or interference with species, and/or habitat
- Proper storage/ handling of materials and equipment and use of drip pans to minimize spills
- Appropriate capture/ relocation of fish and adherence to in-water construction timing windows as necessary

CONFIDENTIAL

Cultural Heritage

A Cultural Heritage Report was prepared in accordance with the *Ontario Heritage Act* and guidance from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) which included a historical summary of the study area and an inventory of known or potential built heritage resources and cultural heritage landscapes. The report also assessed potential impacts to identified cultural heritage resources and proposed mitigation and monitoring measures as required.



Field photo, May 2021 – David Dunlap Observatory

Impacts

- One (1) cultural heritage landscape resource has been identified within Richmond Hill along the alignment.
- There are no anticipated impacts to this property (David Dunlap Observatory Lands), approx. 300m from the rail corridor
- Additional studies such as Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessments (HIA) may be conducted should this property be identified as directly impacted during future design stages

Mitigation & Monitoring

- Since no impacts are anticipated to the David Dunlap Observatory Lands, no mitigation measures for this resource are anticipated at this time
- If the study limits change or a change in impact not captured or documented previously is observed, Metrolinx will carry out additional impact assessment work and heritage studies to identify potential impacts and appropriate mitigation measures

CONFIDENTIAL

Archaeology

A Stage 1 Archaeological Assessment has been prepared in accordance with guidance provided by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) that identifies and assesses archaeological potential.



Field photo, May 2021 - Facing Southwest from CN ROW between Hwy 7 and Hwy 407

Impacts	Mitigation & Monitoring
• No anticipated archaeological impacts within the study area, as the area has been previously disturbed • Potential for the disturbance of unassessed or undocumented archaeological resources if additional lands are required	• Develop and implement an Archaeological Risk Management Plan to address any discovery during construction • Personnel responsible for carrying out/overseeing land-disturbing activities to be informed of responsibilities in the event that an archaeological resource is encountered

CONFIDENTIAL

Air Quality

An Air Quality Impact Assessment has been prepared in accordance with recommendations from MTO and MECP guides that identifies mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project.



Dust Mitigation

Impacts	Mitigation & Monitoring
Construction • TSF site preparation and construction measures are predicted to result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria without mitigation **Operations** • Emissions related to at-grade maintenance of the subway and TSF	**Construction** • Fugitive dust controls • Develop and implement a Construction Air Quality Management Plan (AQMP) • Carry out continuous air quality monitoring to confirm effectiveness of mitigation measures and inform adaptive management, as required **Operations** • Periodic air quality monitoring to confirm effectiveness of mitigation measures and inform adaptive management, as required

CONFIDENTIAL

Noise and Vibration

The Noise and Vibration Impact Assessment Report evaluated impacts associated with construction and operation of the Project. The assessment also identified mitigation and monitoring measures that can be used to reduce and/or minimize the effects of noise and vibration.



Moveable point frog (Metrolinx, 2020)



Ballast mat (Metrolinx, 2019)

Impacts

Construction

- Noise and vibration levels are expected to be elevated during most phases of construction activity
- Ambient sound levels are relatively high along the rail corridor, which will minimize noise impact from the Project

Operations

- Along the TSF tracks, unmitigated sound levels from train departures are predicted to slightly exceed the MOEE/GO and MOEE/TTC guideline limit in residential areas without mitigation
- Vibration levels from the TSF are expected to be within MOEE/GO and MOEE/TTC guideline limits without mitigation, except at the switches near the handover platform/ Bantry Avenue

Mitigation & Monitoring

Construction

- Develop and implement a construction Noise and Vibration Management Plan, which will specify site- and activity-specific mitigation based on selected contractor means and methods
- Require use of broadband backup alarms on construction vehicles
- Carry out continuous noise and vibration monitoring to confirm mitigation effectiveness

Operations

- A noise barrier may be required along the western extent of the TSF from approximately Bantry Avenue to south of 16th Avenue (to be confirmed/refined through detailed design)
- Moveable point frogs and ballast mats are recommended to mitigate vibration impacts at the TSF switches

CONFIDENTIAL

Traffic

The Traffic Impact Assessment study analyzed existing and future conditions and potential impacts related to:

- Traffic and the Road Network
- Transit Services
- Pedestrian and Cycling Network
- Rail Network



Impacts	Mitigation & Monitoring
• Potential transit detours and parking impacts during construction in the vicinity of the existing GO Langstaff Station/ Richmond Hill Centre Station	• Notify the public of construction schedules and potential transit service disruptions in advance • Develop a Traffic Control & Management Plan prior to construction • Consult with local municipalities and transit agencies • Provide clearly delineated, and appropriately signed walkways & cycling routes with detours where required • An area-wide microsimulation model will be developed to assess and determine traffic and transit mitigation measures in the Richmond Hill Centre transit hub, such as utilization of traffic control technologies

CONFIDENTIAL

Land Use and Socio-Economic

A Land Use and Socio-Economic Impact Assessment was conducted to evaluate and mitigate impacts to socio-economic and land use features, including:

- Schools, child-care centers, places of worship and cemeteries
- Bicycle/ pedestrian routes and multi-use trails
- Parks/ open spaces
- Existing and approved future land uses



Field Photo, December 2020 - View Facing West from CN Corridor, South of 16th Avenue

Impacts	Mitigation & Monitoring
• Temporary detours and road closures impacting cyclists, pedestrians and transit users • Impacts to an auto dealership/parking area south of 16th Avenue during TSF construction • Nuisance and/or visual impacts during construction of the at-grade stations and TSF tracks	• Continue to engage Richmond Hill staff to ensure Project plans protect the design of the multi-use trail • Provide a fence/screened enclosure for construction areas • Minimize visual impacts of noise barriers by selecting appropriate building material and architectural design

CONFIDENTIAL

Future Work & Commitments

METROLINX | Infrastructure Ontario

FUTURE WORK/ COMMITMENTS

The current EPR addendum identifies commitments for future work, including applicable commitments from the 2009 EPR and 2014 Addendum as well as the following newly identified commitments.

Noise & Vibration

- Complete updated Construction Noise & Vibration Impact Assessments prior to the start of Construction activities
- Complete updated Operational Noise & Vibration Impact Assessments during detailed design, which will be used to refine current proposed mitigation measures

Traffic

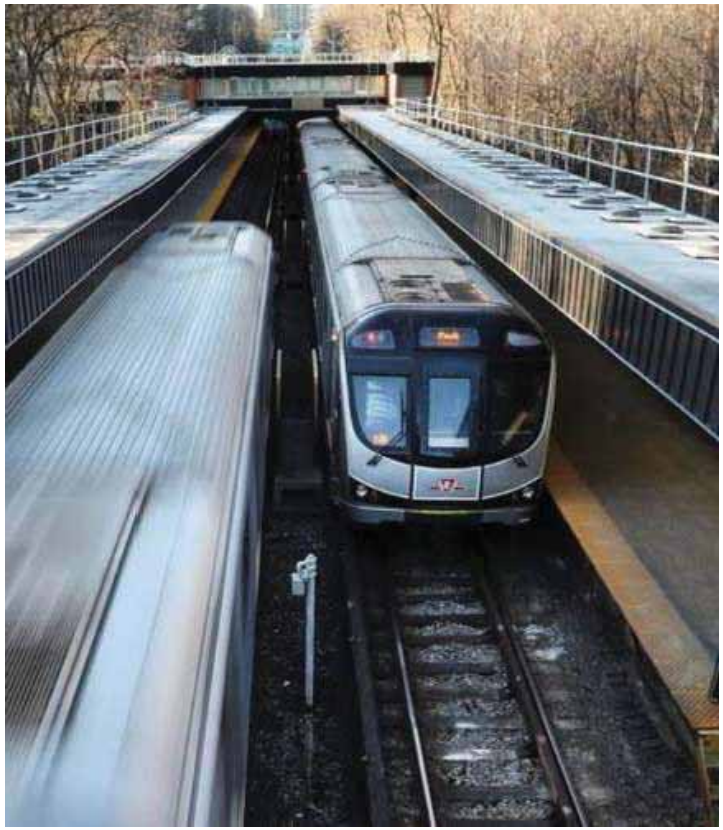
- Complete a supplementary Traffic study to identify any potential permanent impacts once geometrical designs of the Study Area are complete
- Develop an area-wide microsimulation model to assess and determine traffic and transit mitigation measures in the Richmond Hill Centre transit hub

Natural Environment

- Complete all recommended natural environment field work in the appropriate timing window prior to detailed design
- Ongoing consultation during detailed design with agencies having jurisdiction
- Secure all necessary permits, licenses and approvals prior to construction

Air Quality

- Implement and monitor dust suppression/control through regular wetting and other measures, as required
- Develop an Operations Air Quality Management Plan and an Air Sampling & Monitoring Plan



CONFIDENTIAL

Next Steps

METROLINX | Infrastructure Ontario

NEXT STEPS

- The Draft EPR Addendum package has been circulated to the Government Review Team, including municipalities, and Indigenous Nations in Fall 2021 for review and comment
  - Feedback is requested Nov 29, 2021
- Comments received will be responded to by Metrolinx prior to finalizing the EPR Addendum
- Comments and how they were addressed will be documented in the EPR Addendum Consultation Chapter
- EPR Addendum publication is planned for early Winter 2022
- Minister's Notice is anticipated for Spring 2022

CONFIDENTIAL

Roundtable – Input & Questions

METROLINX | Infrastructure Ontario



CONFIDENTIAL

YNSE – City of Richmond Hill Environmental Update Meeting

Meeting Date: November 25, 2021 **Time:** 3:00 PM – 4:00 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Daniel Olding	Daniel.Olding@richmondhill.ca	Richmond Hill	Yes
Nima Naghavi	Nima.Naghavi@richmondhill.ca	Richmond Hill	Yes
James Francis	james.francis@metrolinx.com	MX	Yes
Kaylin Barnes	kaylin.barnes@metrolinx.com	MX	Yes
Jessica Neto	jessica.neto@metrolinx.com	MX	Yes
Julia Kun	julia.kun@metrolinx.com	MX	Yes
Kevin Coulter	kcoulter@gfnet.com	OneT+	Yes
Silvia Furfurica	sfurfurica@gfnet.com	OneT+	Yes

Meeting Minutes

No.		Action By
1	**Safety Moment and Introductions**	
2	**Land Acknowledgement**	
3	**Purpose of the Meeting** • MX gave an overview of the purpose of this meeting, which is to provide a YNSE project update and overview of the Environmental Project Report (EPR) Addendum and Impact Assessment Studies, seek City of Richmond Hill feedback regarding proposed YNSE infrastructure that overlaps with City of Richmond Hill areas of interest, as well as a discussion of next steps.	
4	• Richmond Hill requested that rather than running through the presentation, the meeting is focused on the key issues within Richmond Hill as they relate to the EPR Addendum. See Item 7 within these minutes for this discussion.	
5	**Project Update and Current Status**	
5.1	**YNSE Overview** • MX provided a description of the YNSE project, including total kilometres of at-grade and underground tracks, confirmed and potential stations, the funding envelope, and overall target completion date. • The EPR Addendum study area shows a confidential reference alignment that has yet to be shared publicly. [Post-meeting note: the reference alignment was shared with the public on December 8, 2021]	

No.		Action By
5.2	**YNSE Project Update** • OneT+ provided a Project update that included the following milestones: o Reference Concept Design (RCD) o Draft EPR Addendum GRT Review – October 28 – November 29, 2021 o Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance) o Public Consultation including five (5) virtual open houses that have occurred to date: April 7th, April 21st, May 5th, May 19th, Oct 20th o Meetings with all YNSE municipalities to be held in November 2021	
5.3	**Project Milestones** • OneT+ gave a high-level timeline for the project including design and procurement, environmental assessment and TPAP work, and high-level information related to construction timing. • OneT+ noted that geotechnical work has been undertaken, though significant construction will not commence until the 2023 Advanced Tunnel (AT) contract.	
6	**EPR Addendum – Current Status**	
6.1	**EPR Addendum Scope** • OneT+ described the aspects of design assessed by the EPR Addendum including the subway alignment, tunnels, stations, emergency exit buildings (EEB), traction power substations (TPSS), ancillary structures, train storage facility (TSF), launch and extraction shafts. • Steeles and Clark stations within the City of Markham are confirmed stations, while Royal Orchard station is a potential station under analysis. • If Royal Orchard Station proceeds, there could be some shifts to the ancillary features.	
7	**Roundtable Discussion**	
7.1	**Train Storage Facility Community Disturbance & Impacts** • OneT+ gave an overview of the at grade Train Storage Facility (TSF) which will accommodate up to 15 6-car trains and allows for light maintenance. • Three additional buildings are proposed at the TSF which include a transportation facility (offices/amenities), rail cars & shops facility (train maintenance rooms) and a traction power substation building. • Richmond Hill indicated that there will be community disturbance and impacts from the construction and operation of the TSF; an industrial type facility is not ideal in residential communities and noise and vibration impacts from the TSF are going to be significant. • Richmond Hill noted that the adjacent CN corridor is already an active corridor which does not have modern sound barriers / mitigation measure associated with it. The potential impacts from the TSF will overall be subject to more advanced and stringent mitigation measures. • OneT+ noted that a minimum 5.5m tall noise barrier along the western extent of the TSF will also be implemented, subject to further detailed design and that additional mitigation measures applicable to the Project will also be used to mitigate impacts associated with both construction and operation activities.	

No.		Action By
7.2	**Greenway Impacts Associated with TSF** • Richmond Hill indicated that the greenway running along-side the proposed TSF within Richmond Hill is currently protected for 15 meters of development adjacent to the CN corridor. • Richmond Hill stressed that protecting for the proposed 5 meter multi-use path (MUP) and adjacent sound wall is not sufficient and mitigation measures should be considered beyond the 5 meter protection. • Richmond Hill noted that in some areas, the MUP may be even narrower, indicating that it will be important to keep a north to south route viable. • If needed, Richmond Hill suggested to demonstrate the difference between a 15-meter greenway and a 5-meter MUP with noise walls on either side. • Metrolinx noted that an ongoing discussion with the design team will continue, and that these impacts to Richmond Hill will be documented in the EPR Addendum and a continued discussion will be required to address these issues. o *MX to identify a separate forum to discuss space-proofing for the MUP and the other Action Items presented in the TPAP meeting minutes with Richmond Hill.*	**MX**
7.3	**East-West Connectivity** • Richmond Hill identified that there is no discussion in the EPR Addendum currently with Richmond Hill for review regarding east-west connectivity within the overall corridor or Richmond Hill. • In regard to the TSF within Richmond Hill, the area to span a bridge over is much larger than in other areas; with a proposed 5-meter MUP, this will not accommodate the area required for a bridge. • Richmond Hill noted that the ability to secure an east-west connection is critical and will need to line up with the lands being secure by Richmond Hill. • Richmond Hill stressed that it is imperative to consider how a bridge will be incorporated into the plan and coordination with the TSF will be essential. • OneT+ noted that various agreements between Metrolinx and Richmond Hill will be required outside of the TPAP in order to address their concern. • Richmond Hill noted that they are not objecting to the TSF or lease of Richmond Hill lands, but rather would like to focus on accomplishing a viable and attractive MUP and east-west connections. • OneT+ noted that the EPR Addendum could be enhanced to reflect the key features brought up at this meeting and emphasize Richmond Hill's desire for east-west connections. o *MX to identify a separate forum to discuss necessary agreements required to accommodate future Richmond Hill plans related to improving east-west connectivity.*	**MX**
7.4	**Future Land Use Planning (Around 16th Avenue)** • Richmond Hill noted that plans in the 16th Avenue area will impact the road network. • Richmond Hill identified that a park in the area has been secured to serve as a trail head and there is the possibility that the TSF parking lot and building proposed will be a conflict.	

No.		Action By
7.5	**German Mills Creek Culvert** • OneT+ gave an overview of the German Mills Creek crossing and culvert replacement, which is located north of 16th Avenue. • Richmond Hill noted that replacement and alteration of the German Mills Creek culvert will have impacts on the floodplain. • OneT+ noted that German Mills Creek is currently an existing triple cell corrugated steel pipe culvert and a design solution is underway to mitigate potential impacts resulting from additional fill within the floodplain due to the TSF tail tracks. TRCA has been engaged for the proposed culvert replacement and no residual impacts to the floodplain are anticipated.	
7.6	**Vegetation Removals** • Richmond Hill noted that there will be extensive vegetation removal in the greenspace adjacent to the TSF and inquired how this will be mitigated. • Metrolinx noted that compensation in the form of re-planting or cash in lieu can be considered. Re-planting locations on some of the Subway projects have been coordinated with TRCA and a similar approach could be taken for YNSE. • Richmond Hill requested the opportunity to coordinate the re-planting activities themselves, rather than coordinating with TRCA. o *MX to identify a separate forum to discuss how Richmond Hill Can be involved in identifying compensation planting locations.*	**MX**
	Other Discussion Items • Richmond Hill inquired whether the impacts identified today will be documented in the upcoming publishing of the EPR Addendum and indicated that they would like to see the six main issues identified today addressed either in the EPR Addendum or through separate correspondence of how they will be mitigated. • OneT+ noted that due to the schedule and time constraints associated, it will be difficult to incorporate solutions to the entirety of the discussion, however there will be continued coordination between OneT+/MX and Richmond Hill to address concerns. OneT+/MX will advance solutions through incorporation of Richmond Hill's comments in the EPR Addendum. As well, the mechanism to revise design items is foremost through RCD review and comment. • OneT+ noted that feedback will be elevated to the Project Delivery Team to come up with further actions to advance these changes. • Richmond Hill noted that Daniel Olding is the first point of contact for all Richmond Hill subway related items.	

End of Document

Attachment: Richmond Hill Environmental Presentation Slide Deck

City of Toronto Meeting #1 – November 23rd, 2021

Yonge North Subway Extension

TPAP Update Meeting - City of Toronto

November 23 2021

METROLINX | Infrastructure Ontario

CONFIDENTIAL

AGENDA

1. Safety Moment and Introductions
2. Land Acknowledgement
3. Project Status and Update
4. EPR Addendum – Current Status
5. Project Scope Within the City of Toronto
6. Overview of Impacts & Mitigation in Toronto
7. EPR Addendum Commitments to Future Work
8. Next Steps
9. Roundtable - Input & Questions

CONFIDENTIAL

LAND ACKNOWLEDGEMENT

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular we acknowledge that the Yonge North Subway Extension project is occurring on the traditional lands of the Mississaugas; this includes the Mississaugas of the Credit First Nation and Mississaugas of Scugog Island First Nation. The Yonge North Subway Extension project is occurring on lands covered by treaties including Treaty 13 and the Gunshot Treaty of 1784 and within the Williams Treaties territory.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on the Yonge North Subway Extension.

CONFIDENTIAL

PURPOSE OF MEETING

1. Provide a project update on the Yonge North Subway Extension Project
2. Provide an overview of the EPR Addendum and Impact Assessment Studies
3. Seek City feedback regarding proposed YNSE infrastructure that overlap with Toronto's area(s) of interest
4. Discuss next steps

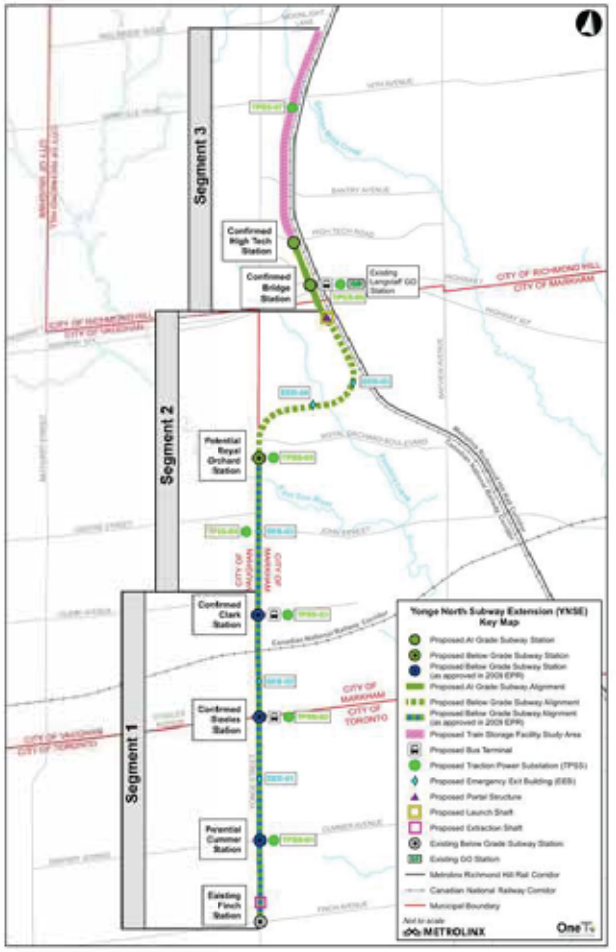
CONFIDENTIAL

Project Status and Current Update

METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION - OVERVIEW

- **Approximately 8 kilometres** of new subway service on TTC Line 1 (Yonge - University) that extends north from **Finch Station** to **Richmond Hill**.
  - ~6 kms underground alignment
  - ~3 kms at grade alignment
- **Three (3)** alignment options studied through IBC
- **Six (6)** station locations under analysis, with a current funding envelope that accommodates four (4) stations
- Funding envelope – **$5.6 billion**
- Target completion – **2029/2030**, to follow Ontario Line entry into service



YNSE EPR Addendum Study Area Key Plan Map

CONFIDENTIAL

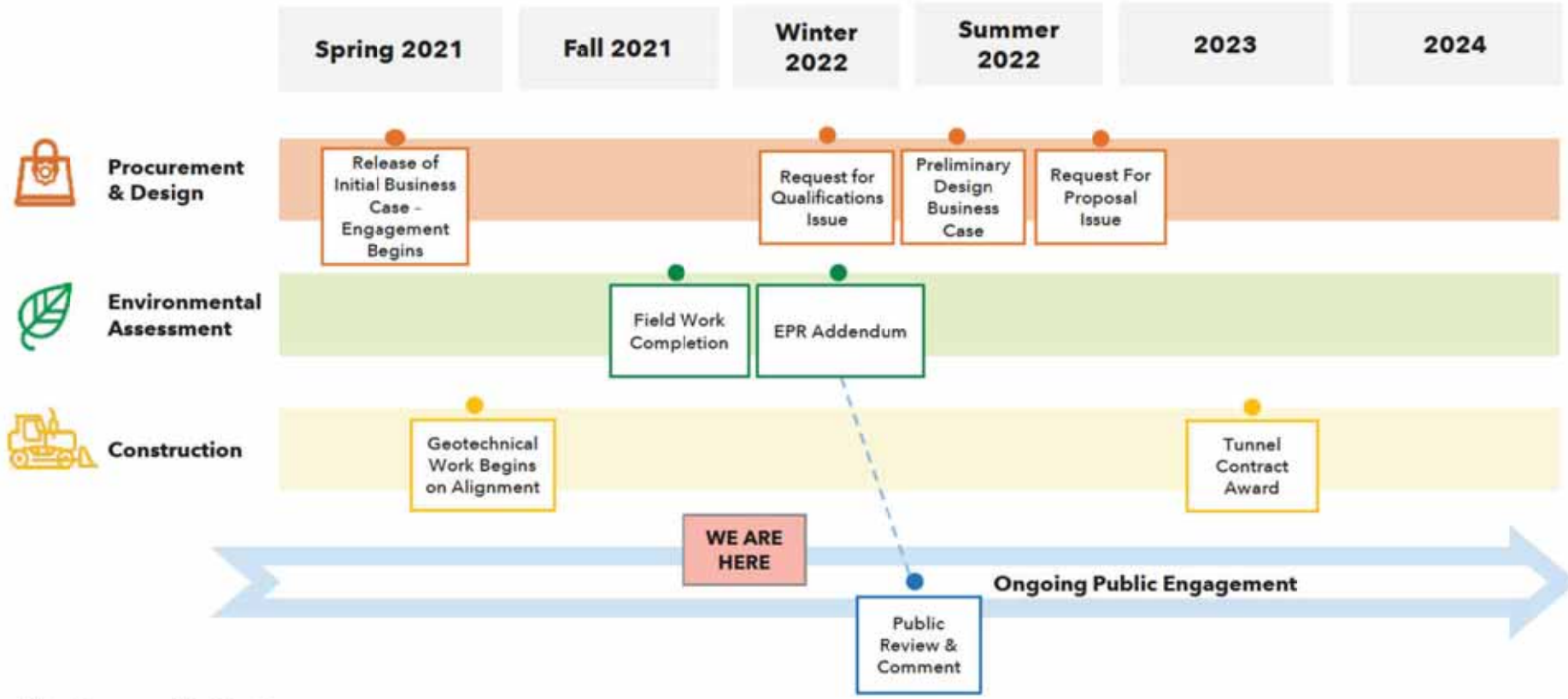
METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION – PROJECT UPDATE

- Reference Concept Design (RCD)
  - Advanced Tunnel (AT) RCD – Q1 2022
  - Stations, Rails and Systems (SRS) RCD – Q1/Q2 2022
- EPR Addendum - Environmental Assessment Work
  - Draft EPR Addendum GRT Review – October 28 – November 29, 2021
  - Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance)
- Public Consultation
  - Five (5) virtual open houses have occurred: April 7th, April 21st, May 5th, May 19th, Oct 20th
  - Meetings with all YNSE municipalities in November 2021

CONFIDENTIAL

PROJECT MILESTONES*



*Timelines are subject to change

CONFIDENTIAL

METROLINX | Infrastructure Ontario

EPR Addendum – Current Status

METROLINX | Infrastructure Ontario

EPR Addendum Scope

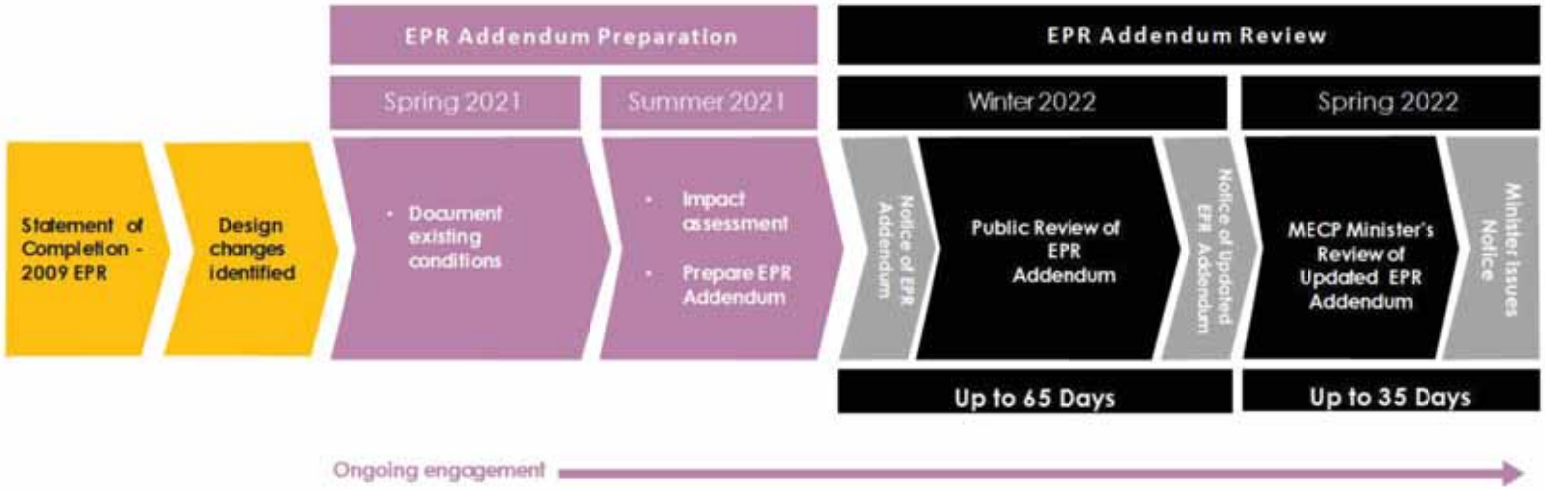
- The purpose of the current EPR Addendum study is to assess the relevant changes to the Project since the 2009 and 2014 studies based on the conceptual design.
- Aspects of the design that have been subject to change include the following and are captured in the 90% EPR Addendum:
    - Subway Alignment
    - Tunnels
    - Stations
    - Emergency Exit Buildings
    - Traction Power Substations
    - Ancillary Structures
    - Train Storage Facility (TSF)
    - Launch and Extraction Shafts



CONFIDENTIAL

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 update existing conditions, address these changes and to carry out public/stakeholder consultation.



CONFIDENTIAL

METROLINX | Infrastructure Ontario

YNSE EPR ADDENDUM – CURRENT STATUS

The purpose of this meeting is to provide an overview of the key findings from the Impact Assessment Reports, specific to Toronto, as part of the Environmental Project Report Addendum municipal review period.

- TPAP site investigations were completed between May and August.
    - Site walkthroughs and visual assessments
    - Noise & vibration monitoring
    - Stage 1 Archaeological Assessment
    - Aquatic habitat assessment surveys
    - Vegetation inventory & classification
    - Surveys for breeding birds, amphibian calls, and Species at Risk
- 90% EPR Addendum has been circulated for municipal review. Comments and feedback requested November 29, 2021.

CONFIDENTIAL

YNSE Scope within the City of Toronto

DESIGN COMPONENTS - SEGMENT 1 (CITY OF TORONTO)

Alignment

- Within Segment 1, the alignment travels below grade from Finch Station running under Yonge Street
- At Steeles Avenue, the Project Study Area crosses the boundary between the City of Toronto and York Region, following which Yonge Street divides the City of Vaughan to the west and the City of Markham to the east

Proposed Extraction Shaft

- An extraction shaft is used to extract tunnel boring machines (TBMs) from the tunnel
- The extraction shaft is located just south of Cummer Avenue and approximately 150m north of the existing Yonge-Finch intersection

Trackwork

- Two single track tunnels (one track within each of two separate tunnel structures between existing Finch Station box and proposed portal at Langstaff Road)
- Tunnel structure tracks consist of direct fixated infrastructure

Proposed Emergency Exit Building (EEB)

- An EEB is a surface building connected with a pedestrian tunnel to the underground guideway
- One (1) EEB proposed in Segment 1
  - **EEB-1** (located between Cummer Station and Steeles Station at the south-east corner of Yonge Street & Newton Drive)

Traction Power Substations (TPSS)

- House electrical and mechanical equipment that support the subway system
- Two (2) TPSSs proposed in Segment 1:
  - **TPSS-01** (located at Cummer Station)
  - **TPSS-02** (located at Steeles Station)

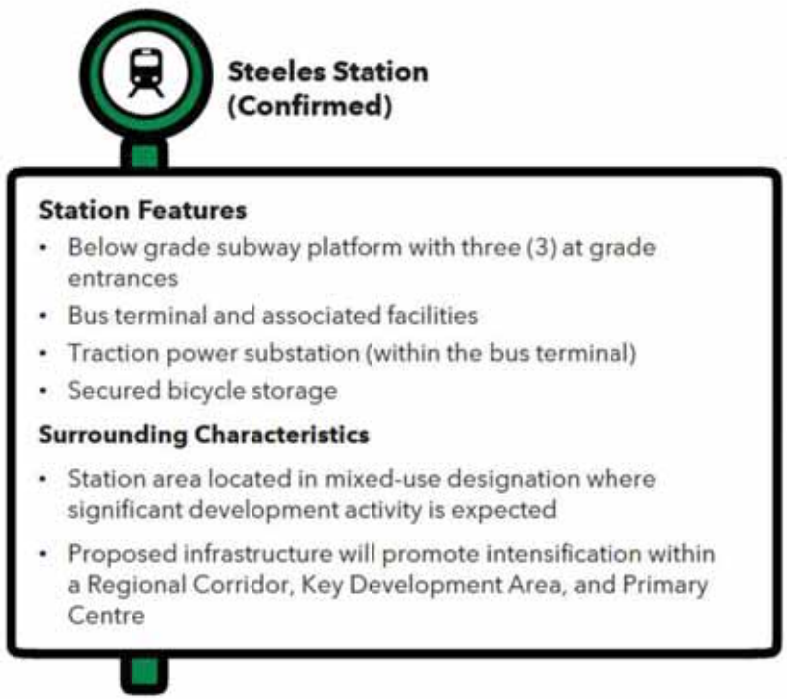
Stations

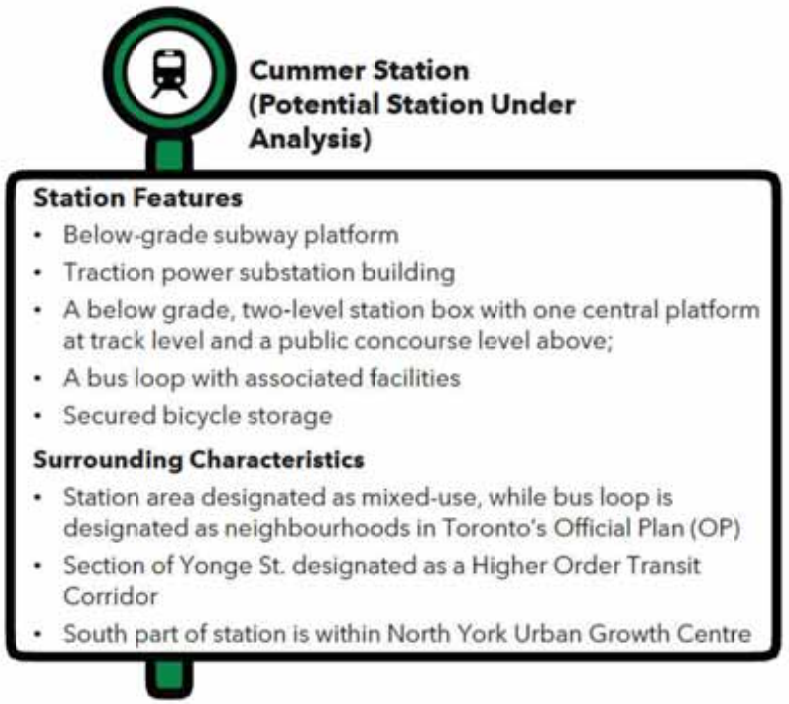
- One (1) existing below grade station in Segment 1:
  - **Finch Station** (located at Finch & Yonge intersection)
- Two (2) below grade stations proposed in Segment 1:
  - **Cummer Station** (at the intersection of Cummer/Drewry Avenue and Yonge Street)
  - **Steeles Station** (at the intersection of Steeles Avenue and Yonge Street)

CONFIDENTIAL

STATIONS

The Project includes four (4) stations under the current funding envelope. Six (6) potential stations were analyzed as part of the TPAP process. Segment 1 within the City of Toronto includes the existing Finch Station, the potential Cummer Station, and the confirmed Steeles Station.





CONFIDENTIAL

FINCH STATION MODIFICATIONS

Modifications are proposed at Finch Station beginning in Fall 2022, including:

- Upgrading systems as required within the tail track area.
- Extending Dry Fire Line through tail track.
- Potential infill of wall openings in tail track.
- Installation of new duct bank for traction power cables from the TPSS to Finch Station.
- Replacement of secondary negative bus bar at traction power cable room.
- Design of all necessary power cabling and routing to power rails north of Finch station.
- Modifications to the existing transformer room & existing electrical rooms.
- Provisioning of Communication equipment closet and empty conduits north of Finch platform for future connection of YNSE systems by others.
- Set up of temporary laydown area.
- Construction of new temporary exit from Finch west parking lot to Talbot Road.



CONFIDENTIAL

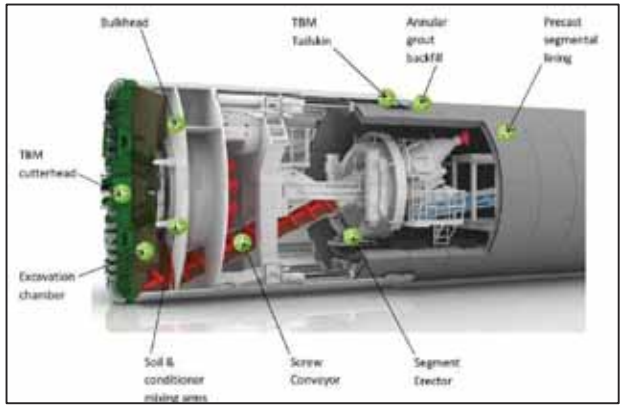
Overview of Impacts and Mitigation in Toronto

METROLINX | Infrastructure Ontario

Key Areas of Interest

The following key areas of interest for the City of Toronto were identified and reviewed through the impact assessment process and will be further expanded on in the discipline-specific slides that follow.

- **Proposed Extraction Shaft**
  - The extraction shaft for the TBM is a temporary work and will be located just south of Cummer Avenue and approximately 150m north of the Yonge-Finch intersection.
  - Operations will be located within the boundaries of the Finch Transition Box Structure that will connect the existing Finch Tail track with the TBM bored running tunnels
- **Steeles Station**
  - Confirmed in-line underground station and key intersection where City of Vaughan, City of Markham and the City of Toronto are linked together
- **TPSS-01 & TPSS-02**
  - TPSS-01 & TPSS-02 are electrical facilities that contain mechanical and electrical equipment supporting the function and operation of the subway system
  - TPSS-01 is located near proposed Cummer Station and TPSS-02 is located at Steeles Station
- **EEB-01**
  - EEB-01 is a facility for emergency exit from underground and consists of a surface building connected with a pedestrian tunnel to the underground guideway
  - EEBs have a typical size of 3 metres by 8 metres to accommodate the required 1.8-metre-wide stairs and fire department connections



Typical Tunnel Boring Machine

CONFIDENTIAL

Natural Environment

The Natural Environment Impact Assessment Report documents impacts, mitigation measures, and monitoring activities related to:

- Natural Heritage Features
- Surface Water
- Fish and Aquatic Habitat
- Vegetation and Vegetation Communities
- Wildlife and Wildlife Habitat
- Species at Risk



Field Photo: Vegetation Community near potential Cummer Station

Impacts

- Limited natural environment impacts are expected within the City of Toronto since the alignment is below-grade
- Narrow belt of woodland along the rail corridor at the north end of the segment; direct impacts not anticipated
- Very limited natural vegetation cover is present
- Natural environment impacts within Toronto are mainly associated with the proposed bus loop on Drewry Avenue- requires permanent and temporary vegetation removals

Mitigation & Monitoring

- Establish visual barriers during site preparation phase to clearly delineate the Project footprint, and maintain buffers during construction to minimize negative impacts to natural environment
- Operate and store all materials and equipment in a manner preventing any harmful substance from entering the natural environment
- Proper storage/ handling of materials and equipment and use of drip pans to minimize spills
- Minimize staging and access areas to reduce disturbance to the natural environment

CONFIDENTIAL

Cultural Heritage

A Cultural Heritage Report was prepared in accordance with the *Ontario Heritage Act* and guidance from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) which included a historical summary of the study area and an inventory of known or potential built heritage resources and cultural heritage landscapes. The report also assessed potential impacts to identified cultural heritage resources and proposed mitigation and monitoring measures as required.



Field Photo: 15 Patricia Ave.; Listed on City of Toronto Heritage Register

Impacts

- Four (4) cultural heritage and ten (10) built heritage landscape resources have been identified within Toronto along the alignment
- Direct adverse impacts are anticipated to one (1) built heritage resource and indirect adverse impacts are anticipated to five (5) built heritage and four (4) cultural landscape resources

Indirect

- 5643-5647 Yonge St. (Commercial Block)
- 5800 Yonge St. (Former Civic Building)
- 51 Drewry Ave. (Residence)
- 70 Drewry Ave. (School)
- 5926 Yonge St. (Commercial Building)
- 15 Patricia Ave (Residence)
- 6075 Yonge St. (Commercial Building)
- 6301-6313 Yonge Street (Commercial Block)

Direct

- 5925 Yonge St. (Commercial Building)

Mitigation & Monitoring

Direct Adverse Impacts

- For properties of Cultural Heritage Value or Interest (CHVI), where no previous assessment has been completed or a Statement of Cultural Heritage Value (SCHV) has not been approved, a Cultural Heritage Evaluation Report (CHER) will be undertaken
- Complete Heritage Impact Assessment (HIA) if properties with CHVI are impacted

Indirect Adverse Impacts

- Consult with the MHSTCI and City of Toronto Heritage Preservation Services if encroachment is anticipated to determine whether further cultural heritage study is needed
- Establish vibration zone of influence for heritage properties and monitor

CONFIDENTIAL

Archaeology

A Stage 1 Archaeological Assessment has been prepared in accordance with guidance provided by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) that identifies and assesses archaeological potential.



Field Photo: Cummer Avenue facing north; TPSS-1 location

Impacts	Mitigation & Monitoring
• Area within Segment 1 that retains archaeological potential includes the parking lot located at the southeast corner of Yonge Street and Newton Drive associated with EEB-01 • Potential for the disturbance of unassessed or undocumented archaeological resources if additional lands are required.	• Develop and implement an Archaeological Risk Management Plan to address any discovery during construction • Personnel responsible for carrying out/overseeing land-disturbing activities to be informed of responsibilities in the event that an archaeological resource is encountered • Additional archaeological studies will be completed if impacts are anticipated beyond lands that have been previously assessed.

CONFIDENTIAL

Air Quality

An Air Quality Impact Assessment has been prepared in accordance with recommendations from MTO and MECP guides that identifies mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project.



Dust Mitigation

Impacts	Mitigation & Monitoring
Construction • Potential Cummer Station site preparation and construction measures are predicted to result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria *without mitigation* **Operations** • Emissions related to welding operations and subway vehicle wear	**Construction** • Fugitive dust controls are recommended to significantly reduce the construction phase ZOI and associated impacts (see above) • Develop and implement a Construction Air Quality Management Plan (AQMP) as well as a Communications Protocol and a Complaints Protocol to respond to issues that develop during construction • Develop and implement Weekly Air Quality Monitoring Plans **Operations** • Monitor concentrations of particulate matter and metals originating from maintenance emissions periodically to ensure they are at an acceptable level

CONFIDENTIAL

Noise and Vibration

The Noise and Vibration Impact Assessment Report evaluated impacts associated with construction and operation of the Project. The assessment also identified mitigation and monitoring measures that can be used to reduce and/or minimize the effects of noise and vibration.



Ballast mat
(Metrolinx, 2019)

Impacts	Mitigation & Monitoring
Construction • Noise and vibration levels are expected to be elevated during most phases of construction activity • Ambient sound levels are relatively high along the rail corridor, which will minimize noise impact from the Project **Operations** • Vibration may cause annoyance, disturb sleep and other activities	**Construction** • Develop and implement a construction Noise and Vibration Management Plan • Require use of broadband backup alarms on construction vehicles **Operations** • Implement floating slab track, ballast mats, resilient fasteners, moveable point frogs as needed to mitigate vibration levels • Complete post-construction measurement of vibration levels to confirm the predictions • Complete regular maintenance inspections and implement corrective measures wherever needed to minimize noise and vibration

CONFIDENTIAL

Traffic

The Traffic Impact Assessment study analyzed existing and future conditions and potential impacts related to:

- Traffic and the Road Network
- Transit Services
- Pedestrian and Cycling Network
- Rail Network



Impacts	Mitigation & Monitoring
• No operational impacts to traffic or road network alignment due to underground Segment 1 • Potentially road modifications to accommodate associated infrastructure and buildings (e.g. pedestrian entrance buildings, bus platforms) within Segment 1	• Notify the public of construction schedules and potential transit service disruptions in advance • Develop a Traffic Control & Management Plan prior to construction • Consult with local municipalities and transit agencies • Provide clearly delineated, and appropriately signed walkways & cycling routes with detours where required

CONFIDENTIAL

Land Use and Socio-Economic

A Land Use and Socio-Economic Impact Assessment was conducted to evaluate and mitigate impacts to socio-economic and land use features, including:

- Schools, child-care centers, places of worship and cemeteries
- Bicycle/ pedestrian routes and multi-use trails
- Parks/ open spaces
- Existing and approved future land uses



Field Photo: View Facing East on Yonge Street, South of Cummer Avenue - Mixed-Use Development Under Construction

Impacts	Mitigation & Monitoring
• Temporary detours and road closures impacting cyclists, pedestrians and transit users • Nuisance and/or visual impacts during construction activities • Potential impacts during construction to two (2) sensitive facilities; Unionville Academy and Drewry Secondary School located on either side of the proposed bus loop • Impacts to business access along Yonge Street and Cummer Avenue/ Drewry Avenue	• Work with building owners to identify solutions to accommodate the proposed development and the site's existing use • Where access to property is required, consult with landowners to identify site-specific mitigation measures • Provide a screened enclosure for the development site with particular attention to waste disposal and material storage areas

CONFIDENTIAL

Future Work & Commitments

METROLINX | Infrastructure Ontario

FUTURE WORK/ COMMITMENTS

The current EPR addendum identifies commitments for future work, including applicable commitments from the 2009 EPR and 2014 Addendum as well as the following newly identified commitments.

Noise & Vibration

- Complete updated Construction Noise & Vibration Impact Assessments prior to the start of Construction activities
- Complete updated Operational Noise & Vibration Impact Assessments during detailed design, which will be used to refine current proposed mitigation measures

Traffic

- Complete a supplementary Traffic study to identify any potential permanent impacts once geometrical designs of the Study Area are complete

Natural Environment

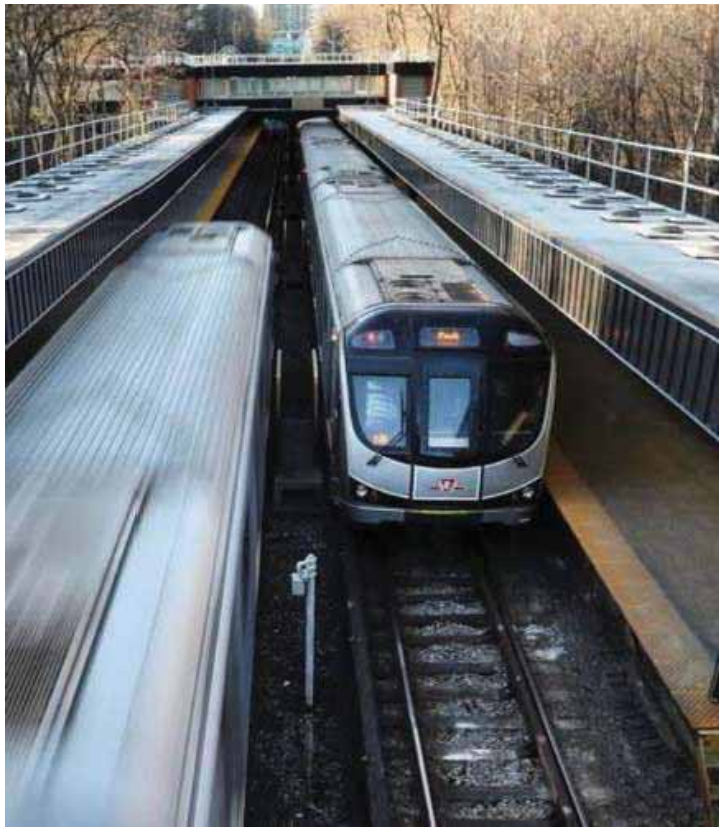
- Complete all recommended natural environment field work in the appropriate timing window prior to detailed design
- Ongoing consultation during detailed design with agencies having jurisdiction
- Secure all necessary permits, licenses and approvals prior to construction

Air Quality

- Develop an Operations Air Quality Management Plan and an Air Sampling & Monitoring Plan
- Develop Communications and Complaints Protocols to respond to issues that develop during construction
- Implement and monitor dust suppression/control through regular wetting.

Cultural Heritage

- Complete Cultural Heritage Evaluation Reports and Heritage Impact Assessments



CONFIDENTIAL

Next Steps

NEXT STEPS

- The Draft EPR Addendum package has been circulated to the Government Review Team, including municipalities, and Indigenous Nations in Fall 2021 for review and comment
  - Feedback is requested by Nov 29, 2021
- Comments received will be responded to by Metrolinx prior to finalizing the EPR Addendum
- Comments and how they were addressed will be documented in the EPR Addendum Consultation Chapter
- EPR Addendum publication is planned for early Winter 2022
- Minister's Notice is anticipated for Spring 2022

CONFIDENTIAL

Roundtable – Input & Questions

METROLINX | Infrastructure Ontario



CONFIDENTIAL

YNSE – City of Toronto Environmental Update Meeting

Meeting Date: November 23, 2021 **Time:** 3:00 PM – 4:00 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Andus Chen	Andus.Chen@toronto.ca	City of Toronto	Yes
Garvin Tom	Garvin.Tom@toronto.ca	City of Toronto	Yes
John Lam	John.Lam@toronto.ca	City of Toronto	Yes
Lisa Carson	Lisa.Carson@toronto.ca	City of Toronto	Yes
Raf Gutierrez	Rafael.Gutierrez@toronto.ca	City of Toronto	Yes
Talha Yousafzai	Talha.Yousafzai@toronto.ca	City of Toronto	Yes
Virgiliu Petre	Virgiliu.Petre@toronto.ca	City of Toronto	Yes
Guy Matthew	Guy.Matthew@toronto.ca	City of Toronto	Yes
Margherita Consentino	Margherita.Cosentino@toronto.ca	City of Toronto	Yes
Mina Mirzajani	Mina.Mirzajani@toronto.ca	City of Toronto	Yes
Nadia Mammone-Remy	Nadia.Mammone-Remy@toronto.ca	City of Toronto	Yes
Rong Yu	Rong.Yu@toronto.ca	City of Toronto	Yes
Brano Satkunathasan	Brano.Satkunathasan@toronto.ca	City of Toronto	Yes
Arthur Sinclair	Arthur.Sinclair@toronto.ca	City of Toronto	Yes
Danny Kojo Antwi	Danny.KojoAntwi@toronto.ca	City of Toronto	Yes
Paul Dhir	Paul.Dhir@toronto.ca>	City of Toronto	Yes
Kellie Spence	Kellie.Spence@toronto.ca	City of Toronto	Yes
Junaid Farroq	Junaid.Farooq@toronto.ca	City of Toronto	No
Victoria Fusz	Victoria.Fusz@toronto.ca	City of Toronto	No
Avery Carr	Avery.Carr@toronto.ca	City of Toronto	No
Martha Barco	Martha.Barco@toronto.ca	City of Toronto	No
Andrew Au	Andrew.Au@toronto.ca	City of Toronto	No
Kate Geng	Kate.Geng@toronto.ca	City of Toronto	No
Marco Bertoia	Marco.Bertoia@toronto.ca	City of Toronto	No
Chris Tuskey	Chris.Tuskey@toronto.ca	City of Toronto	No
Thomas Schwerdtfeger	Thomas.Schwerdtfeger@toronto.ca	City of Toronto	No
Kaylin Barnes	Kaylin.Barnes@metrolinx.com	MX	Yes
Jessica Neto	Jessica.Neto@metrolinx.com	MX	Yes
Maria Zintchenko	Maria.Zintchenko@metrolinx.com	MX	Yes
Kevin Coulter	kcoulter@gfnet.com	OneT+	Yes
Silvia Furfurica	sfurfurica@gfnet.com	OneT+	Yes

Meeting Minutes

No.		Action By
1	**Safety Moment and Introductions**	
2	**Land Acknowledgement**	

No.		Action By
3	**Purpose of the Meeting** • MX gave an overview of the purpose of this meeting, which is to provide a YNSE project update and overview of the Environmental Project Report (EPR) Addendum and Impact Assessment Studies, seek City of Toronto feedback regarding proposed YNSE infrastructure that overlaps with City of Toronto areas of interest, as well as a discussion of next steps.	
4	**Project Update and Current Status**	
4.1	**YNSE Overview** • MX provided a description of the YNSE project, including total kilometres of at-grade and underground tracks, confirmed and potential stations, the funding envelope, and overall target completion date. • The EPR Addendum study area shows a confidential reference alignment that has yet to be shared publicly. [Post-meeting note: reference alignment was shared with the public on Dec. 8, 2021]	
4.2	**YNSE Project Update** • OneT+ provided a Project update that included: o Reference Concept Design (RCD) o Draft EPR Addendum GRT Review – October 28 – November 29, 2021 o Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance) o Public Consultation including five (5) virtual open houses that have occurred to date: April 7th, April 21st, May 5th, May 19th, Oct 20th o Meetings with all YNSE municipalities to be held in November 2021	
4.3	**Project Milestones** • OneT+ gave a high-level timeline for the project including design and procurement, environmental assessment and TPAP work, and high-level information related to construction timing. • OneT+ noted that geotechnical work has been undertaken, and main construction works will commence with the 2023 Advance Tunnel contract.	
5	**EPR Addendum – Current Status**	
5.1	**EPR Addendum Scope** • OneT+ described the aspects of design assessed by the EPR Addendum including the subway alignment, tunnels, stations, emergency exit buildings (EEB), traction power substations (TPSS), ancillary structures, train storage facility (TSF), launch and extraction shafts • Modifications to the existing Finch Station and a new station at Steeles Avenue are confirmed, while Cummer Station is a potential station under analysis. • There could be location shifts to ancillary features like TPSSs and EEBs depending on which stations are ultimately constructed.	
5.2	**Current YNSE EPR Addendum – Background** • OneT+ noted that the EPR Addendum includes updates to existing conditions as well as addressing changes and carrying out public/stakeholder consultation.	

No.		Action By
5.3	**YNSE EPR Addendum – Current Status** • OneT+ described the studies undertaken to support the EPR Addendum and noted that the 90% EPR Addendum has been circulated for municipal review, with feedback requested by November 29, 2021.	
6	**Project Scope Within the City of Toronto**	
6.1	**Design Components – Segment 1 & 2 (City of Toronto)** • OneT+ gave an overview of the design components in the City of Toronto within Study Area Segment 1. • These included an overview of the trackwork and alignment which runs below grade within Toronto, the proposed extraction shaft, EEB and TPSS locations, and station locations.	
6.2	**Stations** • OneT+ gave a summary of the confirmed Steeles Station and Cummer Station, which is a potential station under analysis	
6.3	**Finch Station Modifications** • OneT+ gave an overview of the proposed modifications at Finch Stations which will begin in Fall 2022.	
6.4	**Traction Power Substations – TPSS-01 & TPSS-02** • OneT+ gave an overview of TPSS-01 and TPSS-2 which are associated with stations. • TPSS-01 is a standalone building located west of main entrance building at potential Cummer Station which, as currently designed, would require full property acquisitions of 38 Cummer Avenue and 42 Cummer Avenue. • TPSS-02 is a standalone building at confirmed Steeles Station and is located within 6600 Yonge Street, adjacent to at grade Steeles Station bus facility.	
6.5	**Emergency Exit Building – EEB-01** • OneT+ gave an overview of EEB-01 which will be constructed to provide emergency egress of persons from the tunnel. • One EEB is identified within the City of Toronto at the southeast corner of Yonge Street and Newton Drive/Pleasant Avenue.	
7	**Overview of Impacts and Mitigation in Toronto**	
7.1	**Key Areas of Interest** • **The Proposed Extraction Shaft** is a temporary work for the tunnel boring machine and will be located south of Cummer Avenue and approximately 150m north of the Yonge-Finch intersection. • **Steeles Station** is a confirmed underground station and key intersection where City of Vaughan, City of Markham and the City of Toronto are linked together. • **TPSS-01 & TPSS-02** are electrical facilities that contain mechanical and electrical equipment supporting the function and operation of the subway system. • **EEB-01** has a typical size of 3 metres by 8 metres to accommodate the required 1.8-metre-wide stairs and fire department connections.	
7.2	**Natural Environment** • OneT+ summarized the impacts, mitigation and monitoring associated with the	

No.		Action By
	natural environment, as outlined in the Natural Environment Impact Assessment Report. • OneT+ noted that there are limited natural environment impacts expected in Toronto since the alignment is below-grade.	
7.3	**Cultural Heritage** • OneT+ summarized the impacts, mitigation and monitoring associated with the known or potential built heritage resources and cultural heritage landscapes, as outlined in the Cultural Heritage Impact Assessment Report. • Four cultural heritage and ten built heritage landscape resources have been identified within Toronto along the alignment. • Direct adverse impacts are anticipated to one built heritage resource and indirect impacts are anticipated to five built heritage and four cultural landscape resources.	
7.4	**Archaeology** • OneT+ summarized the impacts, mitigation and monitoring associated with areas assessed for archaeological potential, as outlined in the Stage 1 Archaeological Assessment. • One property within Segment 1 has been identified as retaining archaeological potential.	
7.5	**Air Quality** • OneT+ summarized the impacts, mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project, as outlined in the Air Quality Impact Assessment Report. • The potential Cummer Station site preparation and construction measures are predicted to result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria without mitigation measures in place. • Mitigation measures include fugitive dust controls to significantly reduce the construction phase ZOI and associated impacts and developing and implementing a Construction Air Quality Management Plan (AQMP).	
7.6	**Noise and Vibration** • OneT+ summarized the impacts, mitigation and monitoring measures to reduce or minimize the effects of noise and vibration, as outlined in the Noise and Vibration Impact Assessment Report. • Proven noise and vibration solutions are being considered 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.	

No.		Action By
7.7	**Traffic** • OneT+ summarized the impacts, mitigation and monitoring measures associated with traffic and the road network, transit services, pedestrian and cycling network and rail network, as outlined in the Traffic Impact Assessment Study. • No operational impacts to traffic or the road network are anticipated due to the underground Segment 1, however there is potential for road modifications to accommodate associated infrastructure and buildings (e.g. pedestrian entrance buildings, bus platforms) within Segment 1.	
7.8	**Land Use** • OneT+ summarized the impacts, mitigation and monitoring associated with socio-economic and land use features as outlined in the Land Use and Socio-Economic Impacts Assessment Report. • There is some potential for temporary impacts during construction to two sensitive facilities; Unionville Academy and Drewry Secondary School.	
7.9	**Future Work/Commitments** • OneT+ gave an overview of commitments for future work. • Future Work / Commitments include additional impact assessments during detailed design, environmental field work, as well as supplementary studies to identify permanent impacts once designs are complete.	
8	**Next Steps** • OneT+ gave a high-level snapshot of upcoming milestones for the EPR Addendum. • OneT+ indicated that certain design details are in progress, and thus, the impact assessment results are being updated to ensure there is coverage for these activities. • The City of Toronto is requested to provide their feedback on the EPR Addendum by November 29, 2021. [Post-meeting note: City of Toronto comments received, with thanks]	
9	**Roundtable – Input & Questions** **Discussion:** • City of Toronto inquired when Metrolinx expects that the arborist report will be submitted for review. • Metrolinx responded that the Advance Tunnels arborist report is aligned with the RCD report. In the current schedule the next RCD submission is expected in January 2022. • City of Toronto inquired about the latest design options of the TPSS located at Yonge and Steeles • OneT+ noted that discussions on exact locations of features are ongoing and items presented in today's discussion are aligned with the 90% EPR Addendum.	

End of Document

Attachment: YNSE – EPR Addendum Update Presentation Slide Deck

City of Vaughan Meeting #1 – November 18th, 2021

Yonge North Subway Extension

Environmental Update Meeting - City of Vaughan

November 18, 2021

METROLINX | Infrastructure Ontario

CONFIDENTIAL

AGENDA

1. Safety Moment and Introductions
2. Land Acknowledgement
3. Project Status and Current Update
4. EPR Addendum – Current Status
5. Project Scope Within the City of Vaughan
6. Overview of Impacts & Mitigation in Vaughan
7. EPR Addendum Commitments to Future Work
8. Next Steps
9. Roundtable - Input & Questions

CONFIDENTIAL

LAND ACKNOWLEDGEMENT

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular we acknowledge that the Yonge North Subway Extension project is occurring on the traditional lands of the Mississaugas; this includes the Mississaugas of the Credit First Nation and Mississaugas of Scugog Island First Nation. The Yonge North Subway Extension project is occurring on lands covered by treaties including Treaty 13 and the Gunshot Treaty of 1784 and within the Williams Treaties territory.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on the Yonge North Subway Extension.

CONFIDENTIAL

PURPOSE OF MEETING

1. Provide a project update on the Yonge North Subway Extension Project
2. Provide an overview of the EPR Addendum and Impact Assessment Studies
3. Seek City feedback regarding proposed YNSE infrastructure that overlap with Vaughan's area(s) of interest
4. Discuss next steps

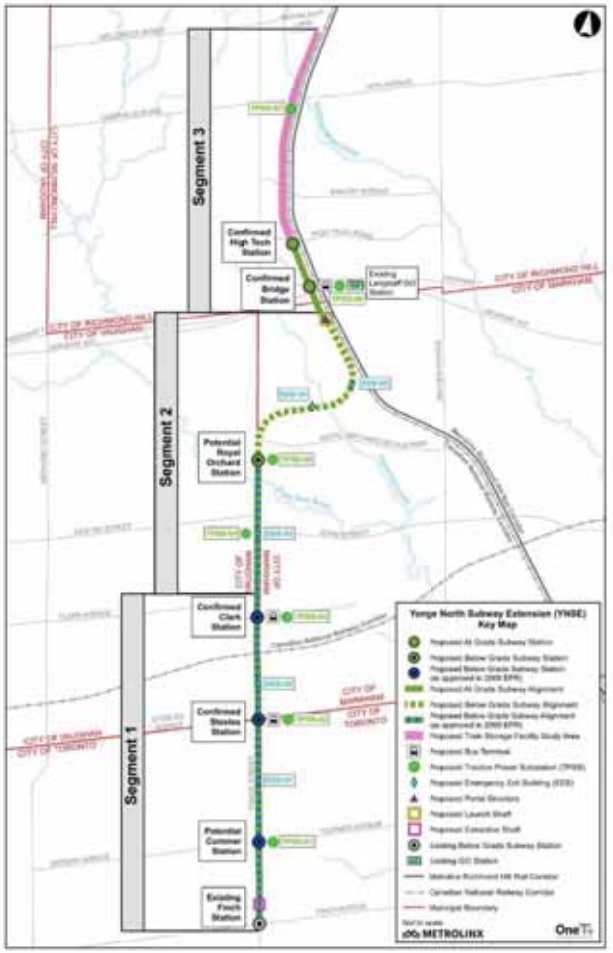
CONFIDENTIAL

Project Status and Current Update

METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION - OVERVIEW

- **Approximately 9.5 kilometres** of new subway service on TTC Line 1 (Yonge - University) that extends north from **Finch Station** to **Richmond Hill**.
  - ~6.5kms underground alignment
  - ~3kms at grade alignment
- **Three (3)** alignment options studied through IBC
- **Six (6)** station locations under analysis, with a current funding envelope that accommodates four (4) stations
- Funding envelope – **$5.6 billion**
- Target completion – **2029/2030**, to follow Ontario Line entry into service



YNSE EPR Addendum Study Area Key Plan Map

CONFIDENTIAL

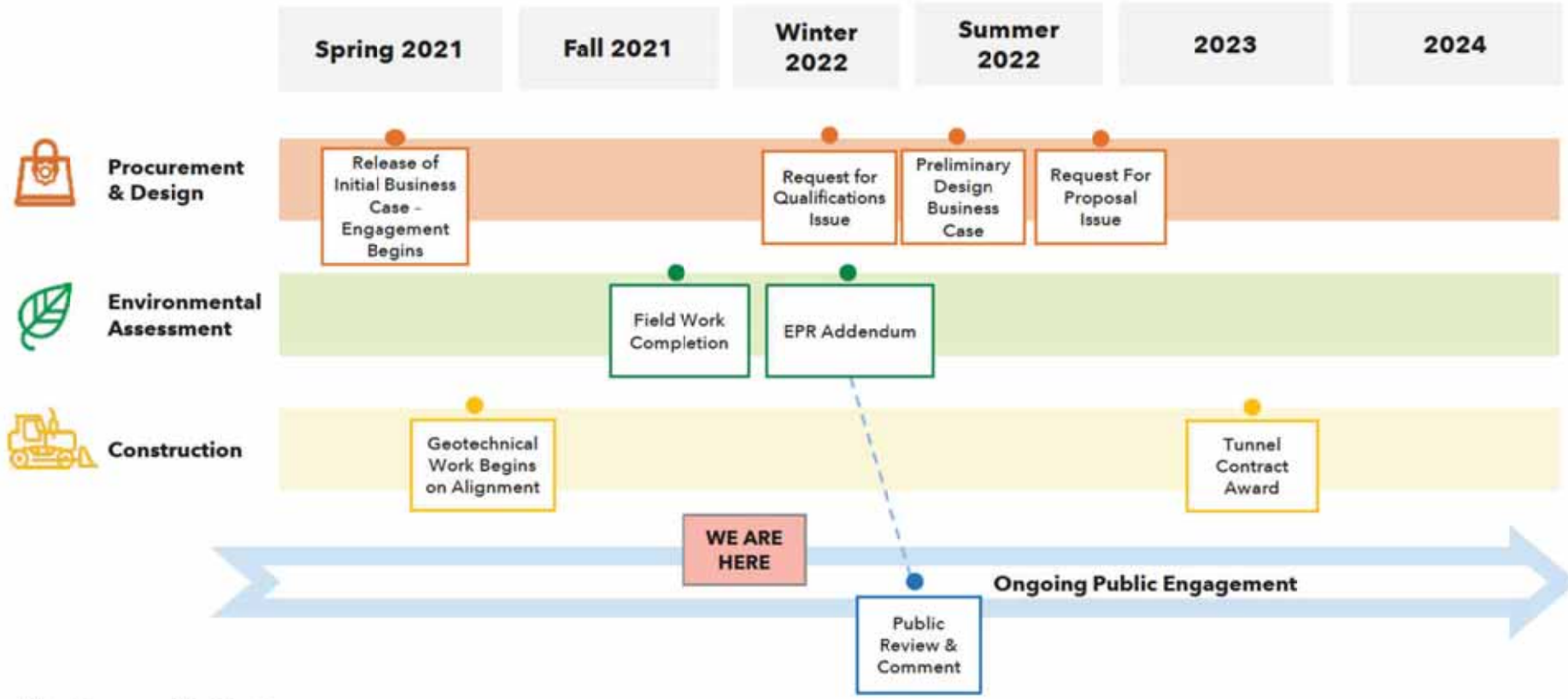
METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION – PROJECT UPDATE

- Reference Concept Design (RCD)
  - Advanced Tunnel (AT) RCD – Q1 2022
  - Stations, Rails and Systems (SRS) RCD – Q1/Q2 2022
- EPR Addendum - Environmental Assessment Work
  - Draft EPR Addendum GRT Review – October 28 – November 29, 2021
  - Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance)
- Public Consultation
  - Five (5) virtual open houses have occurred: April 7th, April 21st, May 5th, May 19th, Oct 20th
  - Meetings with all YNSE municipalities in November 2021

CONFIDENTIAL

PROJECT MILESTONES*



*Timelines are subject to change

CONFIDENTIAL

METROLINX | Infrastructure Ontario

EPR Addendum – Current Status

METROLINX | Infrastructure Ontario

EPR Addendum Scope

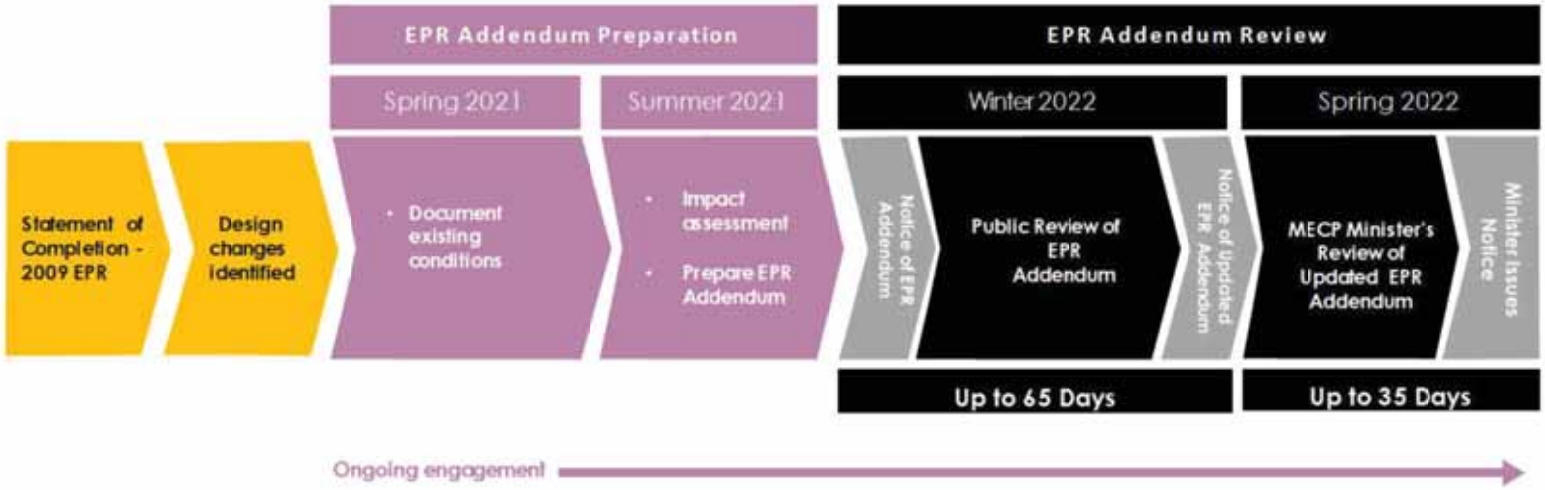
- The purpose of the current EPR Addendum study is to assess the relevant changes to the Project since the 2009 and 2014 studies based on the currently proposed conceptual design.
- Aspects of the design that have been subject to change include the following and are captured in the 90% EPR Addendum:
    - Subway Alignment
    - Tunnels
    - Stations
    - Emergency Exit Buildings
    - Traction Power Substations
    - Ancillary Structures
    - Train Storage Facility (TSF)
    - Launch and Extraction Shafts



CONFIDENTIAL

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 update existing conditions, address these changes and to carry out public/stakeholder consultation.



CONFIDENTIAL

METROLINX | Infrastructure Ontario

YNSE EPR ADDENDUM – CURRENT STATUS

The purpose of this meeting is to provide an overview of the key findings from the Impact Assessment Reports, specific to Vaughan, as part of the Environmental Project Report Addendum municipal review period.

- TPAP site investigations were completed between May and August.
    - Site walkthroughs and visual assessments
    - Noise & vibration monitoring
    - Stage 1 Archaeological Assessment
    - Aquatic habitat assessment surveys
        - Surveys at YNSE watercourse crossings, including East Don River and Pomona Creek
    - Vegetation inventory & classification
    - Surveys for breeding birds, amphibian calls, and Species at Risk
- 90% EPR Addendum is available for municipal review. Comments and feedback requested November 29, 2021.

CONFIDENTIAL

YNSE Scope within the City of Vaughan

DESIGN COMPONENTS - SEGMENT 1 & 2 (CITY OF VAUGHAN)

Alignment

- Within Segment 1, the alignment runs below grade and follows Yonge Street dividing City of Vaughan & City of Markham
- Segment 2 runs below grade until it reaches the tunnel portal south of Langstaff Road, where it emerges to the surface

East Don River Crossing

- Within Segment 2, there will be tunneling below the East Don River
- Tunnelling will begin at Langstaff Gateway area from the north, and head south
- Tunnelling impacts will be minor on the surface

Trackwork

- Within Vaughan, from Steeles Station to the potential Royal Orchard Station, the YNSE subway alignment runs underground for approximately 2.75 kilometers
- At the potential Royal Orchard Station, the depth of the station platform will be approximately 130 meters to account for tunneling south of the station below the East Don River culvert piles

Proposed Emergency Exit Building (EEB)

- An EEB is a surface building connected with a pedestrian tunnel to the underground guideway
- One (1) EEB proposed in Segment 2 within Vaughan
  - **EEB-3** (located between Clark Station and Royal Orchard Station west of Yonge St. and south of Old Jane St.)

Traction Power Substations (TPSS)

- House electrical and mechanical equipment that support the subway system
- One (1) TPSS proposed in Segment 2:
  - **TPSS-4** (located between confirmed Clark Station and potential Royal Orchard Station)

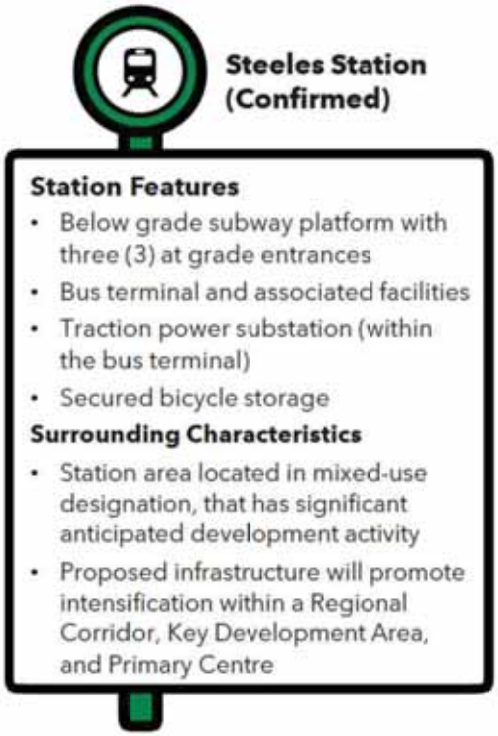
Stations

- Two (2) below-grade stations proposed in Segment 1:
  - **Steeles Station** (at the intersection of Steeles Avenue and Yonge Street)
  - **Clark Station** (at the intersection of Clark Avenue and Yonge Street)
- One (1) potential at grade station proposed in Segment 2:
  - **Royal Orchard Station** (south of the Royal Orchard Boulevard & Yonge Street intersection)

CONFIDENTIAL

STATIONS

The Project includes four (4) stations under the current funding envelope. Six (6) potential stations were analyzed as part of the APR Addendum. Steeles and Clark Stations within the City of Vaughan are confirmed under the current funding envelope, while Royal Orchard Station is a potential Neighbourhood station location under analysis.



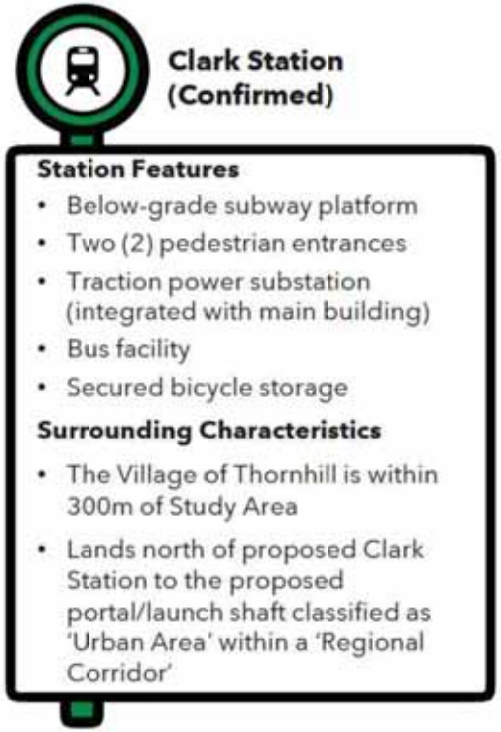
Steeles Station (Confirmed)

Station Features

- Below grade subway platform with three (3) at grade entrances
- Bus terminal and associated facilities
- Traction power substation (within the bus terminal)
- Secured bicycle storage

Surrounding Characteristics

- Station area located in mixed-use designation, that has significant anticipated development activity
- Proposed infrastructure will promote intensification within a Regional Corridor, Key Development Area, and Primary Centre



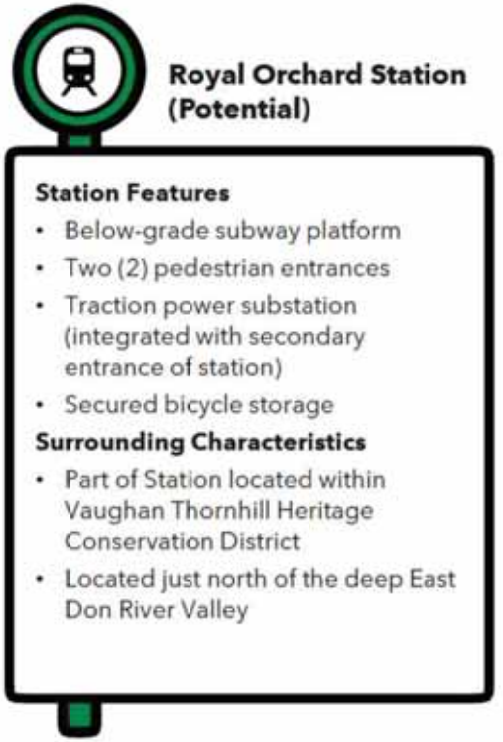
Clark Station (Confirmed)

Station Features

- Below-grade subway platform
- Two (2) pedestrian entrances
- Traction power substation (integrated with main building)
- Bus facility
- Secured bicycle storage

Surrounding Characteristics

- The Village of Thornhill is within 300m of Study Area
- Lands north of proposed Clark Station to the proposed portal/launch shaft classified as 'Urban Area' within a 'Regional Corridor'



Royal Orchard Station (Potential)

Station Features

- Below-grade subway platform
- Two (2) pedestrian entrances
- Traction power substation (integrated with secondary entrance of station)
- Secured bicycle storage

Surrounding Characteristics

- Part of Station located within Vaughan Thornhill Heritage Conservation District
- Located just north of the deep East Don River Valley

CONFIDENTIAL

ROYAL ORCHARD STATUS, NEIGHBORHOOD CONSULTATION AND OUTREACH

The Royal Orchard Community is being consulted on the YNSE alignment running below residences to address noise, vibration, environmental, and other concerns.

Multiple meetings were held with members of the Royal Orchard community to provide opportunities to ask questions and share feedback.

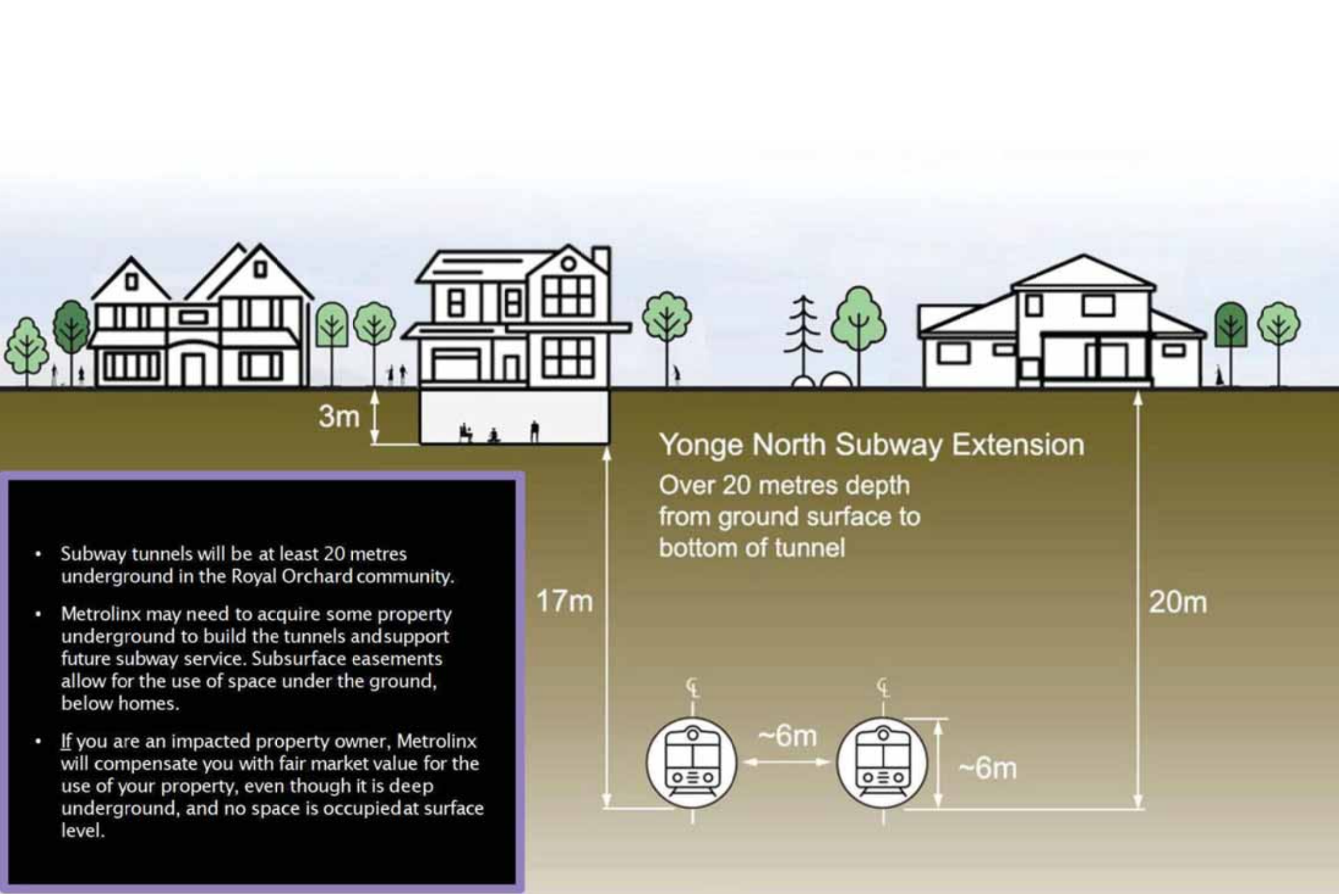
- Royal Orchard Ratepayers Association Meeting – March 31, 2021
- Royal Orchard Community Virtual Open House – April 7, 2021
- Royal Orchard Community Liaison Committee Meeting – June 17, 2021
- Royal Orchard Community Liaison Committee Meeting #2 – October 12, 2021

Noise and vibration assessments have been completed and will continue to be refined to ensure that impacts are not felt at the surface and property remains undamaged.

During construction, engineers and construction crews will be in the community to monitor progress and ensure there are no impacts at the surface.



CONFIDENTIAL



- 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.

Overview of Impacts and Mitigation in Vaughan

METROLINX | Infrastructure Ontario

Key Areas of Interest

The following key areas of interest for the City of Vaughan were identified and reviewed through the impact assessment process and will be further expanded on in the discipline-specific slides that follow.

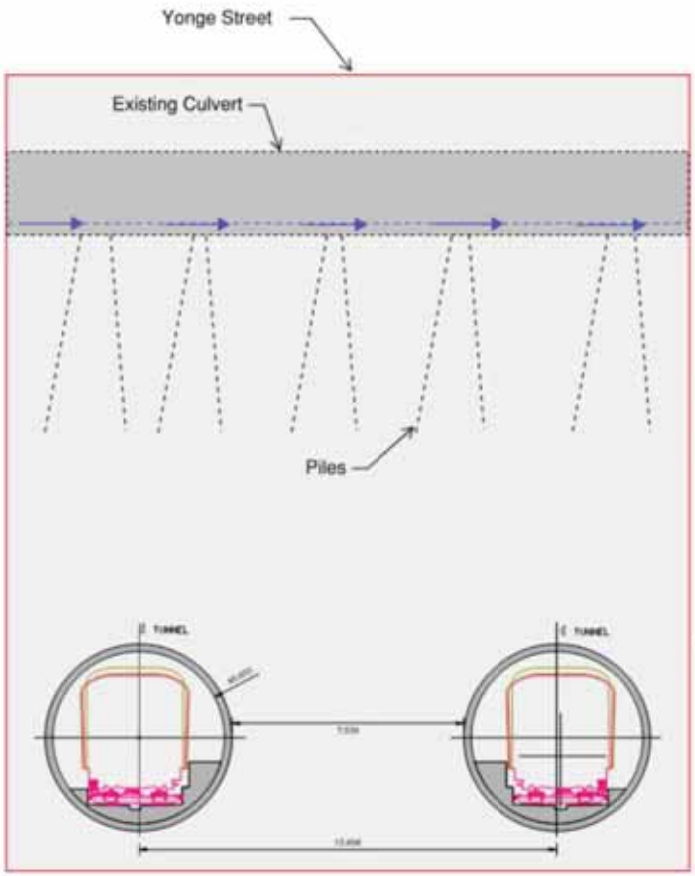
- **East Don River Crossing**
  - The crossing of the East Don River is approx. 32 m below grade with minimal anticipated above-ground impacts
  - Tunnelling below the river is the most cost-effective option and will begin from the Langstaff Gateway area from the north, heading south
- **Clark Station & Bus Terminal**
  - Confirmed station located at Yonge St. and Clark Ave. approximately 1km north of Steeles Avenue
  - Station components include two (2) pedestrian entrance buildings, one (1) TPSS, and a bus terminal with associated bus operator's facilities
- **TPSS-4**
  - TPSS-4 is a standalone building located between Steeles and Clark Stations
- **EEB-3**
  - EEB-3 is within the municipal right-of-way on the west side of Yonge St. opposite Arnold Ave.

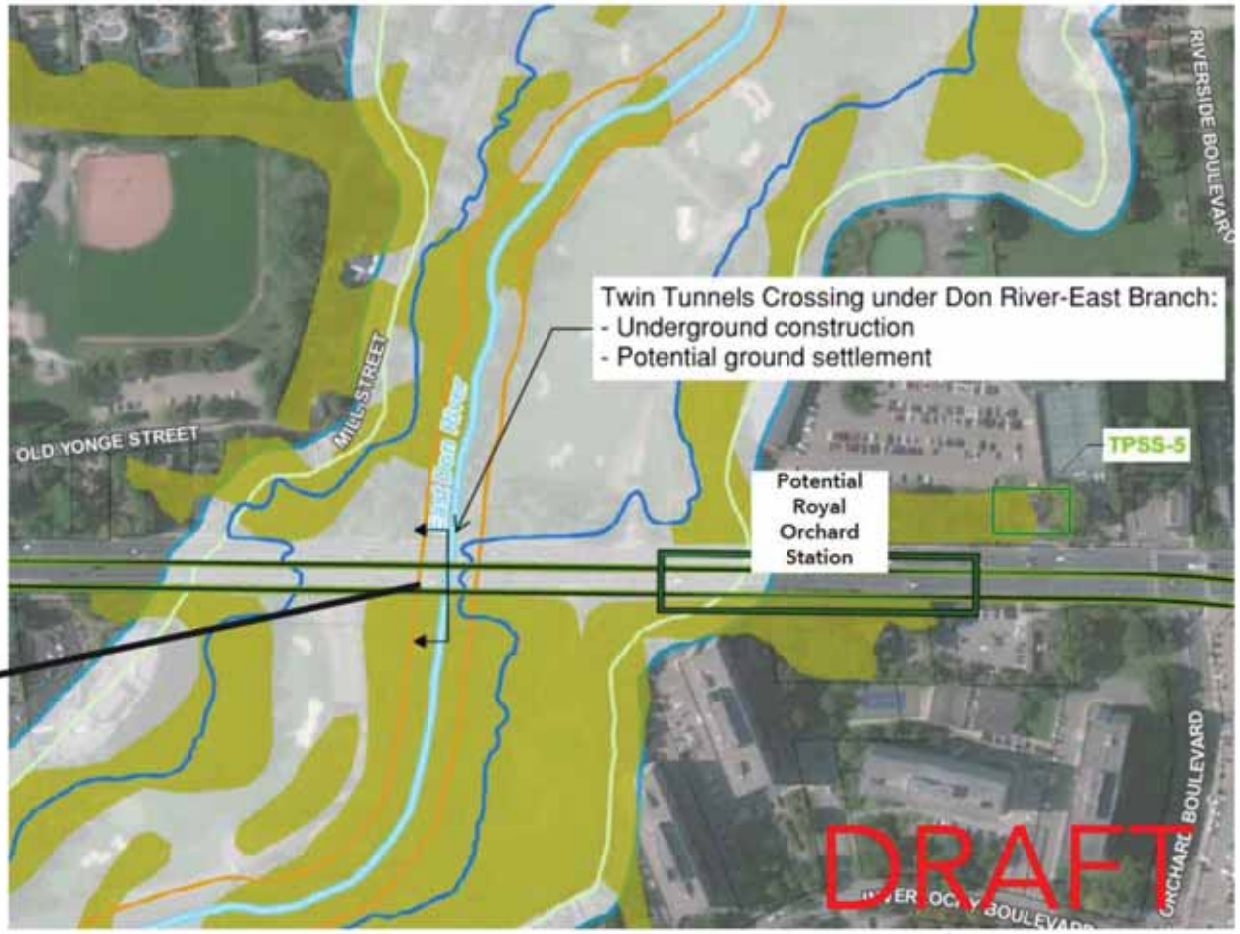


Field Photo: East Don River

CONFIDENTIAL

TUNNELLING - DON RIVER EAST BRANCH





CONFIDENTIAL

METROLINX | Infrastructure Ontario

EAST DON RIVER CROSSING

- The East Don River crosses Yonge Street approximately 300 meters south of Royal Orchard Boulevard, and is designated in the Greenbelt Plan as an ‘Urban River Valley’
- Project works in the vicinity of East Don River are below grade, and the potential for impacts to features is low
- The Don River East Branch supports a variety of warmwater and coldwater baitfish and sportfish species

Potential Impacts

- Very limited due to below-grade tunneling beneath the watercourse

Mitigation

- Store and stabilize stockpiled materials away from surface water
- Stabilize disturbed areas through re-vegetation with native species



Field Photo: East Don River

CONFIDENTIAL

Natural Environment

The Natural Environment Impact Assessment Report documents impacts, mitigation measures, and monitoring activities related to:

- Natural Heritage Features
- Surface Water
- Fish and Aquatic Habitat
- Vegetation and Vegetation Communities
- Wildlife and Wildlife Habitat
- Species at Risk (SAR)



Field Photo: East Don River

Impacts

- Within Vaughan portion of Segment 1, minimal natural environment impacts due to urban physical environment
- Within Segment 2, construction activities associated with station and ancillary building construction have the potential to:
  - Disturb and/or destroy trees and vegetation communities
  - Increase erosion and sediment movements during precipitation due to vegetation removal
  - Cause mortality or injury of wildlife due to collisions with vehicles and other equipment
  - Introduce sediments, concrete, and other deleterious substances into surface water features

Mitigation & Monitoring

- Installation of erosion and sediment control and monitoring of efficacy
- Implement measures to avoid destruction, injury, or interference with species, and/or habitat
- Proper storage/ handling of materials and equipment and use of drip pans to minimize spills

CONFIDENTIAL

Cultural Heritage

A Cultural Heritage Report was prepared in accordance with the *Ontario Heritage Act* and guidance from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) which included a historical summary of the study area and an inventory of known or potential built heritage resources and cultural heritage landscapes. The report also assessed potential impacts to identified cultural heritage resources and proposed mitigation and monitoring measures as required.



Field Photo: 7994 Yonge Street; Mortimer House

Impacts

- No potential heritage properties are identified in the section of Segment 1 between Steeles Avenue and Clark Avenue
- Within Segment 2 in Vaughan, thirty-three (33) properties were identified as having cultural heritage status
- Direct adverse impacts are anticipated to three (3) heritage resource and indirect adverse impacts are anticipated to seventeen (17) heritage resources, and are identified on the following slide

Mitigation & Monitoring

Direct Adverse Impacts

- For properties of Cultural Heritage Value or Interest (CHVI), where no previous assessment has been completed or a Statement of Cultural Heritage Value (SCHV) has not been approved, a Cultural Heritage Evaluation Report (CHER) will be undertaken
- Complete Heritage Impact Assessment (HIA) if properties with CHVI are impacted

Indirect Adverse Impacts

- Consult with the MHSTCI and City of Vaughan Cultural Heritage Division if encroachment is anticipated to determine whether further cultural heritage study is needed
- Establish vibration zone of influence for heritage properties and monitor

CONFIDENTIAL

Cultural Heritage cont.

Indirect Impacts

Indirect

- 7554 Yonge St. (School)
- 7616 Yonge Street (Residence)
- 7626 Yonge Street (Former Residence)
- 7636 Yonge Street (Former Residence)
- 7714 Yonge Street (W.D. Stark House-Residence)
- 7724 Yonge Street (Francis Block – Commercial Building)
- 19 Centre Street (Robert Shuter House - Residence)
- 18 Centre Street (Mason Cogswell House – Residence)
- 12 Centre Street (Residence)
- 7756 Yonge Street (Commercial Building)
- 26 Old Yonge Street (Thornhill Park)
- 7780 Yonge Street (Robert West House – Residence)
- 7788 Yonge Street (Thornhill Methodist Church)
- 7802 Yonge Street (Residence)
- 7808 Yonge Street (George Munroe House – Residence)
- 7822 Yonge Street (Seager Cottage – Residence)
- 42 Old Yonge Street (William Walton Armstrong House – Residence and associated outbuilding)

Direct Impacts

Direct

- Thornhill Vaughan Heritage Conservation District (HCD)
- 7994 Yonge Street (Mortimer House – Golf Course)
- 7666 Yonge Street (former residence)



Boundary of the Thornhill Vaughan HCD

CONFIDENTIAL

METROLINX | Infrastructure Ontario

Archaeology

A Stage 1 Archaeological Assessment has been prepared in accordance with guidance provided by MHSTCI that identifies and assesses archaeological potential.



Field Photo: Northeast corner of Yonge Street and Steeles Avenue, facing east

Impacts

- Areas in the City of Vaughan that retain archaeological potential include sections of 7994 and 8000 Yonge Street associated with the potential Royal Orchard Station
- Holy Trinity Anglican Cemetery/Holy Trinity Burying Grounds located at 8004 Yonge Street may also retain archaeological potential
- Potential for the disturbance of unassessed or undocumented archaeological resources if additional lands are required

Mitigation & Monitoring

- Develop and implement an Archaeological Risk Management Plan to address any discovery during construction
- Personnel responsible for carrying out/overseeing land-disturbing activities to be informed of responsibilities in the event that an archaeological resource is encountered

CONFIDENTIAL

Air Quality

An Air Quality Impact Assessment has been prepared in accordance with recommendations from MTO and MECP guides that identifies mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project.



Dust Mitigation

Impacts	Mitigation & Monitoring
Construction • Clark and Royal Orchard Station site preparation and construction measures may result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria without mitigation • Steeles Station construction site is not predicted to have ZOIs extending to sensitive receptors **Operations** • Emissions related to welding operations and subway vehicle wear	**Construction** • Fugitive dust controls • Develop and implement a Construction Air Quality Management Plan (AQMP) • Carry out continuous air quality monitoring to confirm effectiveness of mitigation measures and inform adaptative management, as required **Operations** • Periodic air quality monitoring to confirm effectiveness of mitigation measures and inform adaptative management, as required

CONFIDENTIAL

Noise and Vibration

The Noise and Vibration Impact Assessment Report evaluated impacts associated with construction and operation of the Project. The assessment also identified mitigation and monitoring measures that can be used to reduce and/or minimize the effects of noise and vibration.



Ballast mat
(Metrolinx, 2019)

Impacts

Construction

- Noise and vibration levels are expected to be elevated during most phases of construction activity
- Tunnelling and tunneling support activities will generate ground-borne vibration and noise
- Ambient sound levels are relatively high along the rail corridor, which will minimize noise impact from the Project

Operations

- Vibration may cause annoyance, disturb sleep and other activities

Mitigation & Monitoring

Construction

- Develop and implement a construction Noise and Vibration Management Plan, which will specify site- and activity-specific mitigation based on selected contractor means and methods
- Require use of broadband backup alarms on construction vehicles
- Carry out continuous noise and vibration monitoring to confirm mitigation effectiveness

Operations

- Mitigation at the source: implement measures such as floating slab track, ballast mats, resilient fasteners, moveable point frogs, etc. as needed to mitigate vibration levels

CONFIDENTIAL

Traffic

The Traffic Impact Assessment study analyzed existing and future conditions and potential impacts related to:

- Traffic and the Road Network
- Transit Services
- Pedestrian and Cycling Network
- Rail Network



Impacts	Mitigation & Monitoring
• No impacts to traffic or road network alignment due to underground alignment of Segments 1 and 2 within the City of Vaughan • Potential road modifications to accommodate associated infrastructure and buildings (e.g. pedestrian entrance buildings, bus platforms) within Segment 1 and Segment 2	• Notify the public of construction schedules and potential transit service disruptions in advance • Develop a Traffic Control & Management Plan prior to construction • Consult with local municipalities and transit agencies • Provide clearly delineated, and appropriately signed walkways & cycling routes with detours where required

CONFIDENTIAL

Land Use and Socio-Economic

A Land Use and Socio-Economic Impact Assessment was conducted to evaluate and mitigate impacts to socio-economic and land use features, including:

- Schools, child-care centers, places of worship and cemeteries
- Bicycle/ pedestrian routes and multi-use trails
- Parks/ open spaces
- Existing and approved future land uses



Field Photo: View Facing South-West on Yonge Street at Clark Avenue - Skyrise on Yonge Mixed-Use Development

Impacts	Mitigation & Monitoring
• Nuisance and/or visual impacts during construction activities • Temporary detours and road closures impacting cyclists, pedestrians and transit users • Maintenance activities on road network surrounding Clark Station and TPSS-3 will occur below grade and have minimal impacts at grade	• Work with building owners to identify solutions to accommodate the proposed development and the site's existing use • Provide a fence/screened enclosure for construction areas.

CONFIDENTIAL

Future Work & Commitments

METROLINX | Infrastructure Ontario

FUTURE WORK COMMITMENTS

The current EPR Addendum identifies commitments for future work, including applicable commitments from the 2009 EPR and 2014 Addendum as well as the following newly identified commitments.

Noise & Vibration

- Complete updated Construction Noise & Vibration Impact Assessments prior to the start of construction activities
- Complete updated Operational Noise & Vibration Impact Assessments during detailed design, which will be used to refine current proposed mitigation measures

Traffic

- Complete a supplementary Traffic study to identify any potential permanent impacts once geometrical designs are complete
- Develop an area-wide microsimulation model to assess and determine traffic and transit mitigation measures in the Richmond Hill Centre transit hub

Natural Environment

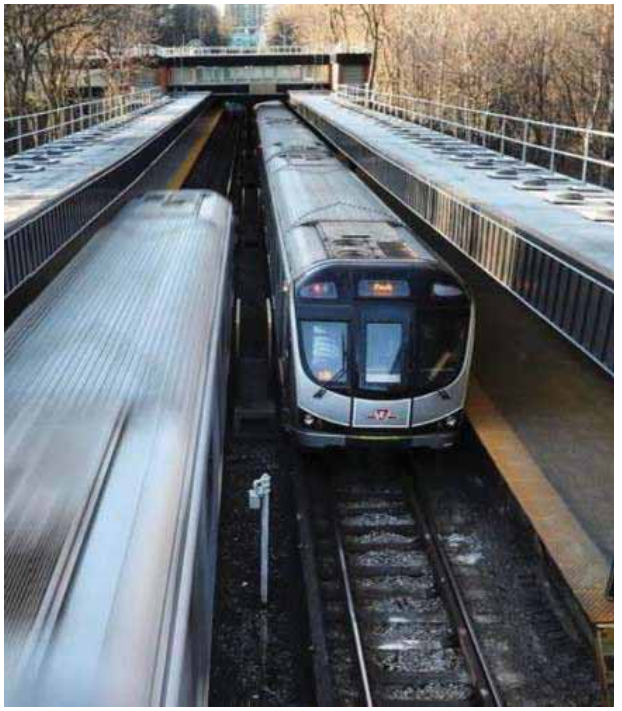
- Complete all recommended natural environment field work in the appropriate timing window prior to detailed design
- Ongoing consultation during detailed design with agencies having jurisdiction
- Secure all necessary permits, licenses and approvals prior to construction

Air Quality

- Implement and monitor dust suppression/control through regular wetting and other measures, as required
- Develop an Operations Air Quality Management Plan and an Air Sampling & Monitoring Plan

Cultural Heritage

- Complete Cultural Heritage Evaluation Reports and Heritage Impact Assessments



CONFIDENTIAL

Next Steps

METROLINX | Infrastructure Ontario

NEXT STEPS

- The Draft EPR Addendum package has been circulated to the Government Review Team, including municipalities, and Indigenous Nations in Fall 2021 for review and comment
- Comments received will be responded to by Metrolinx prior to finalizing the EPR Addendum
- Comments and how they were addressed will be documented in the EPR Addendum Consultation Chapter
- EPR Addendum publication is planned for early Winter 2022
- Minister's Notice is anticipated for Spring 2022

CONFIDENTIAL

Roundtable – Input & Questions

METROLINX | Infrastructure Ontario



CONFIDENTIAL

YNSE – City of Vaughan Project Update Meeting

Meeting Date: November 18, 2021 **Time:** 3:00 PM – 4:00 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Vince Musacchio	vince.musacchio@vaughan.ca	City of Vaughan	Yes
Selma Hubjer	selma.hubjer@vaughan.ca	City of Vaughan	Yes
Paula Pesci	paula.pesci@vaughan.ca	City of Vaughan	No
Shirley Marsh	shirley.marsh@vaughan.ca	City of Vaughan	Yes
Christopher Tam	christopher.tam@vaughan.ca	City of Vaughan	Yes
Nikhil Lobo	nikhil.lobo@metrolinx.com	MX	Yes
Kaylin Barnes	kaylin.barnes@metrolinx.com	MX	Yes
Jessica Neto	jessica.neto@metrolinx.com	MX	Yes
Maria Zintchenko	maria.zintchenko@metrolinx.com	MX	Yes
Kevin Coulter	kcoulter@gfnet.com	OneT+	Yes
Silvia Furfurica	sfurfurica@gfnet.com	OneT+	Yes

Meeting Minutes

No.		Action By
1	**Safety Moment and Introductions**	
2	**Land Acknowledgement** • MX presented a land acknowledgment of the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples, which it operates on.	
3	**Purpose of the Meeting** • MX gave an overview of the purpose of this meeting, which is to provide a YNSE project update and overview of the Environmental Project Report (EPR) Addendum and Impact Assessment Studies, seek City of Vaughan feedback regarding proposed YNSE infrastructure that overlaps with City of Vaughan areas of interest, as well as a discussion of next steps.	
4	**Project Update and Current Status**	
4.1	**YNSE Overview** • MX provided a description of the YNSE project, including total kilometres of at-grade and underground tracks, confirmed and potential stations, the funding envelope, and overall target completion date. • The EPR Addendum study area shows a confidential reference alignment that has yet to be shared publicly.	
4.2	**YNSE Project Update** • OneT+ provided a Project update that included the following milestones: o Reference Concept Design (RCD) o Draft EPR Addendum GRT Review – October 28 – November 29, 2021 o Field investigations completed across the alignment (noise & vibration	

No.		Action By
	monitoring, archaeological assessment, natural environment studies, visual site reconnaissance). o Public Consultation including five (5) virtual open houses that have occurred to date: April 7th, April 21st, May 5th, May 19th, Oct 20th. o Meetings with all YNSE municipalities to be held in November 2021.	
4.3	**Project Milestones** • OneT+ gave a high-level timeline for the project including design and procurement, environmental assessment and TPAP work, and high-level information related to construction • OneT+ noted that geotechnical work has been undertaken, though significant construction will not commence until the 2023 AT contract.	
5	**EPR Addendum – Current Status**	
5.1	**EPR Addendum Scope** • OneT+ described the aspects of design assessed by the EPR Addendum including the subway alignment, tunnels, stations, emergency exit buildings (EEB), traction power substations (TPSS), ancillary structures, train storage facility (TSF), launch and extraction shafts. • Steeles and Clark stations within Segment 2 are confirmed stations, while Royal Orchard station is a potential station under analysis. • If Royal Orchard Station proceeds, there could be some shifts to the ancillary features	
5.2	**Current YNSE EPR Addendum – Background** • OneT+ noted that the current EPR updates include updates to existing conditions as well as addressing changes and carrying out public/stakeholder consultation.	
5.2	**YNSE EPR Addendum – Current Status** • OneT+ described the studies undertaken to support the EPR Addendum and noted that the 90% EPR Addendum has been circulated for municipal review, with feedback requested by November 29, 2021.	
6	**Project Scope Within the City of Vaughan**	
6.1	**Design Components – Segment 1 & 2 (City of Vaughan)** • OneT+ gave an overview of the design components in the City of Vaughan which are within Study Area Segments 1 and 2. • Design components included an overview of the trackwork and alignment running underground within Vaughan, the crossing of the East Don River, EEB and TPSS locations, and station locations. • OneT+ noted that a significant feature within the City of Vaughan is the underground crossing of the East Don River, however it is important to note that there will be minimal impacts after the application of mitigation measures.	
6.2	**Stations** • OneT+ gave a summary of the confirmed Steeles and Clark stations, and potential Royal Orchard station within the City of Vaughan • OneT+ indicated that part of the Potential Royal Orchard Station is located	

No.		Action By
	within a Heritage Conservation District.	
6.3	**Traction Power Substation TPSS-4 & Emergency Exit Building EEB-3** • OneT+ gave an overview of the TPSS and EEB in Segment 2 which will be constructed as part of the construction activities associated with stations. • It was noted that one heritage resource may be impacted by the plans; 7666 Yonge Street which corresponds to a heritage residence.	
6.4	**Royal Orchard Status, Neigbourhood Consultation and Outreach** • OneT+ noted that although this community is not within Vaughan, it has been included in this meeting for transparency due to its sensitivity. • OneT+ gave an overview of the community outreach associated with the Royal Orchard neighbourhood and noted that multiple meetings have been held to provide opportunities to ask questions and share feedback. • The YNSE project 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. • At the closest point, the tops of the tunnels will be at least 14 metres below the surface in residential areas, 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.	
7	**Overview of Impacts and Mitigation in the City of Vaughan**	
7.1	**Key Areas of Interest** • **East Don River Crossing** o The crossing of the East Don River is approx. 32 m below grade with minimal anticipated above-ground impacts o The crossing of Pomona Creek is approx. 12 m below grade with minimal anticipated above-ground impacts o Tunnelling below the river will begin from the Langstaff Gateway area from the north, heading south • **Clark Station & Bus Terminal** is a confirmed station located at Yonge St. and Clark Ave. approximately 1km north of Steeles Avenue o Station components include two (2) pedestrian entrance buildings, one (1) TPSS, and a bus terminal with associated bus operator's facilities • **TPSS-4** o TPSS-4 is a standalone building located between Steeles and Clark Stations • **EEB-3** o EEB-3 is within the municipal right-of-way on the west side of Yonge St. opposite Arnold Ave.	
7.2	**East Don River Crossings** • OneT+ described elements of the East Don River crossings and noted that potential impacts are very minimal due to the below grade tunneling beneath	

No.		Action By
	the watercourses. • Mitigation measures associated with impacts are the storing and stabilizing of stockpiled materials away from surface water and stabilizing disturbed areas through re-vegetation with native species.	
7.3	**Natural Environment** • OneT+ summarized the impacts, mitigation and monitoring associated with the natural environment, as outlined in the Natural Environment Impact Assessment Report. • The activities documented include natural heritage features, surface water, fish and aquatic habitat, vegetation and vegetation communities, wildlife and wildlife habitat, and species at risk. • OneT+ indicated that since the alignment runs underground, most natural environment impacts are associated with ground level ancillary features.	
7.4	**Cultural Heritage** • OneT+ summarized the impacts, mitigation and monitoring associated with the known or potential built heritage resources and cultural heritage landscapes, as outlined in the Cultural Heritage Impact Assessment Report. • The Cultural Heritage Impact Assessment Report confirmed the sensitive areas impacted and the direct and indirect impacts to heritage properties. • No potential heritage properties are identified in the section of Segment 1 between Steeles Avenue and Clark Avenue. • Within Segment 2 in Vaughan, 33 properties were identified as having cultural heritage status. • Direct adverse impacts are anticipated to 3 heritage resource and indirect adverse impacts are anticipated to seventeen 17 heritage resources. • OneT+ noted that vibration zones of influence for heritage properties have been established as a mitigation measure.	
7.5	**Archaeology** • OneT+ summarized the impacts, mitigation and monitoring associated with areas assessed for archaeological potential, as outlined in the Stage 1 Archaeological Assessment. • Areas in the City of Vaughan that retain archaeological potential include sections of 7994 and 8000 Yonge Street associated with the potential Royal Orchard Station. • Holy Trinity Anglican Cemetery/Holy Trinity Burying Grounds located at 8004 Yonge Street may also retain archaeological potential.	
7.6	**Air Quality** • OneT+ summarized the impacts, mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project, as outlined in the Air Quality Impact Assessment Report. • Due to the underground alignment within the City of Vaughan air quality impacts are largely associated with EEBs, TPSSs, and stations.	
7.7	**Noise and Vibration** • OneT+ summarized the impacts, mitigation and monitoring measures to reduce or minimize the effects of noise and vibration, as outlined in the Noise and	

No.		Action By
	Vibration Impact Assessment Report. • Noise and vibration levels are expected to be elevated during most phases of construction activity and will require mitigation. • Tunnelling and tunneling support activities will generate ground-borne vibration and noise • Ambient sound levels are relatively high along the rail corridor, which will minimize noise impact from the Project • Proven noise and vibration solutions are being looked at, 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.	
7.8	**Traffic** • OneT+ summarized the impacts, mitigation and monitoring measures associated with traffic and the road network, transit services, pedestrian and cycling network and rail network, as outlined in the Traffic Impact Assessment Study. • It was noted that the traffic impact assessment was completed on the basis of the RCD and no impacts to traffic or road network alignment are anticipated due to the underground alignment of Segments 1 and 2.	
7.9	**Land Use and Socio-Economic** • OneT+ summarized the impacts, mitigation and monitoring associated with socio-economic and land use features as outlined in the Land Use and Socio-Economic Impacts Assessment Report. • Nuisance and/or visual impacts during construction activities. • Temporary detours and road closures impacting cyclists, pedestrians and transit users. • Maintenance activities on road network surrounding Clark Station and TPSS-3 will occur below grade and have minimal impacts at grade.	
8	**Future Work / Commitments** • OneT+ gave an overview of commitments for future work. • Future Work / Commitments include additional impact assessments during detailed design, environmental field work, as well as supplementary studies to identify permanent impacts once geometrical designs are complete. • It was noted that additional impacts may be identified at a later stage in the Project which were not identified in the current EPR Addendum	
9	**Next Steps** • OneT+ gave a high-level snapshot of upcoming milestones for the EPR Addendum. • OneT+ indicated that certain design details are still in flux, and thus, the impact assessment results are being updated to ensure there is coverage for these activities. • The City of Vaughan is requested to provide their feedback on the EPR Addendum by November 29, 2021.	
10	**Roundtable – Input & Questions** • City of Vaughan inquired about Metrolinx's property procurement process - for	

No.		Action By
	direct or indirect impacts - are there going to be permanent easements, permanent acquisitions, or is Metrolinx buying the entire property or a sliver of the property? • City of Vaughan noted that they are working with the development planning department and there are some active development applications incoming, therefore they need to know what the impacts are and does this render the rest of specific properties undevelopable? • OneT+ responded that the City's need for information on property taking and land acquisition is understood, and that the RCD provides space-proofing for future design. • City of Vaughan questioned how land will be secured and/or protected for the various infrastructure requirements associated with the Project, considering the uncertainty surrounding station configurations. • OneT+ responded that we have assessed a larger footprint that accommodates the uncertainty surrounding station configurations. • City of Vaughan stressed that it is important to understand what the impacts associated with construction are, as active development plans are constantly being submitted to the City. • OneT+ responded by noting that the key intent is to provide general space-proofing showing that plans are feasible from a construction standpoint. • OneT+ noted that detailed impacts to properties will not be shown in the EPR Addendum. Once station configurations are determined, property impacts can then be assessed. • City of Vaughan addressed concerns that buildings in cultural heritage districts are much older and more sensitive to impacts. Vibration levels far exceeds the tolerance levels of older properties. The City questioned how much consultation there will be with heritage groups to determine compensation and mitigation that would be satisfactory. • OneT+ noted that technical vibration analysis has been undertaken and we have identified sensitive receptors that have the potential to be impacted. • [**Post Meeting Note:** The level of vibration generated by tunnel boring machines is typically minor through soft soils. Due to the distance between the tunnel and surface buildings, vibration impacts or excesses above the construction vibration criteria are not expected. In terms of construction vibration criteria, the vibration limits used to assess the potential for damage are based on the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual (2018). The vibration limit for heritage buildings susceptible to damage is lower than the limit for buildings with reinforced concrete foundations. As such, the construction vibration assessment has taken into consideration the potential impact to different types of buildings, including heritage buildings.] • The City of Vaughan inquired about how mitigation measures will affect the development of the PSOS, and how mitigation measures for impacts will be enforced through the project agreement. • OneT+ responded that commitments made within the EPR Addendum are binding and therefore do not need to be repeated in the Project Agreement verbatim. The PSOS/Project Agreement Technical Document places further environmental obligations on the Design-Builder to re-assess potential impacts resulting from the Project on the basis of a more mature design and stipulates	

No.		Action By
	regular monitoring and reporting. • Metrolinx added that the current version of the PA is under use by two large-scale subway extension projects, and refinements will be made to the YNSE PA.	

End of Document

Attachments: City of Vaughan Presentation Slide Deck

York Region Meeting #1 – November 25th, 2021

Yonge North Subway Extension

TPAP Update Meeting – York Region

November 25, 2021

METROLINX | Infrastructure Ontario

CONFIDENTIAL

AGENDA

1. Safety Moment and Introductions
2. Land Acknowledgement
3. Project Status and Update
4. EPR Addendum – Current Status
5. Project Scope Within York Region
6. Overview of Impacts & Mitigation in York Region
7. EPR Addendum Commitments to Future Work
8. Next Steps
9. Roundtable - Input & Questions

CONFIDENTIAL

LAND ACKNOWLEDGEMENT

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular we acknowledge that the Yonge North Subway Extension project is occurring on the traditional lands of the Mississaugas; this includes the Mississaugas of the Credit First Nation and Mississaugas of Scugog Island First Nation. The Yonge North Subway Extension project is occurring on lands covered by treaties including Treaty 13 and the Gunshot Treaty of 1784 and within the Williams Treaties territory.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on the Yonge North Subway Extension.

CONFIDENTIAL

PURPOSE OF MEETING

1. Provide a project update on the Yonge North Subway Extension Project
2. Provide an overview of the EPR Addendum and Impact Assessment Studies
3. Seek Region feedback regarding proposed YNSE infrastructure that overlap with York Region's area(s) of interest
4. Discuss next steps

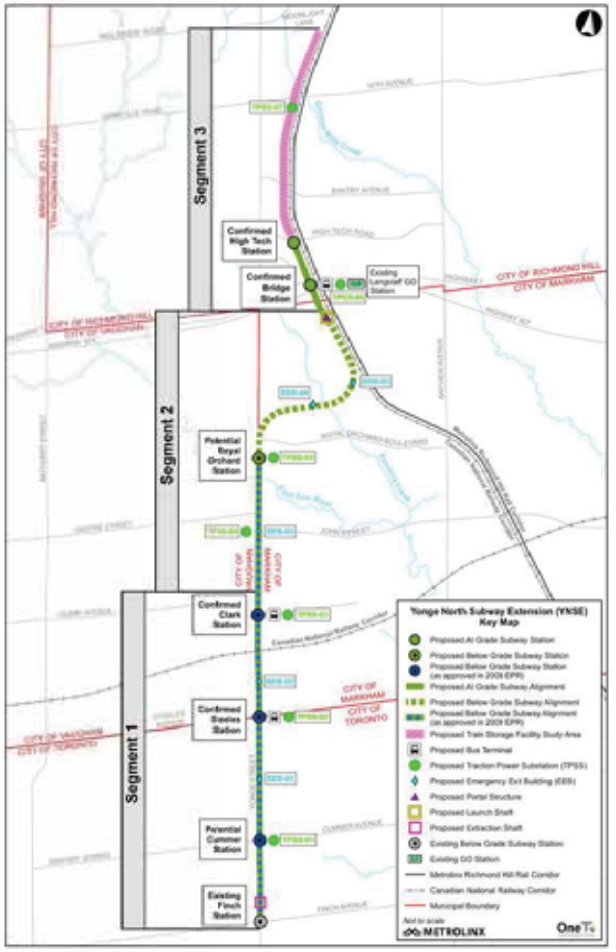
CONFIDENTIAL

Project Status and Current Update

METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION - OVERVIEW

- **Approximately 8 kilometres** of new subway service on TTC Line 1 (Yonge - University) that extends north from **Finch Station** to **Richmond Hill**.
  - ~6kms underground alignment
  - ~3kms at grade alignment
- **Three (3)** alignment options studied through IBC
- **Six (6)** station locations under analysis, with a current funding envelope that accommodates four (4) stations
- Funding envelope – **$5.6 billion**
- Target completion – **2029/2030**, to follow Ontario Line entry into service



YNSE EPR Addendum Study Area Key Plan Map

CONFIDENTIAL

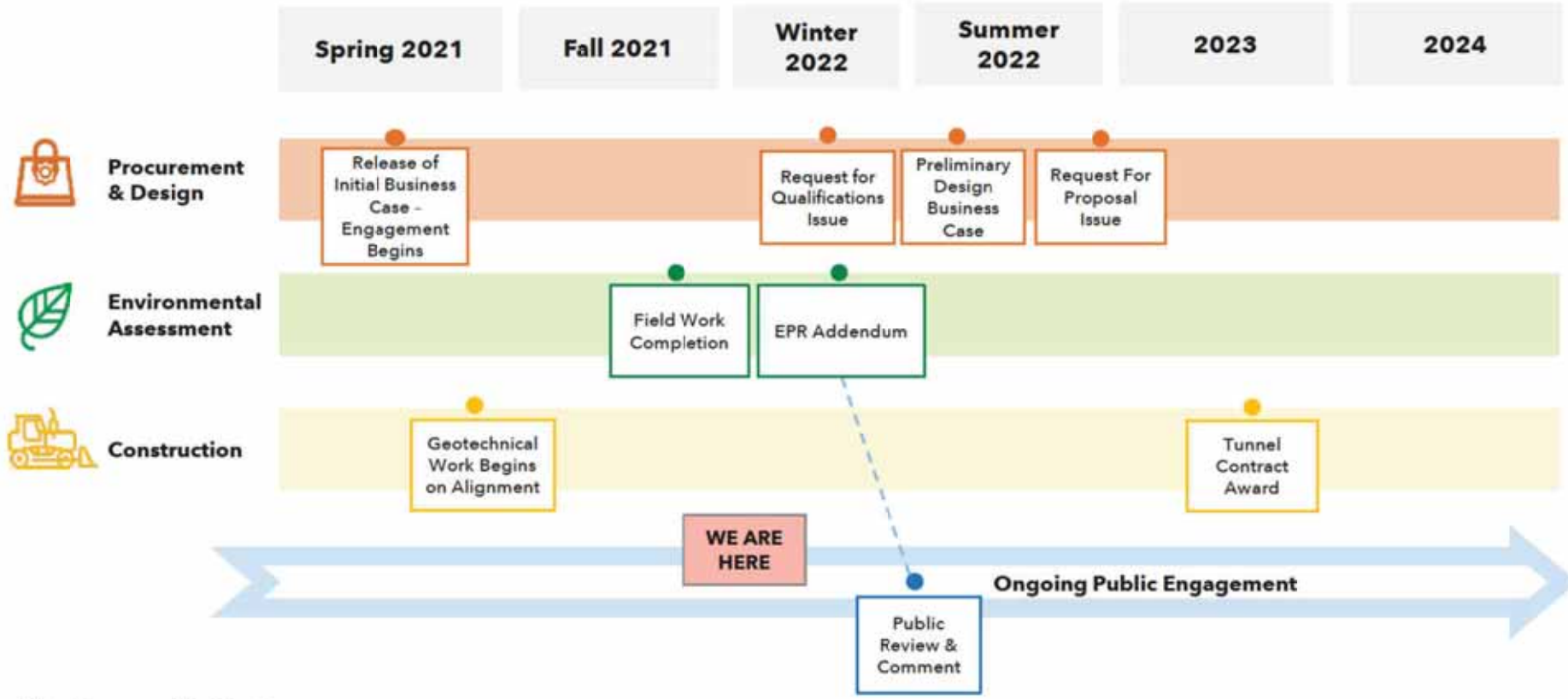
METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION – PROJECT UPDATE

- Reference Concept Design (RCD)
  - Advanced Tunnel (AT) RCD – Q1 2022
  - Stations, Rails and Systems (SRS) RCD – Q1/Q2 2022
- EPR Addendum - Environmental Assessment Work
  - Draft EPR Addendum GRT Review – October 28 – November 29, 2021
  - Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance)
- Public Consultation
  - Five (5) virtual open houses have occurred: April 7th, April 21st, May 5th, May 19th, Oct 20th
  - Meetings with all YNSE municipalities in November 2021

CONFIDENTIAL

PROJECT MILESTONES*



*Timelines are subject to change

CONFIDENTIAL

METROLINX | Infrastructure Ontario

EPR Addendum – Current Status

METROLINX | Infrastructure Ontario

EPR Addendum Scope

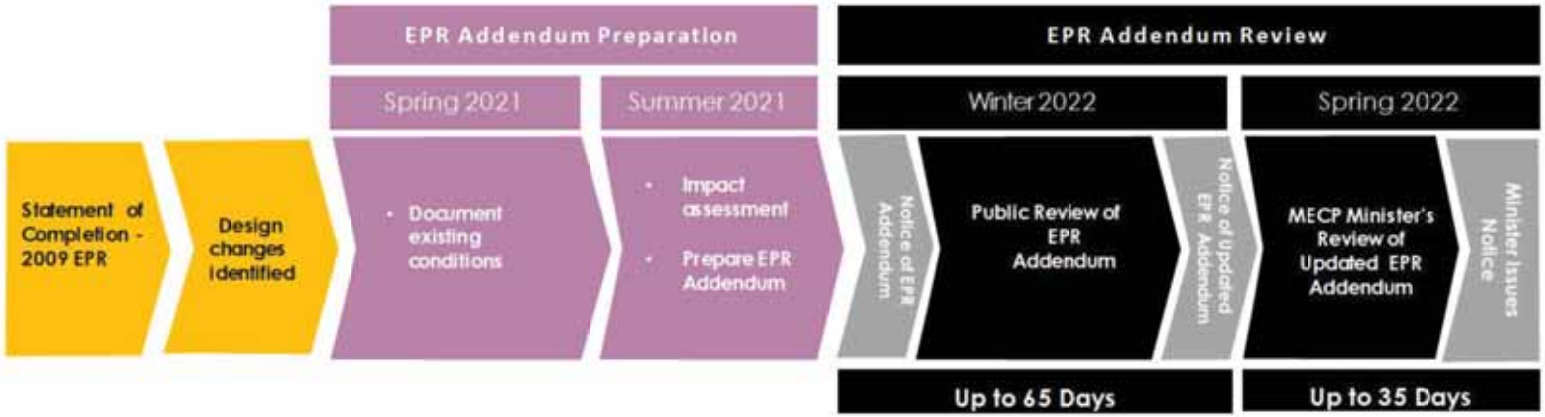
- The purpose of the current EPR Addendum study is to assess the relevant changes to the Project since the 2009 and 2014 studies based on the conceptual design.
- Aspects of the design that have been subject to change include the following and are captured in the 90% EPR Addendum:
    - Subway Alignment
    - Tunnels
    - Stations
    - Emergency Exit Buildings
    - Traction Power Substations
    - Ancillary Structures
    - Train Storage Facility (TSF)
    - Launch and Extraction Shafts



CONFIDENTIAL

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, update existing conditions, and to carry out public/stakeholder consultation.



CONFIDENTIAL

METROLINX | Infrastructure Ontario

YNSE EPR ADDENDUM – CURRENT STATUS

The purpose of this meeting is to provide an overview of the key findings from the Impact Assessment Reports, specific to York Region, as part of the Environmental Project Report Addendum municipal review period.

- TPAP site investigations were completed between May and August.
    - o Site walkthroughs and visual assessments
    - o Noise & vibration monitoring
    - o Stage 1 Archaeological Assessment
    - o Aquatic habitat assessment surveys
    - o Vegetation inventory & classification
    - o Surveys for breeding birds, amphibian calls, and Species at Risk
- 90% EPR Addendum has been circulated for municipal review. Comments and feedback requested November 29, 2021.

CONFIDENTIAL

Project Scope within York Region

METROLINX | Infrastructure Ontario

DESIGN COMPONENTS – SEGMENTS 1, 2 & 3 (YORK REGION)

Alignment

- Within Segment 1, the alignment runs below grade and follows Yonge Street dividing City of Vaughan & City of Markham
- Segment 2 runs below grade until it reaches the tunnel portal south of Langstaff Road, where it emerges to the surface
- Within Segment 3, the alignment emerges to the surface at the tunnel portal and runs along the west side of the existing CN Rail corridor to High Tech Road.
- North of High Tech Road, the proposed TSF tracks extend to Moonlight Lane.

Launch Shaft

- A launch shaft is a deep excavated site from which a Tunneling Boring Machine is launched.
- The launch shaft is located just south of Langstaff Road and the boundary of the City of Richmond Hill, at the tunnel portal.

Trackwork

- Within Markham, from Steeles Station to the potential Royal Orchard Station, the YNSE subway alignment runs underground for approximately 2.75 kilometers
- Two conventional at-grade tracks run from the tunnel portal to the TSF.
- The TSF tracks consist of three conventional tracks and a tail track at the north end.
- A potential (future) 3rd CN track is accounted for in alignment design, but not shown on EA plans/maps

East Don River & Pomona Creek Crossings

- Within Markham, there will be tunneling below the East Don River and Pomona Creek
- Tunnelling will begin at Langstaff Gateway area from the north, and head south
- Tunnel segment will extend below the groundwater table and impacts will be minor on the surface

Stations

- Two (2) below grade stations confirmed in Segment 1:
  - **Steeles Station** (at the intersection of Steeles Avenue and Yonge Street)
  - **Clark Station** (at the intersection of Clark Avenue and Yonge Street)
- One (1) potential at grade station proposed in Markham:
  - **Royal Orchard Station** (south of the Royal Orchard Boulevard & Yonge Street intersection)
- Two (2) at grade stations proposed in Segment 3:
  - **Bridge Station** (nestled between Highway 7 and Highway 407)
  - **High Tech Station** (located at High Tech Road and west of the CN rail tracks)

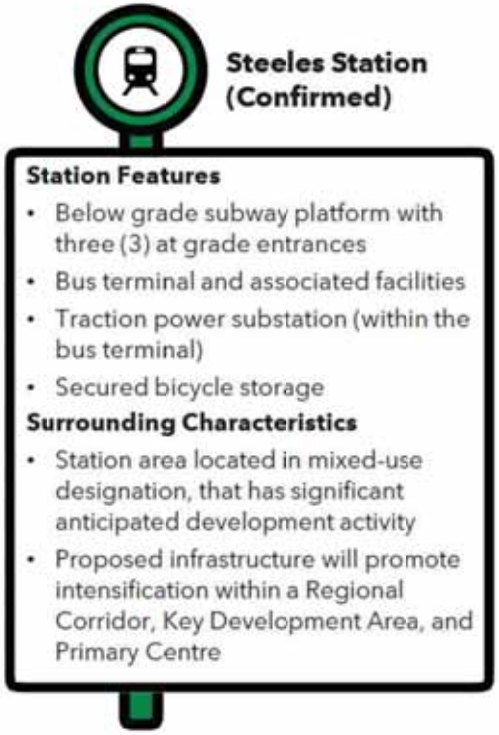
Train Storage Facility (TSF)

- The at-grade TSF accommodates up to 15 6-car trains and allows for light maintenance.
- Minimum 5.5m tall noise barrier along the western extent of the train storage facility, subject to further detailed design.
- Three buildings are proposed at the TSF:
  - Transportation facility (offices/amenities)
  - Rail cars & shops facility (train maintenance rooms)
  - A traction power substation building

CONFIDENTIAL

STATIONS

The Project includes four (4) stations under the current funding envelope. Six (6) potential stations were analyzed as part of the TPAP process. Steeles and Clark Stations within the Cities of Markham and Vaughan are confirmed under the current funding envelope, while Royal Orchard Station is a potential Neighbourhood station location under analysis.



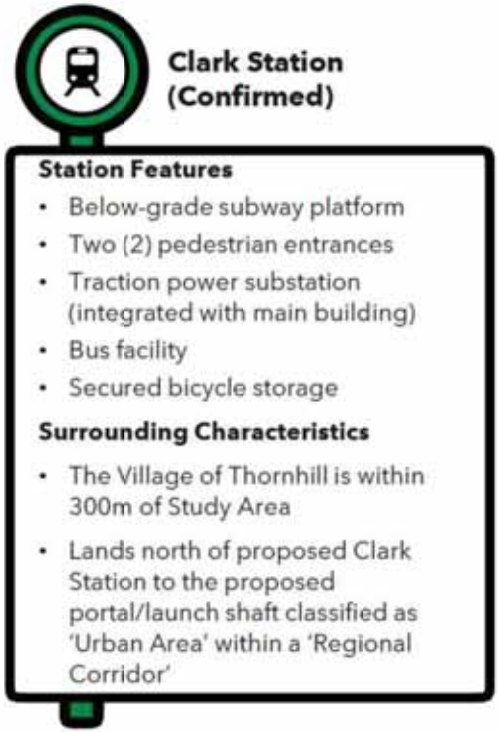
Steeles Station (Confirmed)

Station Features

- Below grade subway platform with three (3) at grade entrances
- Bus terminal and associated facilities
- Traction power substation (within the bus terminal)
- Secured bicycle storage

Surrounding Characteristics

- Station area located in mixed-use designation, that has significant anticipated development activity
- Proposed infrastructure will promote intensification within a Regional Corridor, Key Development Area, and Primary Centre



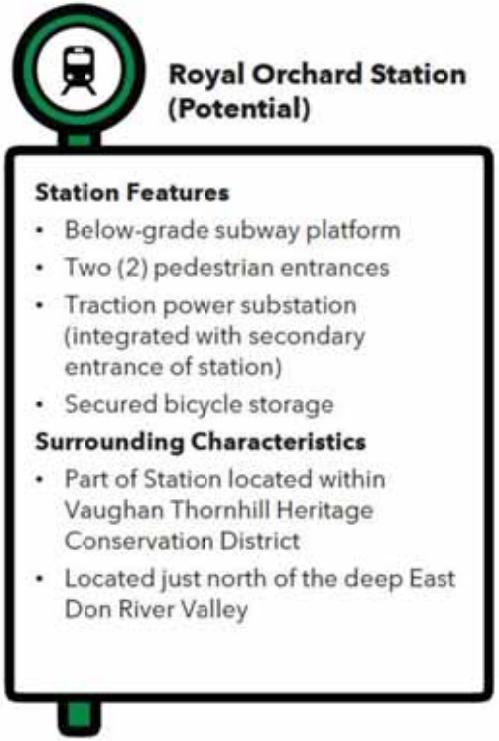
Clark Station (Confirmed)

Station Features

- Below-grade subway platform
- Two (2) pedestrian entrances
- Traction power substation (integrated with main building)
- Bus facility
- Secured bicycle storage

Surrounding Characteristics

- The Village of Thornhill is within 300m of Study Area
- Lands north of proposed Clark Station to the proposed portal/launch shaft classified as 'Urban Area' within a 'Regional Corridor'



Royal Orchard Station (Potential)

Station Features

- Below-grade subway platform
- Two (2) pedestrian entrances
- Traction power substation (integrated with secondary entrance of station)
- Secured bicycle storage

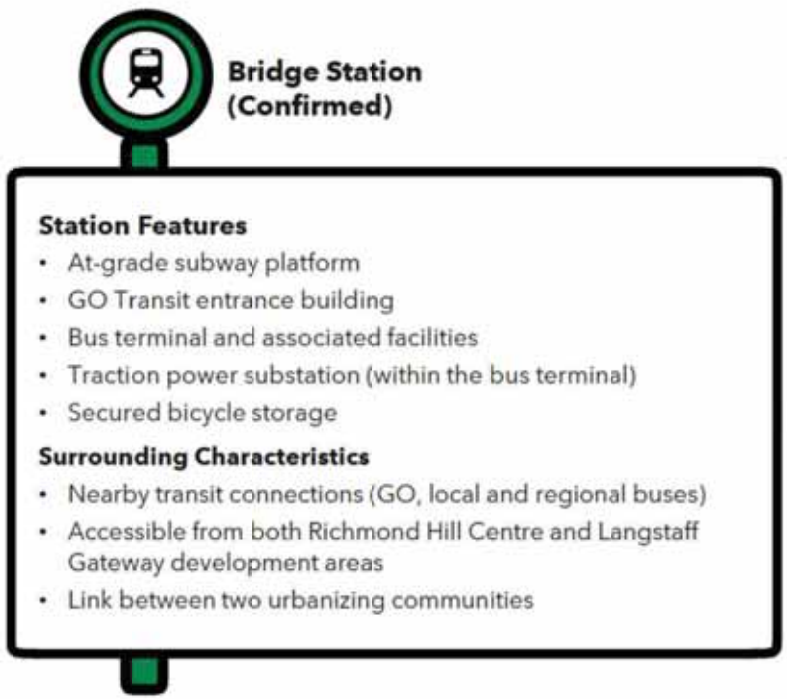
Surrounding Characteristics

- Part of Station located within Vaughan Thornhill Heritage Conservation District
- Located just north of the deep East Don River Valley

CONFIDENTIAL

STATIONS CONTINUED

Both Bridge and High Tech Stations within Richmond Hill are confirmed under the current funding envelope.



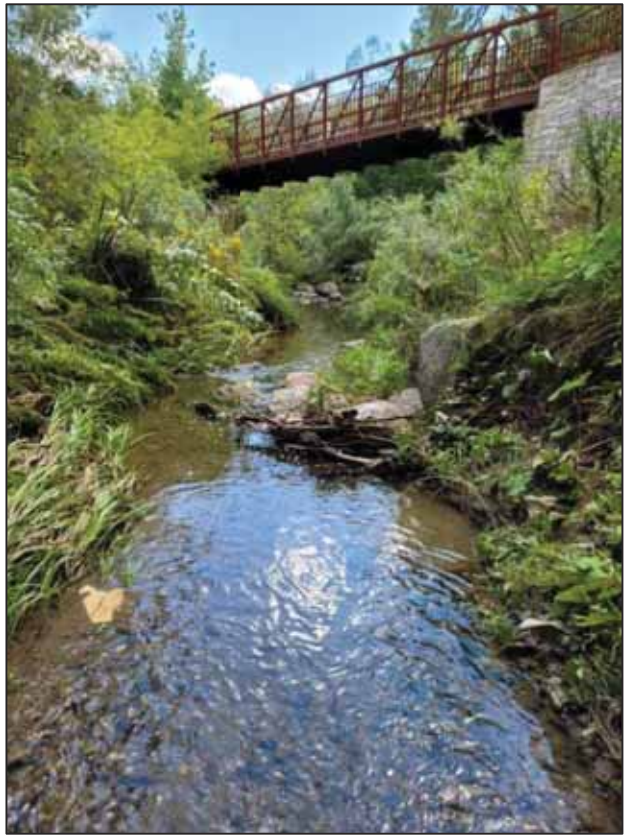


CONFIDENTIAL

KEY AREAS OF INTEREST

The following key areas of interest for York Region were identified and reviewed through the impact assessment process and will be further expanded on in the discipline-specific slides that follow.

- **East Don River and Pomona Creek Crossing**
  - The crossing of the East Don River is approx. 32 m below grade with minimal anticipated above-ground impacts
  - The crossing of Pomona Creek is approx. 12 m below grade with minimal anticipated above-ground impacts
  - Tunnelling below the river will begin from the Langstaff Gateway area from the north, heading south
- **Royal Orchard Community**
  - Neighbourhood community where alignment runs below residential area before reaching Bay Thorn Drive
- **ATYNSE Surface Segment Works & Train Storage Facility**
  - At grade level and will accommodate up to 15 additional 6-car trains required for the subway extension and will allow for overnight storage and light maintenance activities. Three (3) separate buildings proposed at the TSF include a transportation facility, rail cars & shops facility, and a traction power substation (TPSS)
- **Launch Shaft & Portal Structure**
  - The launch shaft & portal structure are located south of Langstaff Road East and Bridge Station, west of the CN corridor ROW



Field Photo: Pomona Creek

CONFIDENTIAL

KEY AREAS OF INTEREST

Multi-Use Trail

- The YNSE design will not conflict with the Town of Richmond Hill's planned MUT, extending from Langstaff Road to Carrville Road, along the west side of the at-grade alignment/TSF tracks

German Mills Creek crossing

- Located north of 16th Avenue
- Existing Triple Cell CSP culvert – design solution underway to mitigate potential impacts resulting from additional fill within the floodplain due to the TSF Tail Tracks



Proposed Multi-Use Trail and YNSE Infrastructure



CONFIDENTIAL

METROLINX | Infrastructure Ontario

EAST DON RIVER AND POMONA CREEK CROSSINGS

- The **East Don River** crosses Yonge Street approximately 300 meters south of Royal Orchard Boulevard, and is designated in the Greenbelt Plan as an 'Urban River Valley'
- The Don River East Branch supports a variety of warmwater and coldwater baitfish and sportfish species
- **Pomona Creek** is classified as coldwater, and crosses Yonge Street north of Highway 7
  - It flows through a culvert underneath Highway 7, at surface through the northwest Highway 7 / 407 ETR interchange loop and underneath the existing 407 ETR and Langstaff Road through another culvert
- Project works in the vicinity of East Don River and Pomona Creek are below grade, and the potential for impacts to features is low



Field Photo: East Don River

Potential Impacts

- Very limited due to below-grade tunneling beneath the watercourse

Mitigation

- Store and stabilize stockpiled materials away from surface water
- Stabilize disturbed areas through re-vegetation with native species

CONFIDENTIAL

ROYAL ORCHARD STATUS, NEIGHBORHOOD CONSULTATION AND OUTREACH

The Royal Orchard Community is being consulted on the YNSE alignment running below residences to address noise, vibration, environmental, and other concerns.

Multiple meetings were held with members of the Royal Orchard community to provide opportunities to ask questions and share feedback.

- Royal Orchard Ratepayers Association Meeting – March 31, 2021
- Royal Orchard Community Virtual Open House – April 7, 2021
- Royal Orchard Community Liaison Committee Meeting #1 – June 17, 2021
- Royal Orchard Community Liaison Committee Meeting # 2 – October 12, 2021

Noise and vibration assessments have been completed and will continue to be refined to ensure that impacts are not felt at the surface and property remains undamaged.

During construction, engineers and construction crews will be in the community to monitor progress and ensure there are no impacts at the surface.



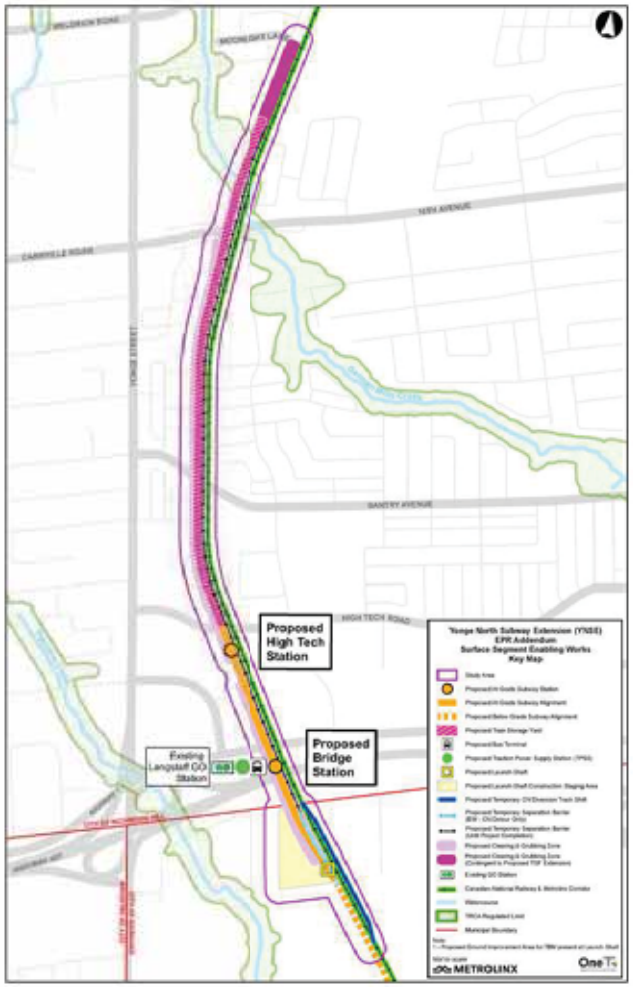
CONFIDENTIAL

ATYNSE SURFACE SEGMENT WORKS

Surface works are proposed along the YNSE from the north boundary of Holy Cross Cemetery to approximately the limits of the TSF (RH).

Proposed surface activities within the ATYNSE contract include:

- Access roads to construction laydown areas and work areas, as required
- Utility relocations/protections
- Relocation of CN track components/track diversion (executed by CN)
- CN right-of-way separation barrier
- Vegetation removals to facilitate construction of the CN separation barrier
- Retaining walls, where required
- Monitoring equipment, as required
- Dewatering, as required
- Installation of secant piles (under and beside CN tracks)
- Grading and track bed works for CN detour including, subgrade, sub-ballast
- Ground improvement for Tunnel Boring Machine (TBM) drive
- Launch Shaft shoring for south and east side (design only)
- Clearing and grubbing within the Launch shaft construction staging area, south of Langstaff Rd. East.



CONFIDENTIAL

METROLINX | Infrastructure Ontario

Overview of Impacts and Mitigation in York Region

METROLINX | Infrastructure Ontario

Natural Environment

The Natural Environment Impact Assessment Report documents impacts, mitigation measures, and monitoring activities related to:

- Natural Heritage Features
- Surface Water
- Fish and Aquatic Habitat
- Vegetation and Vegetation Communities
- Wildlife and Wildlife Habitat
- Species at Risk (SAR)



Field Photo: Pomona Creek

Impacts

- Minimal natural environment impacts are anticipated within Segment 1 due to the underground alignment and the Project's urban setting.
- Within Segment 2, impacts are related to construction activities associated with station and ancillary building construction that may disturb and/or destroy trees and vegetation.
- The length of the existing culvert at German Mills Creek is sufficient to support the additional track width, however the additional fill required by the TSF tracks will generate fill and require mitigation through culvert replacement.
- Within Segment 3, potential impacts associated with at-grade works are:
  - Introduction of invasive plant material
  - Wildlife-vehicle collisions
  - Vegetation removal, injury and protection

Mitigation & Monitoring

- Installation of erosion and sediment controls and monitoring of efficacy.
- Implementation of measures to avoid destruction, injury, or interference with species, and/or habitat.
- Proper storage/ handling of materials, and equipment and use of drip pans to minimize spills.
- Appropriate capture/ relocation of fish and adherence to in-water construction timing windows as necessary.

CONFIDENTIAL

Cultural Heritage

A Cultural Heritage Report was prepared in accordance with the *Ontario Heritage Act* and guidance from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) which included a historical summary of the study area and an inventory of known or potential built heritage resources and cultural heritage landscapes. The report also assessed potential impacts to identified cultural heritage resources and proposed mitigation and monitoring measures as required.



Field Photo: 7951 Yonge Street; Edwardian House

Impacts

- No potential heritage properties are identified in the section of Segment 1 between Steeles Avenue and Clark Avenue
- Within Segment 2 in Vaughan, thirty-three (33) properties were identified as having cultural heritage status
- Within Segment 2 in Markham, twenty-six (26) properties were identified as having cultural heritage status
- One (1) cultural heritage landscape resource has been identified within Richmond Hill along the alignment.
- There are no anticipated impacts to this property (David Dunlap Observatory Lands), approx. 300m from the rail corridor

Mitigation & Monitoring

Direct Adverse Impacts

- For properties of Cultural Heritage Value or Interest (CHVI), where no previous assessment has been completed or a Statement of Cultural Heritage Value (SCHV) has not been approved, a Cultural Heritage Evaluation Report (CHER) will be undertaken
- Complete Heritage Impact Assessment (HIA) if properties with CHVI are impacted

Indirect Adverse Impacts

- Consult with the MHSTCI and municipal Heritage Preservation Services if encroachment is anticipated to determine whether further cultural heritage study is needed
- Establish vibration zone of influence for heritage properties and monitor

CONFIDENTIAL

Archaeology

A Stage 1 Archaeological Assessment has been prepared in accordance with guidance provided by the MHSTCI that identifies and assesses archaeological potential.



Field Photo: Holy Cross Cemetery

Impacts

- Areas in the City of Vaughan that retain archaeological potential include sections of 7994 and 8000 Yonge Street associated with the potential Royal Orchard Station.
- Holy Trinity Anglican Cemetery/Holy Trinity Burying Grounds located at 8004 Yonge Street may also retain archaeological potential.
- A section of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive in the vicinity of EEB-05 is identified as having archaeological potential.
- Holy Cross Cemetery located at 8361 Yonge Street may also retain archaeological potential.
- Potential for the disturbance of unassessed or undocumented archaeological resources if additional lands are required.

Mitigation & Monitoring

- Develop and implement an Archaeological Risk Management Plan to address any discovery during construction.
- Personnel responsible for carrying out/overseeing land-disturbing activities to be informed of responsibilities in the event that an archaeological resource is encountered.

CONFIDENTIAL

Air Quality

An Air Quality Impact Assessment has been prepared in accordance with recommendations from MTO and MECP guides that identifies mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project.



Dust Mitigation

Impacts	Mitigation & Monitoring
Construction • Clark and Royal Orchard Station site preparation and construction are predicted to result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria (AAQC) without mitigation. • TSF site preparation and construction are predicted to result in a ZOI extending to sensitive receptors where contaminant levels could exceed AAQC without mitigation. **Operations** • Emissions related to welding operations and vehicle wear. • Emissions related to at-grade maintenance of the subway and TSF.	**Construction** • Fugitive dust controls. • Develop and implement a Construction Air Quality Management Plan (AQMP). • Carry out continuous air quality monitoring to confirm effectiveness of mitigation measures and inform adaptative management, as required. **Operations** • Periodic air quality monitoring to confirm effectiveness of mitigation measures and inform adaptative management, as required.

CONFIDENTIAL

Noise and Vibration

The Noise and Vibration Impact Assessment Report evaluated impacts associated with construction and operation of the Project. The assessment also identified mitigation and monitoring measures that can be used to reduce and/or minimize the effects of noise and vibration.



Moveable point frog (Metrolinx, 2020)



Ballast mat (Metrolinx, 2019)

Impacts

Construction

- Noise and vibration levels are expected to be elevated during most phases of at-grade construction activity.
- Tunnelling and tunneling support activities will generate ground-borne vibration and noise.
- Ambient sound levels are relatively high along the rail corridor, which will minimize noise impact from the Project.

Operations

- Along the TSF tracks, unmitigated sound levels from train departures are predicted to slightly exceed the MOEE/GO and MOEE/TTC guideline limit without mitigation.
- Vibration levels from the TSF are expected to be within MOEE/GO and MOEE/TTC guideline limits without mitigation, except at the switches near the handover platform/ Bantry Avenue.

Mitigation & Monitoring

Construction

- Develop and implement a construction Noise and Vibration Management Plan, which will specify site- and activity-specific mitigation based on selected contractor means and methods.
- Require use of broadband backup alarms on construction vehicles.
- Carry out continuous noise and vibration monitoring to confirm mitigation effectiveness.

Operations

- A noise barrier may be required along the western extent of the TSF (to be confirmed/refined through detailed design).
- Moveable point frogs and ballast mats are recommended to mitigate vibration impacts at the TSF switches .

CONFIDENTIAL

Traffic

The Traffic Impact Assessment study analyzed existing and future conditions and potential impacts related to:

- Traffic and the Road Network
- Transit Services
- Pedestrian and Cycling Network
- Rail Network



Impacts	Mitigation & Monitoring
• No operational impacts to traffic or road network alignment due to underground alignment of Segments 1 and 2. • Potential road modifications to accommodate associated infrastructure and buildings (e.g. pedestrian entrance buildings, bus platforms). • Potential transit detours and parking impacts during construction in the vicinity of the existing GO Langstaff Station/ Richmond Hill Centre Station.	• Notify the public of construction schedules and potential transit service disruptions in advance. • Develop a Traffic Control & Management Plan prior to construction. • Consult with local municipalities and transit agencies. • Provide clearly delineated, and appropriately signed walkways & cycling routes with detours where required. • An area-wide microsimulation model will be developed to assess and determine traffic and transit mitigation measures in the Richmond Hill Centre transit hub, such as utilization of traffic control technologies.

CONFIDENTIAL

Land Use and Socio-Economic

A Land Use and Socio-Economic Impact Assessment was conducted to evaluate and mitigate impacts to socio-economic and land use features, including:

- Schools, child-care centers, places of worship and cemeteries
- Bicycle/ pedestrian routes and multi-use trails
- Parks/ open spaces
- Existing and approved future land uses



Field Photo: View Facing South-West on Yonge Street at Clark Avenue - Skyrise on Yonge Mixed-Use Development

Impacts	Mitigation & Monitoring
• Impacts associated with tunneling under residential buildings in Royal Orchard Community. • The proposed portal/launch shaft is located within the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre. • Temporary detours and road closures impacting cyclists, pedestrians and transit users. • Impacts to an auto dealership/parking area south of 16th Avenue during TSF construction • Nuisance and/or visual impacts during construction of the at-grade stations and TSF tracks	• Continue to engage Royal Orchard Community to share feedback as planning work continues. • Work with building owners to identify solutions to accommodate disruption during construction. • Provide fences/screened enclosures for construction areas.

CONFIDENTIAL

Future Work/ Commitments

METROLINX | Infrastructure Ontario

FUTURE WORK COMMITMENTS

The current EPR Addendum identifies commitments for future work, including applicable commitments from the 2009 EPR and 2014 Addendum as well as the following newly identified commitments.

Noise & Vibration

- Complete updated Construction Noise & Vibration Impact Assessments prior to the start of construction activities
- Complete updated Operational Noise & Vibration Impact Assessments during detailed design, which will be used to refine current proposed mitigation measures

Traffic

- Complete a supplementary Traffic study to identify any potential permanent impacts once geometrical designs are complete
- Develop an area-wide microsimulation model to assess and determine traffic and transit mitigation measures in the Richmond Hill Centre transit hub

Natural Environment

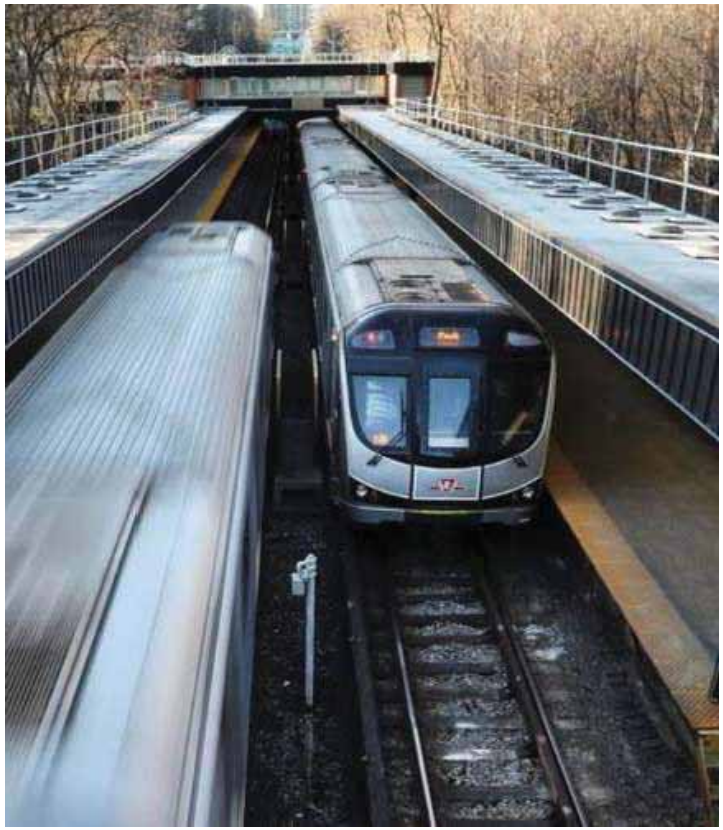
- Complete all recommended natural environment field work in the appropriate timing window prior to detailed design
- Ongoing consultation during detailed design with agencies having jurisdiction
- Secure all necessary permits, licenses and approvals prior to construction

Air Quality

- Implement and monitor dust suppression/control through regular wetting and other measures, as required
- Develop an Operations Air Quality Management Plan and an Air Sampling & Monitoring Plan

Cultural Heritage

- Complete Cultural Heritage Evaluation Reports and Heritage Impact Assessments



CONFIDENTIAL

Next Steps

METROLINX | Infrastructure Ontario

NEXT STEPS

- The Draft EPR Addendum package has been circulated to the Government Review Team, including municipalities, and Indigenous Nations in Fall 2021 for review and comment
  - Feedback is requested Nov 29, 2021
- Comments received will be responded to by Metrolinx prior to finalizing the EPR Addendum
- Comments and how they were addressed will be documented in the EPR Addendum Consultation Chapter
- EPR Addendum publication is planned for early Winter 2022
- Minister's Notice is anticipated for Spring 2022

CONFIDENTIAL

Roundtable – Input & Questions

METROLINX | Infrastructure Ontario



CONFIDENTIAL

YNSE – York Region Environmental Update Meeting

Meeting Date: November 25, 2021 **Time:** 1:00 PM – 2:00 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Caroline Berryman	Caroline.Berryman@york.ca	York Region	Yes
Connie Jia	Connie.Jia@york.ca	York Region	Yes
Kyle Catney	Kyle.Catney@york.ca	York Region	Yes
Linda Filippi	Linda.Filippi@york.ca	York Region	Yes
Hedyeh Hafezizadeh	Hedyeh.Hafezizadeh@york.ca	York Region	Yes
Carmen Hui	Carmen.Hui@york.ca	York Region	Yes
Adrian Kawun	Adrian.Kawun@york.ca	York Region	Yes
John Kazilis	John.Kazilis@york.ca	York Region	Yes
John La Chapelle	John.LaChapelle@york.ca	York Region	Yes
Peter Louws	Peter.Louws@york.ca	York Region	Yes
Nimisha Raja	Nimisha.Raja@york.ca	York Region	Yes
Joseph Petrungaro	Joseph.Petrungaro@york.ca	York Region	Yes
Eva Pulnicki	Eva.Pulnicki@york.ca	York Region	Yes
Francesco Ponissi	Francesco.Ponissi@york.ca	York Region	Yes
Christopher Scott	Christopher.Scott@york.ca	York Region	Yes
Fabrizio Guzzo	Fabrizio.Guzzo@york.ca	York Region	Yes
Calvin Mollett	Calvin.Mollett@york.ca	York Region	Yes
Leslie Pawlowski	Leslie.Pawlowski@york.ca	York Region	Yes
Mark Oritz	Mark.Ortiz@york.ca	York Region	Yes
Carl Woo	Carl.Woo@york.ca	York Region	Yes
Jessica Wu	Jessica.Wu@york.ca	York Region	Yes
Kevin Ye	Kevin.Ye@york.ca	York Region	Yes
Ahmad Subhani	Ahmad.Subhani@york.ca	York Region	Yes
James Szeto	James.Szeto@york.ca	York Region	Yes
Leany Moreno	Leany.Moreno@york.ca	York Region	Yes
Carrie Slattery	Carrie.Slattery@york.ca	York Region	Yes
Tait Mitchell	Tait.Mitchell@york.ca	York Region	Yes
Nelson Costa	Nelson.Costa@york.ca	York Region	Yes
Daniel Bordihn	Daniel.Bordihn@york.ca	York Region	Yes
Martin McCulloch	Martin.McCulloch@york.ca	York Region	No
David Mhango	David.Mhango@york.ca	York Region	No
Richard Montoya	Richard.Montoya@york.ca	York Region	No
Sami Butorski	Sami.Butorski@york.ca	York Region	No
Rose Suppa	Rose.Suppa@york.ca	York Region	No
Igor Zaslavsky	Igor.Zaslavsky@york.ca	York Region	No
Vi Bui	Vi.Bui@york.ca	York Region	No
Lizuarte Simas	Lizuarte.Simas@york.ca	York Region	No
Alberino Scarpato	Alberino.Scarpato@york.ca	York Region	No

Jennifer Mitchell	Jennifer.Mitchell@york.ca	York Region	No
James Francis	James.Francis@metrolinx.com	MX	No
Kaylin Barnes	Kaylin.Barnes@metrolinx.com	MX	Yes
Jessica Neto	Jessica.Neto@metrolinx.com	MX	Yes
Maria Zintchenko	Maria.Zintchenko@metrolinx.com	MX	Yes
Julia Kun	Julia.Kun@metrolinx.com	MX	Yes
Nikhil Lobo	Nikhil.Lobo@metrolinx.com	MX	No
Stephen Collins	Stephen.Collins@metrolinx.com	MX	No
Kevin Coulter	kcoulter@gfnet.com	OneT+	Yes
Silvia Furfurica	sfurfurica@gfnet.com	OneT+	Yes

Meeting Minutes

No.		Action By
1	**Safety Moment and Introductions**	
2	**Land Acknowledgement**	
3	**Purpose of the Meeting** • MX gave an overview of the purpose of this meeting, which is to provide a YNSE project update and overview of the Environmental Project Report (EPR) Addendum and Impact Assessment Studies, seek York Region feedback regarding proposed YNSE infrastructure that overlaps with York Region areas of interest, as well as a discussion of next steps.	
4	**Project Update and Current Status**	
4.1	**YNSE Overview** • MX provided a description of the YNSE project, including total kilometres of at-grade and underground tracks, confirmed and potential stations, the funding envelope, and overall target completion date. • The EPR Addendum study area shows a confidential reference alignment that has yet to be shared publicly. [Post-meeting note: reference alignment was shared with the public on Dec. 8, 2021]	
4.2	**YNSE Project Update** • OneT+ provided a Project update that included milestones: o Reference Concept Design (RCD) o Draft EPR Addendum GRT Review – October 28 – November 29, 2021 o Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance) o Public Consultation including five (5) virtual open houses that have occurred to date: April 7th, April 21st, May 5th, May 19th, Oct 20th o Meetings with all YNSE municipalities to be held in November 2021	
4.3	**Project Milestones** • OneT+ gave a high-level timeline for the project including design and procurement, environmental assessment and TPAP work, and high-level information related to construction timing. • OneT+ noted that geotechnical work has been undertaken, though significant	

No.		Action By
	construction will not commence until the 2023 Advanced Tunnel (AT) contract.	
5	**EPR Addendum – Current Status**	
5.1	**EPR Addendum Scope** • OneT+ described the aspects of design assessed by the EPR Addendum including the subway alignment, tunnels, stations, emergency exit buildings (EEB), traction power substations (TPSS), ancillary structures, train storage facility (TSF), launch and extraction shafts. • Steeles and Clark stations within York Region are confirmed stations, while Royal Orchard station is a potential station under analysis. • If Royal Orchard Station proceeds, there could be some shifts to the ancillary features such as EEBs and TPSSs. **Discussion:** • York Region noted that their understanding is that some of the upcoming procurements linked to the project have been pushed out. Does this mean that the project is still slated for completion for the 2029/2010 timeline despite these pushouts? • OneT+ confirmed that the 2029/2030 timeline is correct based on where we currently stand in in the procurement process and that timeline also accommodates for uncertainties.	
5.2	**Current YNSE EPR Addendum – Background** • OneT+ noted that the current EPR Addendum updates include updates to existing conditions as well as addressing changes and carrying out public/stakeholder consultation.	
5.3	**YNSE EPR Addendum – Current Status** • OneT+ described the studies undertaken to support the EPR Addendum and noted that the 90% EPR Addendum has been circulated for municipal review, with feedback requested by November 29, 2021.	
6	**Project Scope Within York Region**	
6.1	**Design Components – Segment 1,2, and 3 (York Region)** • OneT+ gave an overview of the design components in York Region which are within Study Area Segments 1, 2 and 3. • These included an overview of the trackwork and alignment, the launch shaft location, the crossings of the East Don River and Pomona Creek, train storage facility, and station locations.	
6.2	**Stations** • OneT+ gave a summary of the confirmed Steeles and Clark stations, potential Royal Orchard station, confirmed Bridge station, and confirmed High Tech station within York Region.	
6.3	**Key Areas of Interest** • **East Don River and Pomona Creek Crossing** o The crossing of the East Don River is approx. 32 m below grade with minimal anticipated above-ground impacts o The crossing of Pomona Creek is approx. 12 m below grade with minimal anticipated above-ground impacts • **The Royal Orchard Community** is a neighbourhood community through which	

No.		Action By
	the alignment traverses. • **The Launch Shaft & Portal Structure** are located south of Langstaff Road and Bridge Station, west of the CN corridor ROW. • **ATYNSE Surface Segment Works & Train Storage Facility** which is at grade level and will accommodate up to 15 additional 6-car trains required for the subway extension and will allow for overnight storage and light maintenance activities. Three (3) separate buildings proposed at the TSF include a transportation facility, rail cars & shops facility, and a TPSS. • **Richmond Hill's Multi-Use Trail** extending from Langstaff Road to Carrville Road, along the west side of the at-grade alignment/TSF tracks. • **German Mills Creek Crossing** located north of 16th Avenue is an existing triple cell corrugated steel pipe culvert. Design solutions are underway to mitigate potential impacts resulting from additional fill within the floodplain due to the TSF tail tracks.	
6.5	**East Don River and Pomona Creek Crossings** • OneT+ described elements of the East Don River and Pomona Creek crossings and noted that potential impacts are very minimal due to the below grade tunneling beneath the watercourses. • Mitigation measures associated with impacts are the storing and stabilizing of stockpiled materials away from surface water and stabilizing disturbed areas through re-vegetation with native species.	
6.4	**Royal Orchard Status, Neigbourhood Consultation and Outreach** • OneT+ gave an overview of the community outreach associated with the Royal Orchard neighbourhood and noted that multiple meetings have been held to provide opportunities to ask questions and share feedback. • The YNSE project 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. • At the closest point, the tops of the tunnels will be at least 14 metres below the surface in residential areas, 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.	
6.5	**ATYNSE Surface Segment Works** • OneT+ summarized the surface works proposed along the alignment from the north boundary of Holy Cross Cemetery to approximately the limits of the TSF in Richmond Hill.	
7	**Overview of Impacts and Mitigation in York Region**	
7.5	**Natural Environment** • OneT+ summarized the impacts, mitigation and monitoring associated with the natural environment, as outlined in the Natural Environment Impact Assessment Report. • Minimal natural environment impacts are anticipated within Segment 1 due to the underground alignment and the Project's urban setting.	

No.		Action By
	• Within Segment 2, impacts are related to construction activities associated with station and ancillary building construction that may disturb and/or destroy trees and vegetation. • The length of the existing culvert at German Mills Creek is sufficient to support the additional track width, however the additional fill required by the TSF tracks will generate fill and require mitigation through culvert replacement. • Within Segment 3, potential impacts associated with at-grade works are mainly the introduction of invasive plant material, wildlife-vehicle collisions, vegetation removal, injury and protection.	
7.6	**Cultural Heritage** • OneT+ summarized the impacts, mitigation and monitoring associated with the known or potential built heritage resources and cultural heritage landscapes, as outlined in the Cultural Heritage Impact Assessment Report. • The Cultural Heritage Impact Assessment Report confirmed the sensitive areas impacted and the direct and indirect impacts to heritage properties. • One potential heritage property was identified in the section of Segment 1 between Steeles Avenue and Clark Avenue. • Within Segment 2 in Markham, 26 properties were identified as having cultural heritage status. • One cultural heritage landscape resource has been identified within Richmond Hill along the alignment, however no anticipated impacts to this property.	
7.7	**Archaeology** • OneT+ summarized the impacts, mitigation and monitoring associated with areas assessed for archaeological potential, as outlined in the Stage 1 Archaeological Assessment. • Areas in the City of Vaughan that retain archaeological potential include sections of 7994 and 8000 Yonge Street associated with the potential Royal Orchard Station. • Holy Trinity Anglican Cemetery/Holy Trinity Burying Grounds located at 8004 Yonge Street may also retain archaeological potential. • A section of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive in the vicinity of EEB-05 is identified as having archaeological potential. • Holy Cross Cemetery located at 8361 Yonge Street may also retain archaeological potential.	
7.8	**Air Quality** • OneT+ summarized the impacts, mitigation and monitoring measures to manage air quality impacts associated with construction and maintenance of the Project, as outlined in the Air Quality Impact Assessment Report. • Clark and Royal Orchard Station site preparation and construction measures are predicted to result in a Zone of Influence (ZOI) extending to sensitive receptors where contaminant levels could exceed Ambient Air Quality Criteria without mitigation. • The TSF site preparation and construction are also predicted to result in a ZOI extending to sensitive receptors. • Fugitive dust controls as well as continuous air quality monitoring will be undertaken to confirm the effectiveness of mitigation measures.	
7.9	**Noise and Vibration**	

No.		Action By
	• OneT+ summarized the impacts, mitigation and monitoring measures to reduce or minimize the effects of noise and vibration, as outlined in the Noise and Vibration Impact Assessment Report. • Noise and vibration levels are expected to be elevated during most phases of construction activity. • Tunneling and support activities will generate ground-borne vibration and noise. • Ambient above-ground sound levels are relatively high along the rail corridor. • Along the TSF tracks, sound levels from train departures are predicted to slightly exceed the MOEE/GO and MOEE/TTC guideline limit without mitigation. • Vibration levels from the TSF are expected to be within MOEE/GO and MOEE/TTC guideline limits without mitigation, except at the switches near the handover platform/ Bantry Avenue. • Proven noise and vibration solutions are being implemented, 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. • A noise barrier may be required along the western extent of the TSF (to be confirmed/refined through detailed design). • Moveable point frogs and ballast mats are recommended to mitigate vibration impacts at the TSF switches.	
7.10	**Traffic** • OneT+ summarized the impacts, mitigation and monitoring measures associated with traffic and the road network, transit services, pedestrian and cycling network and rail network, as outlined in the Traffic Impact Assessment Study. • No operational impacts to traffic or the road network alignment are anticipated due to the underground alignment of Segments 1 and 2. • There is potential transit detours and parking impacts during construction in the vicinity of the existing GO Langstaff Station/ Richmond Hill Centre Station as well as potential road modifications to accommodate associated infrastructure and buildings. **Discussion** • York Region indicated that the extent of impacts to Langstaff GO and Richmond Hill Centre Terminal aren't captured, as there is a requirement to relocate the Richmond Hill Center Terminal as well as remove a pedestrian bridge connecting the two. • OneT+ responded these comments will have to be further considered and suggested that they be provided in writing as part of York Region's feedback on the EPR Addendum. Metrolinx/OneT+ will be providing written responses to all GRT comments received.	
7.11	**Land Use and Socio-Economic** • OneT+ summarized the impacts, mitigation and monitoring associated with socio-economic and land use features as outlined in the Land Use and Socio-Economic Impacts Assessment Report. • The proposed portal/launch shaft is located within the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre. • Impacts include temporary detours and road closures impacting cyclists, pedestrians and transit users, and impacts to an auto dealership/parking area south of 16th Avenue during TSF construction.	

No.		Action By
	• Nuisance and/or visual impacts during construction of the at-grade stations and TSF tracks may also be experienced.	
8	**Future Work / Commitments** • OneT+ gave an overview of commitments for future work. • Future Work / Commitments include additional impact assessments during detailed design, environmental field work, as well as supplementary studies to identify permanent impacts once designs are complete.	
9	**Next Steps** • OneT+ gave a high-level snapshot of upcoming milestones for the EPR Addendum. • OneT+ indicated that certain design details are still in progress, and thus, the impact assessment results are being updated to ensure there is coverage for these activities. • York Region is requested to provide their feedback on the EPR Addendum by November 29, 2021. [Post meeting note: Metrolinx received York Region's comments, with thanks}	
10	**Roundtable – Input & Questions** • York Region noted that decisions around infrastructure and timing are not shown in the EPR Addendum and inquired how infrastructure that is planned to be built will be documented and included in the final report? • OneT+ indicated that a conservative approach to estimating the potential footprint impacts of the Project was undertaken, recognizing that there is further work to be done. OneT+ also noted that sufficient coverage has been shown to account for any station configuration that is selected. As the overall approach to infrastructure is not accounted for in the RCD, there is potential for further addendums to the EA Study. • York Region noted that there is no discussion in the EPR Addendum regarding parking and inquired whether this was covered off in the original EPR or if it will be included in the traffic analysis. • OneT+ noted that parking is not included in the RCD and potential impacts to parking during construction will be assessed through a separate study to be completed during the next stage of design. • York Region noted that commuter parking for the Bridge Station area was included in the original EPR and no longer appears to be included in the project's scope. This is still something that York Region is advocating for. • OneT+ acknowledged that commuter parking at Bridge Station is not included within the current RCD (or EPR Addendum); however, the RCD is subject to change and there remains time to further discuss and reach agreement on things such as commuter parking. • York Region inquired about next steps regarding public consultation and outreach. • Metrolinx noted that there is a virtual open house (VOH) planned for the beginning of December, and details of materials being presented are currently being developed. A VOH is also tentatively scheduled for January which will focus on presenting content from the EPR Addendum. [Post-meeting note: a VOH took place on December 16th with another scheduled for January 5th. The EPR Addendum-focused VOH is now scheduled for the	

No.		Action By
	beginning of February.]	

End of Document

Attachment: York Region Environmental Update Presentation Slide Deck

Various Municipalities

Environmental Kick-Off Meeting – May 7th, 2021

Environmental Kick-off Meeting with Municipalities #1

Meeting Date: May 07, 2021 **Time:** 3:00 pm to 4:00 pm

Location: Microsoft Teams **Facilitator:** Stephen Collins

Invitees:

Name	Email	Company	Attendance
Julia Kun	julia.kun@metrolinx.com	Metrolinx	
Kaylin Barnes	Kaylin.Barnes@metrolinx.com	Metrolinx	
James Francis	James.Francis@metrolinx.com	Metrolinx	
James Moore	James.Moore@metrolinx.com	Metrolinx	
Stephen Collins	Stephen.collins@metrolonx.com	Metrolinx	
Nikhil Lobo	Nikhil.lobo@metrolinx.com	Metrolinx	
Marcela Miranda	Marcela.miranda@metrolinx.com	Metrolinx	
Jackie Czajka	Jackie.czajka@metrolinx.com	Metrolinx	
Nasim Bozorgmehr	Nasim.Bozorgmehr@metrolinx.com	Metrolinx	
Rajesh Khetarpal	Rajesh.Khetarpal@metrolinx.com	Metrolinx	
Azim Ahmed	Azim.ahmed@metrolinx.com	Metrolinx	
Amber Saltarelli	asaltarelli@GFNET.com	OneT+	
Diana Rivadeneira	drivadeneira@GFNET.com	OneT+	
Don Verbanac	don.verbanac@IBIGroup.com	OneT+	
Charlie Hoang	charlie.hoang@IBIGroup.com	OneT+	
Nour Alsoori	Nour.Alsoori@toronto.ca	CoT	
Kellie Spence	Kellie.spence@toronto.ca	CoT	
Richard Borbridge	Richard.Borbridge@toronto.ca	CoT	
Melanie Dubroy	Melanie.dubroy@toronto.ca	CoT	
Garvin Tom	Garvin.tom@toronto.ca	CoT	
Lisa Carson	Lisa.carson@toronto.ca	CoT	
Jawaid Choudhary	Jawaid.choudhary@toronto.ca	CoT	
Thomas Schwerdtfeger	Thomas.schwerdtfeger@toronto.ca	CoT	
Darryl Lyons	DLyons@markham.ca	CoM	
Daniel Olding	Daniel.olding@richmondhill.ca	CoRH	
Stephen Hollinger	Stephen.Hollinger@york.ca	York Region	
Liza Sheppard	Liza.sheppard@york.ca	York Region	

Meeting Agenda

No.		Action Item
1.0	**Safety Reminder and Introductions**	
2.0	**Land Acknowledgement**	
3.0	**Project Overview** • Overview of the planning and implementation timeline for the YNSE project.	

	• Description of the YNSE project and key design changes • Overview of project schedule for key project milestones.	
4.0	**Environmental Project Report (EPR) Addendum** • Overview of the 2009 EPR and the 2014 EPR Addendum. • Overview of the current Significant EPR Addendum • Overview of Enironmental Studies currently underway.	
5.0	**Previous EPR Commitments and Plan to Address in the current EPR Addendum** • Summary of previous 2009 EPR and 2014 EPR Addendum environmental commitments and their applicability to the current EPR Addendum.	
6.0	**Public Engagement** • Overview of public and stakeholder engagement activities and proposed timeline • Overview of key comments concerns received from the public to date.	
7.0	**Timeline & Next steps** • Overview of next steps related to stakeholder engagement.	
8.0	**Roundtable - Input and Questions**	
9.0	**Other Items**	

Attachments

n/a

End of Document

From:	Kaylin Barnes
To:	"Nour.Alsoori@toronto.ca"; "Richard.Borbridge@toronto.ca"; DLyons@markham.ca; Daniel Olding; Hollinger, Stephen; Kellie Spence; Melanie Dubroy; Garvin Tom; Lisa Carson; Jawaid Choudhary; Thomas Schwerdtfeger; Sheppard, Liza; Rose Suppa; Virgiliu Petre; Marcela Miranda; Jackie Czajka; Nasim Bozorgmehr; James Moore; Rajesh Khetarpal; Azim Ahmed; Donald Verbanac; Charlie Hoang; Michael Paolucci; Tyler Mayhew
Cc:	Stephen Collins; Nikhil Lobo; Angisel Guariguan; James Francis; Julia Kun; Saltarelli, Amber; Dumbrell, Laura; ElSetouhy, Lina M.; Jahangir, Sabriya
Subject:	YNSE Environmental Kick-off with Municipalities
Date:	June 9, 2021 11:43:49 AM
Attachments:	image002.png 219214-OTP-YNSE-MOM-00001-Environmental-Kickoff-Meeting-Municipalities.pdf YNSE - EPR Addendum - Municipalities Meeting #1_07May21.pdf OneT+_YNSE_EPRAdd_StudyArea_120m_20210527.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,

Thank you for attending our May 7th presentation to municipal stakeholders. Please review the minutes and do let me know if you have comments or clarifications to add, feedback is appreciated by the 15th. Also attached you will find a copy of the slide deck presented, as well as the YNSE study area map, as outlined as an action item in the minutes. [redacted]

Thanks again for your participation.

Kaylin Barnes
Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416.202.5627 C: 416.728.9147
METROLINX

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 – Consultation Record

Appendix I.9 – Engagement with Conservation Authority

Toronto & Region Conservation Authority Meeting #1 – March 30th, 2021

YNSE – TRCA Project Update Meeting

Meeting Date: March 30, 2021 **Time:** 1:00 PM – 3:00 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Stephen Collins	Stephen.Collins1@metrolinx.com	MX	Yes
James Francis	James.Francis@metrolinx.com	MX	Yes
Julia Kun	Julia.Kun@metrolinx.com	MX	Yes
Kaylin Barnes	Kaylin.Barnes@metrolinx.com	MX	Yes
Nikhil Lobo	nikhil.lobo@metrolinx.com	MX	Yes
Marcela Miranda	marcela.miranda@metrolinx.com	MX	Yes
Sebastien Pecqueur	sebastien.pecqueur@metrolinx.com	MX	Yes
Julia Rakocevic	julia.rakocevic@metrolinx.com	MX	No
Annette Lister	annette.lister@metrolinx.com	MX	Yes
Meghan Bratt	meghan.bratt@metrolinx.com	MX	Partial
Brad Stephens	brad.stephens@trca.ca	TRCA	Yes
Ali Shirazi	ali.shirazi@trca.ca	TRCA	Yes
Mahdi Esmaeili	mahdi.esmaeili@trca.ca	TRCA	Yes
Cherilyn Silvestri	cherilyn.silvestri@trca.ca	TRCA	Yes
Kristina Anderson	kristina.anderson@trca.ca	TRCA	Yes
Suzanne Bevan	suzanne.bevan@trca.ca	TRCA	Yes
Don Ford	don.ford@trca.ca	TRCA	Yes
Harsmirat Pruthi	harsimrat.pruthi@trca.ca	TRCA	Yes
Beth Williston	beth.williston@trca.ca	TRCA	Yes
Donald Verbanac	don.verbanac@ibigroup.com	OneT+	Yes
Charlie Hoang	charlie.hoang@ibigroup.com	OneT+	No
Campbell McNaught	cmcnaught@gfnet.com	OneT+	Yes
Karen Fang	karen.fang@ibigroup.com	OneT+	Yes
Rakesh Pandey	rakesh.pandey@ibigroup.com	OneT+	Yes
Amber Saltarelli	asaltarelli@GFNET.com	OneT+	Yes
Lina ElSetouhy	lelsetouhy@GFNET.com	OneT+	Yes
Barry Medford	barry.medford@ibigroup.com	OneT+	Yes
Shannon McNeill	smcneill@GFNET.com	OneT+	No
Nathan Reinard	nreinard@gfnet.com	OneT+	Yes
Ana-Francisca Delamora	anafrancisca.delamora@ibigroup.com	OneT+	Yes
Colin Sandler	csandler@gfnet.com	OneT+	Yes
Cassidy Westrop	cassidy.westrop@ibigroup.com	OneT+	Yes
Patrick Garel	pgarel@ibigroup.com	OneT+	Yes
Allan White	allan.white@ghd.com	OneT+	Yes
Ty Garde	ty.garde@woodplc.com	OneT+	Yes
Pauline Ho	pho@IBIGroup.com	OneT+	Yes
Erin Hellinga	erin.hellinga@woodplc.com	OneT+	Yes

Samantha Hughes	samantha.hughes@woodplc.com	OneT+	Yes
Kevin Coulter	kcoulter@gfnet.com	OneT+	Yes

Meeting Agenda

No.		Action By
1	**Safety Moment and Introductions** • MX shared a safety moment. • Roundtable introductions. • Brief description of the meeting objectives.	
2	**Land Acknowledgement**	
3	**Project Overview** • MX provided an overview of the planning and implementation timeline for the YNSE project starting in 2007 up to 2019 during which the project was uploaded to by the Government of Ontario. • MX provided a description of the YNSE project including total kilometres of proposed track extension, number of stations, funding envelop, and target completion date. • MX provided an overview of the IBC analysis and alignment options, with option 3 being the one further advanced for the 2022 EPR Addendum. • MX provided an overview of the supplementary analysis conducted in early 2021 to determine whether there are means to achieve benefits of option 3 without tunneling below the Holy Cross cemetery. • MX provided the anticipated project schedule for key project milestones. • MX provided an overview of the YNSE Early Works scope of work for the Surface Segment (Launch Shaft area) including the main activities that are being proposed within TRCA regulated area.	
4	**Environmental Project Report Addendum** • OneT+ provided an overview of the 2009 EPR and the 2014 EPR Addendum and the associated scope of work for each study. • OneT+ provided an overview of the 2022 Significant EPR Addendum along with the process followed. The team also noted that the project is currently in the pre-planning phase. • OneT+ provided an overview of the YNSE EPR Addendum Study Area and list of studies being prepared for the 2022 EPR Addendum. • OneT+ provided a summary of the comments previously received from the TRCA on the 2009 EPR and the 2014 EPR Addendum.	
5	**YNSE Project & TRCA Regulated Area** • OneT+ provided an overview of proposed infrastructure within the TRCA regulated area and key watercourse crossings within the YNSE study area. • OneT+ provided an overview of the Natural Heritage System features within the study area. **Discussion:** • TRCA inquired whether MX will be considering the newly released DS-05 Sustainable Design Standard in the design of this project. o OneT+ confirmed that this Standard will be followed and all SWM requirements will be applied into the design of the YNSE project. o TRCA identified that some of the DS-05 requirements are different	

	from the TRCA SWM standards. OneT+ (Rakesh Pandey) indicated that the requirements included in the Metrolinx DS-05 are more stringent that those of the TRCA and will be incorporate the project team will incorporate the more stringent standards. • TRCA noted that it is important to perform an erosion hazards assessment and long-term toe erosion should be considered as part of this assessment at locations where tunneling is being proposed below existing watercourses and assessing existing surface structures to ensure that no existing structures are impacted by the underground infrastructure and that surface structures should have enough setback to ensure that slopes are not undermined. [redacted] • TRCA requested that language on toe erosion and appropriate setbacks and mitigation to be added into the PSOS and the EPR Addendum, if possible, to ensure it is properly considered for future work. o ***OneT+ confirmed that this will be captured in the PSOS for areas within the TRCA regulated area.***	**OneT+**
5.1	**Don River East Branch** • OneT+ provided an overview of the infrastructure (e.g. EEB-4) proposed within the TRCA regulated area. • OneT+ provided an overview of the tunnel location & proposed methodologies as well as a list of information required from the TRCA to assist the design development and the EPR Addendum advancement. • OneT+ provided an overview of the potential dewatering/groundwater impacts and status of the assessment at this location.	
5.2	**Pomona Creek** • OneT+ provided an overview of the proposed underground and surface infrastructure proposed within the TRCA regulated area. • OneT+ provided an overview of the tunnel location & proposed methodologies as well as a list of information required from the TRCA to assist the design development and the EPR Addendum advancement. • OneT+ provided an overview of the potential dewatering/groundwater impacts and status of the assessment at this location. **Discussion:** • [redacted] • [redacted] • With respect to the site-based elements of design, TRCA noted that there might be a requirement for an actual survey on site with TRCA staff to determine the limits of the NHS, valley land, etc. TRCA recommended this be done sooner rather than later to confirm what the landscape looks like before the design advances further. o ***OneT+ to discuss internally and confirm next steps with MX and the TRCA*** • TRCA inquired about the level of detail that will be shared with them with regards to the groundwater impacts.	**OneT+** **OneT+**

	○ OneT+ confirmed that this will be included in the hydrogeological summary of the PSOS as well as sections of the EPR addendum that will speak to the summary of impacts and proposed mitigation measures. As well, the draft EPR Addendum document will be circulated to the TRCA as well as other stakeholders before the document is finalized and before the 65 days issues resolution process. • [redacted]	
5.3	**German Mills Creek** • OneT+ provided an overview of the TSF project study area, proposed infrastructure components as part of the TSF, and key design changes from the approved 2014 EPR Addendum with the area of most concern being proposed tail track on top of the existing German Mills Creek Culvert. • OneT+ provided an overview of potential impacts to the existing German Mills Creek culvert, which may result in extending the culvert. • OneT+ provided an overview of the potential hydraulic impacts at the German Mills creek crossing. **Discussion:** • TRCA inquired whether retaining walls will be needed at the tail track area, if so it will need to be included in the PSOS. ○ OneT+ confimred that options analysis is currently underway and there are a number of options being evaluated to ensure impacts are minimized. • TRCA noted that a meeting was held with the TTC on March 26 to discuss different options at the German Mills Creek. How is this work being coordinated with the TTC, if the TTC is proposing a different crossing further north of the proposed TSF crossing. ○ OneT+ confirmed that the approach to the proposed TSF is supporting opening day service and the requirements for train storage. While as for the TTC, their scope is trying to accomplish an 'ultimate build', which is the combined site to accommodate additional storage above and beyond what is being proposed within the 2022 EPR Addendum scope as well as maintenance requirements. ○ MX Sponsors Team confirmed they are working closely with the TTC to ensure both scopes are aligned and in support of one another. • TRCA reminded that there are more recent GIS layers and hydraulic modelling, which once obtained from the TRCA should be used as the existing condition, available for this location. In the detailed design just north of 16th Avenue, is within the TRCA floodplain and so there will be a need for a cut and fill assessment. TRCA also noted that the proposed condition should include new proposed grading to see the upstream impact as a result of the loss of floodplain due to filling. Also need to see the impact of upstream floodplain as a result of any changes to the crossing. ○ *OneT+ SWM team confirmed that a request for this data will be included in the upcoming data request. OneT+ also confirmed that cut/fill analysis will be included along with grading in the area.* • TRCA noted that there are additional constraints at this location due to the urban nature of this location and surrounding existing developments and infrastructure, and so the design needs to ensure that any cuts will result in a	**OneT+**

	stable slope. o *OneT+ SWM team confirmed that this will be included in the options analysis currently underway.* • TRCA inquired whether this culvert assessment was included in any of the previous EPR or EPR Addendum. Is there any available information on whether these culverts cannot be replaced but rather just extended? o OneT+ confirmed that a request of the culvert assessment was submitted to the CN, however, no information was received to date. More information to come at future meetings based on the information that will be provided by the CN.	**OneT+**
6	**Other areas of interest**	
6.1	**Culverts** • OneT+ provided an overview of culverts currently identified along the YNSE alignment as well as anticipated timeline for assessments and surveys that are currently underway.	
6.2	**Permits, Licenses, and Approvals (PLA)** • OneT+ PLA team provided an overview of the PLA approach for the project and is seeking to confirm whether a separate VPR is required for clearing and grubbing Early Works in the vicinity of the German Mills Creek regulated area. **Discussion:** • TRCA noted it would be beneficial if the Project Co. Team had experience working within TRCA's jurisdiction to ensure the VPR process is efficient and works well for both P.Co. and the TRCA. o MX PLA team agrees with this sentiment but noted there are difficulties dictating this qualification requirement to Project Co. MX confirmed that TRCA requirements and reference documents will be included in the PSOS or data room, as applicable.	
7	**Next steps and timelines** • OneT+ provided an overview of the immediate next steps for the project as well as items that the team is seeking input/feedback from the TRCA. • OneT+ provided an overview of the key project milestones along with anticipated dates of completion. • *Further meetings will be scheduled with TRCA as part of the RCD/EPR Addendum process as these elements progress to provide further project updates and seek feedback.*	**MX**
8	**Open Discussion** • TRCA will provide responses on the PLA slide pending MX's confirmation on the mechanism of collecting feedback. TRCA expressed support for a comment response sheet to be circulated to ensure all comments are tracked. • TRCA reminded the MX and the OneT+ team that the review and feedback period for the TRCA is 20 business days for the items included in the deck. • TRCA also reminded MX and the OneT+ team that early notice of any future meetings is preferred to ensure staff is available. • TRCA requested a more detailed discussion on the Clearing and Grubbing components of the Early Works Contract. o *MX PLA team will reach out to TRCA early next week (week of April 4th) to follow up on this item and to provide additional details. Further discussion regarding VPR requirements will be required and will be scheduled accordingly with TRCA.*	**MX**
9	**Other Items** No other items were discussed.	

From:	Annette Lister
To:	Suzanne Bevan
Cc:	Meghan Bratt; Stephen Collins; Sebastien Pecqueur; Julia Kun; Kaylin Barnes; McNeill, Shannon; Coulter, Kevin C.; Saltarelli, Amber; ElSetouhy, Lina M.
Subject:	Follow Up: MX YNSE Early Works Surface Segment at German Mills Creek
Date:	Thursday, April 22, 2021 8:39:13 PM
Attachments:	image001.png image003.jpg

Hi Suzanne,

Thank you for the call regarding scope of work and VPR applicability for the YNSE Early Works Surface Segment contract. It's valuable to be able to have these back-and-forth discussions over the phone to gain an understanding of both TRCA concerns and Metrolinx challenges.

As discussed, can you please consult with other TRCA staff to identify:

1. If VPR application is required for the Early Works Surface Segment scope of work within TRCA regulated area; and,
2. If VPR is applicable, a fulsome list of requirements to enable us to submit a complete application to you.

As promised, please see below for a summary of our conversation to assist your discussions with other TRCA staff.

Scope

The Early Works Surface Segment contract extends from Langstaff Road in Markham, to north of 16th Avenue in Richmond Hill, along the existing CN corridor that is located east of Yonge Street. However, the only TRCA regulated area that will be impacted by this contract is located just north of 16th Avenue at and in the area surrounding German Mills Creek, as shown in the image below.

Scope of work within TRCA regulated area includes site preparatory works in the form of clearing and grubbing (topsoil removal) on the west side of the existing CN corridor. No cutting or filling will be done as a part of this early works contract.

Other potential scope may include a separation barrier (e.g. jersey barrier and chain-link fence) located on the existing CN corridor embankment to separate the CN tracks from the future subway tracks. It is my understanding that fences are not considered to be "development" and are generally not reviewed under O.Reg. 166/06. In addition, flood obstruction concerns are not likely as the separation barrier is located on top of the existing CN corridor embankment. Please confirm.

Another potential scope item that may be included in this early works contract is a culvert extension but this is still to be confirmed by our Technical Advisor and Project Delivery Team (apologies for forgetting to mention this item on the phone today).



VPR Applicability

Based on the above scope, can you please provide confirmation on whether VPR application is required for (a) clearing and grubbing, (b) separation barrier, and (c) culvert extension.

-

From our conversation, it is my understanding that TRCA staff are in general willing to provide clearance on some work within TRCA regulated areas, provided that the scope is considered to be low risk. Some examples of "low risk" work that you mentioned include hydro pole installations in the road ROW, excavations by vacuum trucks, work within existing paved and urbanized areas, and the like. We very much appreciate the willingness of TRCA staff to work with and accommodate us to support our priority transit initiatives.

-

Project Schedule & Availability of Technical Information

Contract tender is currently scheduled for October 2021. However, Arborist report and vegetation removals inventory is not anticipated to be available until September 2021; and, ESC and grading plans as well as any required access routes and laydown areas are not anticipated to be available until 90% design in June 2021. On the other hand, ELC mapping of the area that is being completed as part of the TPAP is expected to be available soon.

Due to challenges related contract schedule and availability of technical information, we discussed the following submission approach if VPR is determined to be required:

- Submission of ELC mapping and 60% drawings first to assess area of removals and impact to kick-start the review process
- Submission of ESC and grading plans later at 90% design in June

Restoration/ Compensation for Removals

I will reach out to my MX colleagues to see how vegetation removals restoration/compensation in TRCA regulated areas have been approached for other Metrolinx transit projects. However as

discussed, please let me know if it is feasible for the early works removals to be documented, and for early works restoration/compensation to be deferred until total removals within all TRCA regulated areas for the entire YNSE alignment is known. Once total removals for the entire alignment is known, restoration/compensation may be addressed under the same plan.

Other Potential TTC Work in the Area

Thank you again for flagging to me other potential TTC work in the area. Please note that the MX YNSE project team is consulting with TTC on the YNSE Project. I will however follow up with the YNSE Sponsor's Office and flag this issue to them. I will let you know if any follow up is required.

It was great to catch up with you. If you would like to discuss anything further, please do not hesitate to call or email me.

Many thanks,
Annette

ANNETTE LISTER
Senior Advisor, Permits, Licenses and Approvals
Third Party and Agreements
Metrolinx
130 Adelaide Street West, 15th Floor | Toronto | Ontario | M5H 3P5

T: 416-202-8093 C: 416-317-0458



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:	ElSetouhy, Lina M.
To:	Suzanne Bevan
Cc:	Saltarelli, Amber; Stephen Collins; Nikhil Lobo; Julia Kun; Meghan Bratt; Julija Rakocevic
Bcc:	Jahangir, Sabriya; Dumbrell, Laura
Subject:	RE: YNSE TouchPoint (Agenda & Presentation added)
Date:	May 18, 2021 8:50:00 AM
Attachments:	image001.png

Good morning Suzanne,

Thank you for confirming. We will file the minutes as final in the consultation record.

We look forward to receiving your staff's comments and the TRCA requirements.

Kind regards,

Lina ElSetouhy, ENV SP
YNSE Environmental Planner - **OneT+** Joint Venture.
Gannett Fleming (Canada) ULC.,
Phone: 647-480-1074

From: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Sent: May 18, 2021 7:02 AM
To: ElSetouhy, Lina M. <lelsetouhy@GFNET.com>
Cc: Saltarelli, Amber <asaltarelli@GFNET.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Julia Kun <julia.kun@metrolinx.com>; Meghan Bratt <Meghan.Bratt@metrolinx.com>; Julija Rakocevic <Julija.Rakocevic@metrolinx.com>
Subject: RE: YNSE TouchPoint (Agenda & Presentation added)

[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 Lina,

Sorry for the delay in responding to your email.

We have no edits to the meeting minutes. Further to the review of the slide deck – staff are compiling comments related to direction on next steps which will be accompanied by TRCA Reporting Requirements for Environmental Assessment and VPR review. This will be provided shortly.

Thank you,
Suzanne

Suzanne Bevan, B.Sc. (Hons), ENV SP

Senior Manager
Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

T: (416) 661-6600 ext. 5759
C: (647) 924-5467
E: suzanne.bevan@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: ElSetouhy, Lina M. <lelsetouhy@GFNET.com>
Sent: May 12, 2021 8:35 AM
To: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Cc: Saltarelli, Amber <asaltarelli@GFNET.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Julia Kun <julia.kun@metrolinx.com>; Meghan Bratt <Meghan.Bratt@metrolinx.com>; Julija Rakocevic <Julija.Rakocevic@metrolinx.com>
Subject: RE: YNSE TouchPoint (Agenda & Presentation added)

Good morning Suzanne,

Just following up on the request to review and comment on the draft meeting minutes from the March 30th meeting.

Can you please confirm whether TRCA's comments are still forthcoming as the deadline for comments was yesterday (May 11). Otherwise, the attached minutes will be filed as final.

Thank you,

Lina ElSetouhy
YNSE Environmental Planner - **OneT+** Joint Venture.
Gannett Fleming (Canada) ULC.,
Phone: 647-480-1074

From: ElSetouhy, Lina M.
Sent: April 13, 2021 1:22 PM
To: Suzanne.Bevan@trca.ca
Cc: Saltarelli, Amber <asaltarelli@gfnet.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Julia Kun <julia.kun@metrolinx.com>; Meghan Bratt <Meghan.Bratt@metrolinx.com>; Julija Rakocevic <Julija.Rakocevic@metrolinx.com>
Subject: RE: YNSE TouchPoint (Agenda & Presentation added)

Good afternoon Suzanne,

Thank you for meeting with the YNSE project team on March 30.

Attached is the draft meeting minutes for your teams' review and feedback. Please provide your comments in the associated RCS, also attached here.

We acknowledge that the TRCA requires 20 business days for review of items previously shared during the meeting and summarized in the miuntes, so please submit your comments by EOD May 11, 2021.

Much appreciated,

Lina ElSetouhy
YNSE Environmental Planner - **OneT+** Joint Venture.
Gannett Fleming (Canada) ULC.,
Phone: 647-480-1074

-----Original Appointment-----
From: Stephen Collins <Stephen.Collins1@metrolinx.com>
Sent: February 26, 2021 9:34 AM
To: Stephen Collins; Beth.Williston@trca.ca; Suzanne Bevan; ElSetouhy, Lina M.; James Francis; cmcnaught@gfnet.com; Donald Verbanac; Charlie Hoang; drivadeneira@GFNET.com; Saltarelli, Amber; Dumbrell, Laura; Julia Kun; Kaylin Barnes; Nikhil Lobo; Marcela Miranda; brad.stephens@trca.ca; ali.shirazi@trca.ca; mahdi.esmaeili@trca.ca; cherilyn.silvestri@trca.ca; kristina.anderson@trca.ca; Karen Fang; rakesh.pandey@ibigroup.com; Barry.Medford@IBIGroup.com; Reinard, Nathan H.; anafrancisca.delamora@IBIGroup.com; csandler@GFNET.com; cassidy.westrop@ibigroup.com; pho@IBIGroup.com; Sebastien Pecqueur; Julia Rakocevic; Meghan Bratt; Annette Lister
Cc: Don Ford; Patrick Garel; Coulter, Kevin C.; Garde, Ty; Hughes, Samantha; Hellinga, Erin; Harsimrat Pruthi; Allan White
Subject: YNSE TouchPoint (Agenda & Presentation added)
When: March 30, 2021 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

On behalf of Stephen Collins,

Topics for discussion:

1. IBC and refinements to the previously completed TPAP and addendum
2. Proposed work within TRCA areas of interest
3. TRCA requirements that may need to be addressed as part of our project development and implementation

Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Or call in (audio only)

+1 437-703-4197,,889157802# Canada, Toronto

Phone Conference ID: 889 157 802#
Find a local number | Reset PIN

Learn More | Meeting options

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: Saltarelli, Amber
To: Dumbrell, Laura; ElSetouhy, Lina M.; Jahangir, Sabriya; Rivadeneira, Diana
Subject: FW: YNSE TouchPoint (Agenda & Presentation added)
Date: April 19, 2021 1:52:45 PM
Attachments:

From: Julia Kun <Julia.Kun@metrolinx.com>
Sent: April 13, 2021 5:19 PM
To: 'Suzanne Bevan' <Suzanne.Bevan@trca.ca>; ElSetouhy, Lina M. <lelsetouhy@GFNET.com>
Cc: Saltarelli, Amber <asaltarelli@GFNET.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Meghan Bratt <Meghan.Bratt@metrolinx.com>; Julija Rakocevic <Julija.Rakocevic@metrolinx.com>
Subject: RE: YNSE TouchPoint (Agenda & Presentation added)

Hi Suzanne,

Apologies for not sending this prior to the March 30th meeting. Please see attached for the WORF.

Thanks,
Julia

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment

METROLINX

From: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Sent: April 13, 2021 2:11 PM
To: ElSetouhy, Lina M. <lelsetouhy@GFNET.com>
Cc: Saltarelli, Amber <asaltarelli@GFNET.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Meghan Bratt <Meghan.Bratt@metrolinx.com>; Julia Rakocevic <Julija.Rakocevic@metrolinx.com>
Subject: RE: YNSE TouchPoint (Agenda & Presentation added)

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 Lina,

Thank you for your email.

Could you please let me know the status of the Metrolinx Work Order Request Form.

Thank you,
Suzanne

Suzanne Bevan
Senior Manager
Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

T: (416) 661-6600 ext. 5759
C: (647) 924-5467
E: suzanne.bevan@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

From: ElSetouhy, Lina M. <lelsetouhy@GFNET.com>
Sent: April 13, 2021 1:22 PM
To: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Cc: Saltarelli, Amber <asaltarelli@GFNET.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Julia Kun <julia.kun@metrolinx.com>; Meghan Bratt <Meghan.Bratt@metrolinx.com>; Julija Rakocevic <Julija.Rakocevic@metrolinx.com>
Subject: RE: YNSE TouchPoint (Agenda & Presentation added)

Good afternoon Suzanne,

Thank you for meeting with the YNSE project team on March 30.

Attached is the draft meeting minutes for your teams' review and feedback. Please provide your comments in the associated RCS, also attached here.

We acknowledge that the TRCA requires 20 business days for review of items previously shared during the meeting and summarized in the miuntes, so please submit your comments by EOD May 11, 2021.

Much appreciated,

Lina ElSetouhy
YNSE Environmental Planner - **OneT+** Joint Venture.
Gannett Fleming (Canada) ULC.,
Phone: 647-480-1074

-----Original Appointment-----
From: Stephen Collins <Stephen.Collins1@metrolinx.com>

Sent: February 26, 2021 9:34 AM
To: Stephen Collins; Beth.Williston@trca.ca; Suzanne Bevan; ElSetouhy, Lina M.; James Francis; cmcnaught@gfnet.com; Donald Verbanac; Charlie Hoang; drivadeneira@GFNET.com; Saltarelli, Amber; Dumbrell, Laura; Julia Kun; Kaylin Barnes; Nikhil Lobo; Marcela Miranda; brad.stephens@trca.ca; ali.shirazi@trca.ca; mahdi.esmaeili@trca.ca; cherilyn.silvestri@trca.ca; kristina.anderson@trca.ca; Karen Fang; rakesh.pandey@ibigroup.com; Barry.Medford@IBIGroup.com; Reinard, Nathan H.; anafrancisca.delamora@IBIGroup.com; csandler@GFNET.com; cassidy.westrop@ibigroup.com; pho@IBIGroup.com; Sebastien Pecqueur; Julia Rakocevic; Meghan Bratt; Annette Lister
Cc: Don Ford; Patrick Garel; Coulter, Kevin C.; Garde, Ty; Hughes, Samantha; Hellinga, Erin; Harsimrat Pruthi; Allan White
Subject: YNSE TouchPoint (Agenda & Presentation added)
When: March 30, 2021 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

On behalf of Stephen Collins,

Topics for discussion:

1. IBC and refinements to the previously completed TPAP and addendum
2. Proposed work within TRCA areas of interest
3. TRCA requirements that may need to be addressed as part of our project development and implementation

---

Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Or call in (audio only)
+1 437-703-4197,,889157802# Canada, Toronto
Phone Conference ID: 889 157 802#
Find a local number | Reset PIN

Learn More | Meeting options

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.

Toronto & Region Conservation Authority Meeting #2 – November 11th, 2021

YNSE – TRCA Project Update Meeting # 2

Meeting Date: November 11, 2021 **Time:** 1:00 PM – 2:30 PM

Location: Microsoft Teams **Facilitator:** Metrolinx

Invitees:

Name	Email	Company	Attendance
Don Ford	don.ford@trca.ca	TRCA	Yes
Ali Shirazi	ali.shirazi@trca.ca	TRCA	Yes
Emily Markovic	emily.markovic@trca.ca	TRCA	Yes
Mahdi Esmaeili	mahdi.esmaeili@trca.ca	TRCA	Yes
Suzanne Bevan	suzanne.bevan@trca.ca	TRCA	Yes
Harsimrat Pruthi	harsimrat.pruthi@trca.ca	TRCA	No
Julia Kun	julia.kun@metrolinx.com	MX	Yes
Ilona Lehtokoski	ilona.lehtokoski@metrolinx.com	MX	Yes
Kaylin Barnes	kaylin.barnes@metrolinx.com	MX	Yes
Jessica Neto	jessica.neto@metrolinx.com	MX	Yes
Maria Zintchenko	maria.zintchenko@metrolinx.com	MX	Yes
Dragana Jaksic	dragana.jaksic@metrolinx.com	MX	Yes
Ty Garde	ty.garde@woodplc.com	OneT+	Yes
Barbara Donaldson	barbara.donaldson@ibigroup.com	OneT+	Yes
Karen Chan	karen.chan@ibigroup.com	OneT+	Yes
Anna Mahmud	amahmud@gfnet.com	OneT+	Yes
Rakesh Pandey	rakesh.pandey@ibigroup.com	OneT+	Yes
Amber Saltarelli	asaltarelli@gfnet.com	OneT+	Yes
Tiberiu Gherghel	tgherghel@ibigroup.com	OneT+	Yes
Keivan Pak Iman	keivan.pakIman@ghd.com	OneT+	Yes
Kevin Coulter	kcoulter@gfnet.com	OneT+	Yes
Silvia Furfurica	sfurfurica@gfnet.com	OneT+	Yes
Raid Kablawi	rkablawi@gfnet.com	OneT+	Yes
Donald Verbanac	don.verbanac@ibigroup.com	OneT+	Yes

Meeting Minutes

No.		Action By
1	**Safety Moment and Introductions** • MX shared a safety moment. • Roundtable introductions. • Brief description of the meeting objectives.	
2	**Land Acknowledgement**	

No.		Action By
3	**Purpose of the Meeting** • The purpose of this meeting is to provide a YNSE project update and overview of the Environmental Project Report (EPR) Addendum and Natural Environment Studies, seek TRCA feedback regarding proposed YNSE infrastructure that overlaps with TRCA Regulated Area, as well as a discussion of next steps.	
4	**Project Update and Current Status** • OneT+ provided a YNSE project update that included: o Draft EPR Addendum GRT Review – October 28 – November 29, 2021 o Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance) o Public Consultation including five (5) virtual open houses that have occurred to date: April 7th, April 21st, May 5th, May 19th, Oct 20th o Meetings with all YNSE municipalities to be held in November 2021	
4.1	**YNSE Proposed Infrastructure** • MX provided a description of the YNSE project, including total kilometres of at-grade and underground tracks, confirmed and potential stations, the funding envelope, and overall target completion date.	
4.2	**Advance Tunnel Surface Segment Works** • OneT+ provided a description of surface works along the YNSE corridor that will be included within the Advanced Tunnel contract. Activities include but are not limited to: access roads, utility relocations, vegetation removals, retaining walls, monitoring equipment, dewatering, launch shaft shoring and clearing and grubbing within the launch shaft construction staging area.	
5	**EPR Addendum and Natural Environment Study Update** • OneT+ described the anticipated timeline for the EPR Addendum and the studies that were completed to support it.	
5.1	**YNSE EPR Addendum Study Area** • The EPR Addendum study area shows a confidential reference alignment that has not yet been shared publicly. • Both confirmed and potential stations under analysis are being assessed within the EPR Addendum based on the latest Metrolinx Initial Business Case: o Stations at Royal Orchard and Cummer remain potential stations under analysis o Steeles Station, Clark Station, Bridge Station and High Tech Station are confirmed **Discussion:** • TRCA inquired about location of facilities in Segment 2. OneT+ noted that features like the Emergency Exit Buildings (EEBs) are still being designed and their numbering, and in some cases locations, are subject to change	

No.		Action By
5.2	**Natural Environment Study Update** • OneT+ provided an overview of the Natural Environment Existing Conditions and Impact Assessment Report and the field investigations completed to date • OneT+ confirmed that very few TRCA areas will be permanently impacted. Potential impacts are primarily limited to EEB locations; other impacts to TRCA property will be temporary	
5.3	**Tree Inventory and Analysis** • OneT+ provided an overview of the Tree Inventory Analysis that is underway for impacted TRCA lands • Metrolinx will be initiating tree permitting process once analysis is complete	
6	**TRCA Areas of Interest and Proposed YNSE Infrastructure**	
6.1	**Overview of Proposed Infrastructure within TRCA Regulated Limit** • OneT+ described the key aspects of the Project that intersect with the TCRA Regulated Area. These include: o Tunneling o Train Storage Facility (TSF) o EEB-3 and Traction Power Substation-4 (TPSS-4) (Note: the location and number of required EEBs is currently under evaluation and subject to change) o German Mills Creek culvert replacement	
7	**Don River East Branch**	
7.1	**Tunnelling – Don River East Branch** • OneT+ provided an overview of the tunnel locations and the proposed methodologies at the Don River East Branch; tunnel in this area is approximately 32 meters below grade **Discussion:** • TRCA indicated that tunnel shafts should be relocated if they interfere with natural hazards. TRCA requests details for the proposed infrastructure (EEBs, TPSS, Royal Orchard Station, etc.) once locations are confirmed to review distances to the stable top of slopes and natural hazards • ***MX/OneT+ to provide TRCA with SRS Reference Concept Design Submission 2 once available in Spring 2022***	**MX/OneT+**
7.2	**EEB-4 and TPSS-4 – Don River East Branch** • OneT+ provided an overview of EEB-3 and TPSS-4, which are presented within the EPR Addendum as being within the TRCA Regulated Area. There is an existing culvert beneath the proposed EEB location that will be re-routed should this location be carried forward. Protection provisions will be required. TRCA noted a detailed hydraulic assessment would be required for culvert adjustment. **Discussion:** • [redacted] • [**Post Meeting Note**: OneT+ is working on various strategies with the CA and	

No.		Action By
	will confirm details once available.] • [redacted] • TRCA questioned the date of the floodline mapping and directed OneT+ to ensure that the most recent 2020 data is being used. • ***OneT+ to verify date of the floodline data*** [**Post Meeting Note**: Data has been verified by OneT+ to be dated 2020]	**OneT+**
8	**Pomona Creek** • OneT+ described the location of the proposed alignment in the vicinity of Pomona Creek • EEB-4 is currently in proximity, but outside, the TRCA Regulated Area, though subject to change	
8.1	**Tunnelling – Pomona Creek** • OneT+ provided an overview of the proposed tunnelling methodology at Pomona Creek • ***TRCA to provide the Pomona Creek bed topography at or near the tunnel crossing location, if available, by end of December 2021.*** **Discussion:** • TRCA suggested that the nearby pedestrian bridge may have been built by the City of Markham. It was recommended that OneT+ request bridge information from the City of Markham as a starting point. • ***OneT+ to request as-built drawings and geotechnical investigations for the nearby pedestrian bridge from the City of Markham***	**TRCA** **OneT+**
9	**German Mills Creek** • OneT+ provided an overview of proposed infrastructure in the vicinity of German Mills Creek, including the nearby TSF	
9.1	**Train Storage Facility – German Mills Creek Culvert** • OneT+ provided an overview of the facility, which includes storage tracks, transportation facilities, and a rail cars and shops facility • Much of the work associated with the TSF falls outside of TRCA regulated limits, except for the tail tracks • OneT+ gave a description of German Mills Culvert and noted that there is the potential of flooding impacts from the tail tracks in the absence of mitigation measures	
9.2	**Train Storage Facility – German Mills Creek – Tail Track – Concept Plan** • Tail tracks are required to facilitate train movement and would cross an existing triple-cell Corrugated Steel Pipe (CSP) culvert • Design solutions are underway to mitigate potential impacts resulting from additional fill within the floodplain due to the TSF tail tracks. • A block retaining wall is proposed to reduce back-fill required.	
9.3	**Potential Hydraulic Impact – German Mills Creek** • OneT+ provided overview of the hydraulic impacts with and without mitigation.	

DRAFT

No.		Action By
	The proposed design solution involves up-sizing and replacing the existing CSP with an open-bottom culvert (6.7m span) • A hydraulic analysis was conducted using HEC-RAS model to assess the impact of works on water surface elevations	
9.4	**Train Storage Facility – German Mills Creek – Advantages of Concept Plan** • OneT+ indicated that the culvert upgrade will increase capacity; thereby reducing flood elevations, improving fish passage, reducing erosion risk in the channel, and is the least environmentally impactful option compared to other options considered (compensation fill cuts elsewhere within the floodplain) **Discussion:** • TRCA noted that since the likelihood of in-stream manipulation and configuration of watercourses is high, it is critical to engage a fluvial geomorphologist • OneT+ responded that a fluvial geomorphologist is planned to be engaged for the channel design; they have not been engaged to-date because the channel is stable and has undergone a recent upgrade • TRCA inquired whether the upstream vs. downstream elevation is known and whether it is a consistent grade • OneT+ responded that there are no significant gaps in terms of water surface elevations. While there are some drops in elevations, they are not significant. Due to the proposed upgrade, the differences in elevations and modifications will be improved. Additional investigations related to the channel work and geomorphology will be completed following the Reference Concept Design Stage. • TRCA noted that the extent of channel works will have to be considered to have the correct grade and slope design to support fish passage • TRCA will require hydraulic modelling with the new surface elevations, including grading and retaining walls	
10	**Permits, Licenses and Approvals** • OneT+ provided an update of the permits, licenses and approvals required as the RCD progresses • OneT+ noted that a VPR is not anticipated for the Advanced Tunnel Contract as the tunnel is approximately 32 m under the East Don River and 9.9 m below the Pomona Creek (both watercourses are within TRCA's Regulated Area) • TRCA will confirm VPR requirements for underground works in the future	
11	**Next Steps and Timeline** • OneT+ gave a high-level snapshot of upcoming milestones for the EPR Addendum • OneT+ indicated that certain design details are still in flux, and thus, the impact assessment results are being updated to ensure there is coverage for these activities • OneT+ noted that there will be ongoing consultation with TRCA regarding impacts • ***OneT+ to confirm that latest floodline mapping is used*** • ***MX/OneT+ to provide an update to TRCA on the TTC designated parking***	**OneT+** **MX/OneT+**

No.		Action By
	• ***TRCA is requested to provide their feedback on the EPR Addendum by November 29, 2021*** [**Post Meeting Note**: Metrolinx received TRCA's feedback, November 29th]	**TRCA**
12	**Questions** • TRCA inquired whether there are any updates on TTC proposed parking associated with works. • MX noted that they will look into this and provide a response following the meeting. On the basis of the RCD alone, no parking associated with facilities is being shown. • ***MX/OneT+ to provide information on TTC proposed parking associated with the Project*** [**Post Meeting Note:** Commuter parking for transit passengers is not currently part of the YNSE project scope. Given the interest from stakeholders in exploring parking options, a comprehensive parking analysis is being conducted to evaluate potential parking demand, traffic impacts and coordination opportunities with future developments. The parking analysis will provide parking strategies that acknowledge that the end goal is to reduce auto use and increase more active, shared forms of transportation. Further details on the results of the analysis will be available in 2022.]	**MX/OneT+**

End of Document

Attachments: TRCA Presentation Slide Deck

DRAFT

Yonge North Subway Extension

Project Update
for Toronto and Region Conservation Authority

November 11, 2021

METROLINX | Infrastructure Ontario

219214Y-OTP-ENV-PPT-00024

CONFIDENTIAL

Agenda

1. Safety Moment and Introductions
2. Land Acknowledgement
3. Purpose of the Meeting
4. Project Update and Current Status
5. EPR Addendum and Natural Environment Study Update
6. TRCA Areas of Interest and Proposed YNSE Infrastructure
7. Don River East Branch
8. Pomona Creek
9. German Mills Creek
    - Train Storage Facility
    - Proposed Design Solution
10. Permits Licenses and Approvals
11. Next Steps and Timeline
12. Questions

CONFIDENTIAL

LAND ACKNOWLEDGEMENT

Let us take a moment to acknowledge that we are on the traditional territory of many nations. In particular, the Mississaugas of the Credit, the Anishnabeg, the Haudenosaunee and the Wendat peoples. We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

CONFIDENTIAL

PURPOSE OF MEETING

1. Provide a project update on the Yonge North Subway Extension Project
2. Provide an overview of the EPR Addendum and Natural Environment Studies
3. Seek TRCA feedback regarding proposed YNSE infrastructure that overlap with TRCA Regulated Area
4. Discuss next steps

CONFIDENTIAL

Project Update and Current Status

METROLINX | Infrastructure Ontario

YONGE NORTH SUBWAY EXTENSION – PROJECT UPDATE

- Reference Concept Design (RCD)
  - Advanced Tunnel (AT) RCD – January 2022
  - Stations, Rails and Systems (SRS) RCD – March 2022
- EPR Addendum - Environmental Assessment Work
  - Draft EPR Addendum GRT Review – October 28 – November 29, 2021
  - Field investigations completed across the alignment (noise & vibration monitoring, archaeological assessment, natural environment studies, visual site reconnaissance)
- Public Consultation
  - Five (5) virtual open houses have occurred: April 7th, April 21st, May 5th, May 19th, Oct 20th
  - Meetings with all YNSE municipalities in November 2021

CONFIDENTIAL

ATYNSE SURFACE SEGMENT WORKS

Surface works are proposed along the YNSE from the north boundary of Holy Cross Cemetery to approximately the limits of the TSF (RH).

Proposed surface activities within the ATYNSE contract include:

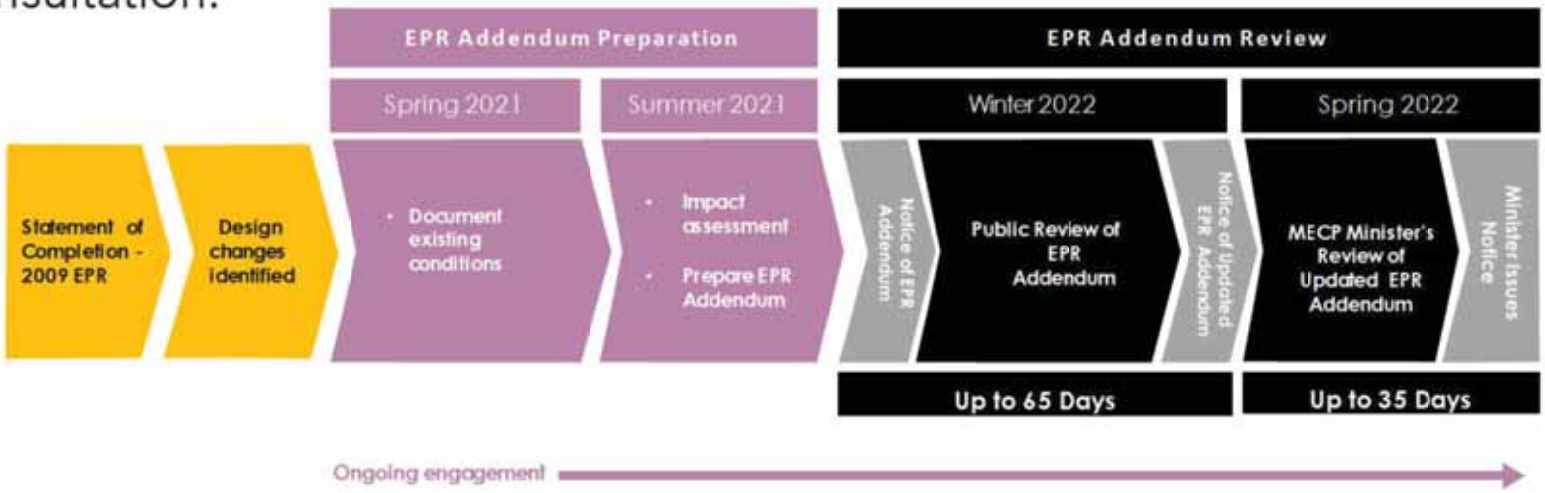
- Access roads to construction laydown areas and work areas, as required
- Utility relocations/protections
- Relocation of CN track components/track diversion (executed by CN)
- CN right-of-way separation barrier
- Vegetation removals to facilitate construction of the CN separation barrier
- Retaining walls, where required
- Monitoring equipment, as required
- Dewatering, as required
- Installation of secant piles (under and beside CN tracks)
- Grading and track bed works for CN detour including, subgrade, sub-ballast
- Ground improvement for Tunnel Boring Machine (TBM) drive
- Launch Shaft shoring for south and east side (design only)
- Clearing and grubbing within the Launch shaft construction staging area, south of Langstaff Rd.

CONFIDENTIAL

EPR Addendum and Natural Environment Study Update

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 consultation.

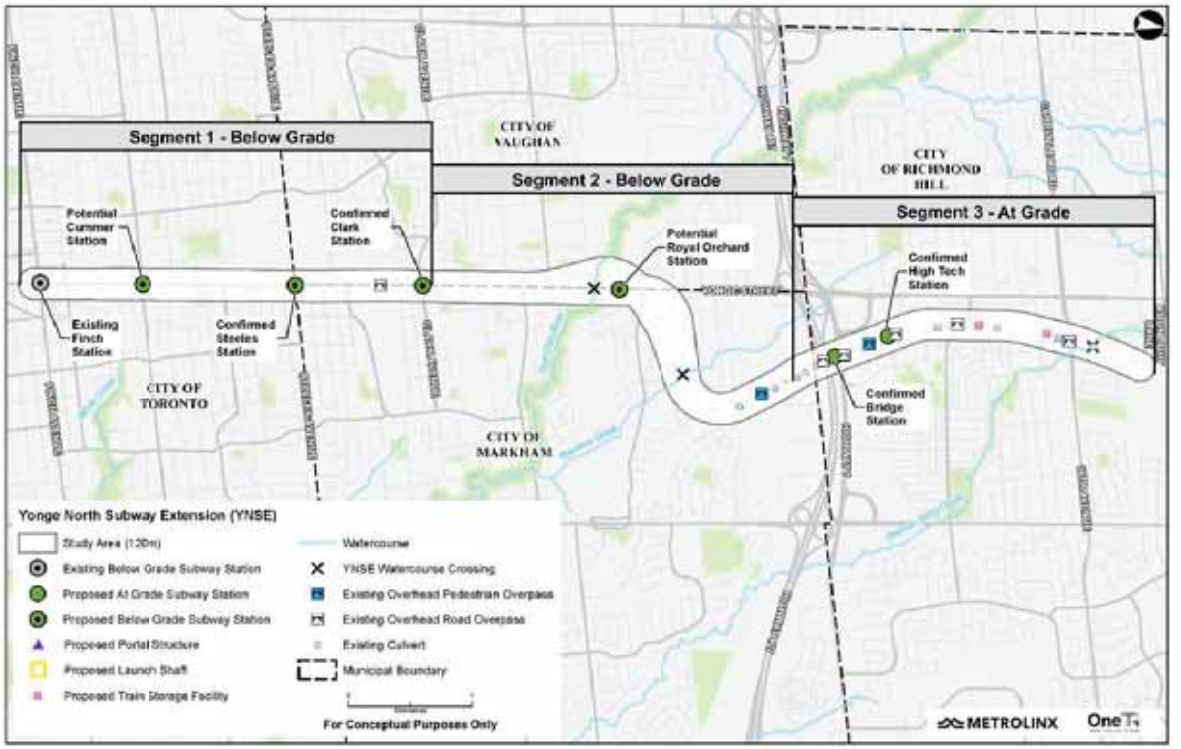


CONFIDENTIAL

YNSE EPR ADDENDUM STUDY AREA

The YNSE EPR Addendum Study Area begins at the existing Finch Station along Line 1 (Yonge–University) in the City of Toronto, and traverses northerly through the City of Vaughan (to the west) and City of Markham (to the east), to Moonlight Lane (just north of the proposed TSF) in the City of Richmond Hill, York Region.

- The EPR Addendum scope includes:
  - Subway Alignment
  - Tunnels
  - Stations
  - Emergency Exit Buildings (EEB)
  - Traction Power Substations (TPSS)
  - Launch and Extraction Shafts
  - Portal Structure
  - Ancillary Structures
  - Bridge Modifications
  - Train Storage Facility (TSF)
  - Property Impacts



CONFIDENTIAL

NATURAL ENVIRONMENT STUDY UPDATE

- Draft Natural Environment Existing Conditions and Impact Assessment Reporting has been circulated
- To date, the following field investigations have been completed:
  - Preliminary vegetation inventory and community classification
  - Aquatic habitat assessment at the Don River East Branch, Pomona Creek, and German Mills Creek
  - Breeding Bird Surveys from publicly accessible lands and private property with PTE
    - European Starlings recorded
  - Species at Risk (SAR) and SAR habitat reconnaissance from publicly accessible lands
    - Chimney Swift, provincially-threatened confirmed present
  - Two rounds of anuran (frog/toad) call surveys
    - No anurans were recorded

CONFIDENTIAL

NATURAL ENVIRONMENT STUDY UPDATE

- Based on background data (provided by TRCA) and preliminary vegetation data (collected in April 2021 by OneT+) potential impacts to ecological land classification (ELC) communities include:

Segment	Ecological Land Classification and Code	Area Within TRCA Regulation Limits (ha)	
		Permanent	Temporary
1	Deciduous Woodland (WOD)		
	Thicket (TH)		
2	Deciduous Forest (FOD)		
	Meadow (ME)		
	Norway Maple - Conifer Mixed Plantation (CUP2-c)	0.06	0.23
3	Meadow (ME)		
	Deciduous Swamp (SWD)		0.28
	Exotic Successional Woodland (CUW1-b)		0.10
	Fresh-Moist Poplar Deciduous Forest (FOD8-1)		0.08
	Hawthorn Successional Woodland (CUW1-D)		0.56
	Open Aquatic (unvegetated) (OAO1)		0.02
	Restoration Mixed Plantation (CUP2-A)		0.02
	Subtotal	**0.00**	**1.06**

Permanent Impacts = The area of ELC communities directly impacted by the Project footprint.

Temporary Impacts = The area of ELC communities, within 30m of the Project footprint, which may be directly impacted during construction but are expected to be restored prior to Project completion.

CONFIDENTIAL

TREE INVENTORY AND ANALYSIS – TRCA REGULATED AREAS

- Trees of all diameters within the TRCA regulated limits and within 10 metres of the project site limits will be inventoried

- Tree Inventory will include:
  - Species, location, DBH, dripline, condition, tree health assessment notes

- OneT+ will initiate the tree permitting process once all inventory and analysis is complete

CONFIDENTIAL

TRCA Areas of Interest and Proposed YNSE Infrastructure

OVERVIEW OF PROPOSED INFRASTRUCTURE WITHIN TRCA REGULATED LIMIT

1. Tunneling / below grade track alignment
2. Train Storage Facility (TSF)
3. Emergency Exit Building (EEB-3) and Traction Power Substation (TPSS-4)
4. Culverts – German Mills Creek

The above-identified infrastructure is proposed to cross into TRCA regulated areas at four (4) locations:

1. Don River East Branch crossing south of potential Royal Orchard Station
2. Pomona Creek crossing north of potential Royal Orchard Station
3. East of Yonge Street, between Old Jane Street & John Street
4. German Mills Creek, north of 16th Avenue and near Moonlight Lane, near the proposed Train Storage Facility

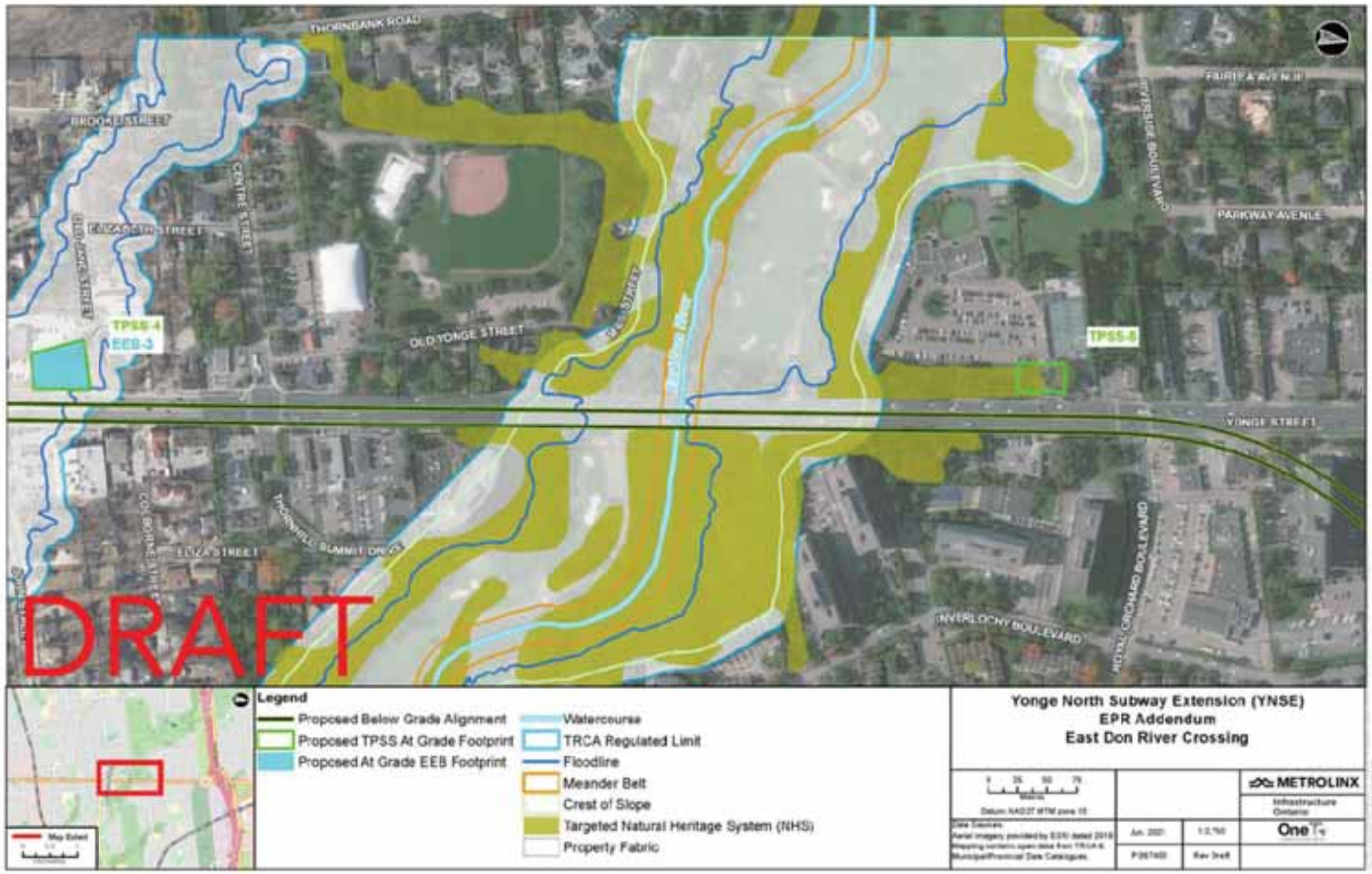


CONFIDENTIAL

METROLINX | Infrastructure Ontario

Don River East Branch

DON RIVER EAST BRANCH



CONFIDENTIAL

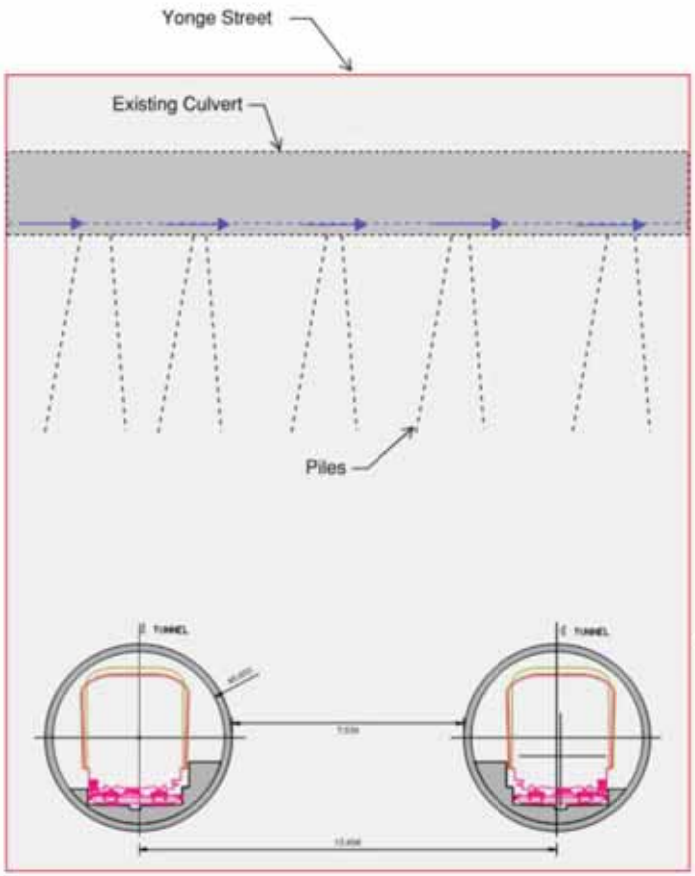
TUNNELLING – DON RIVER EAST BRANCH

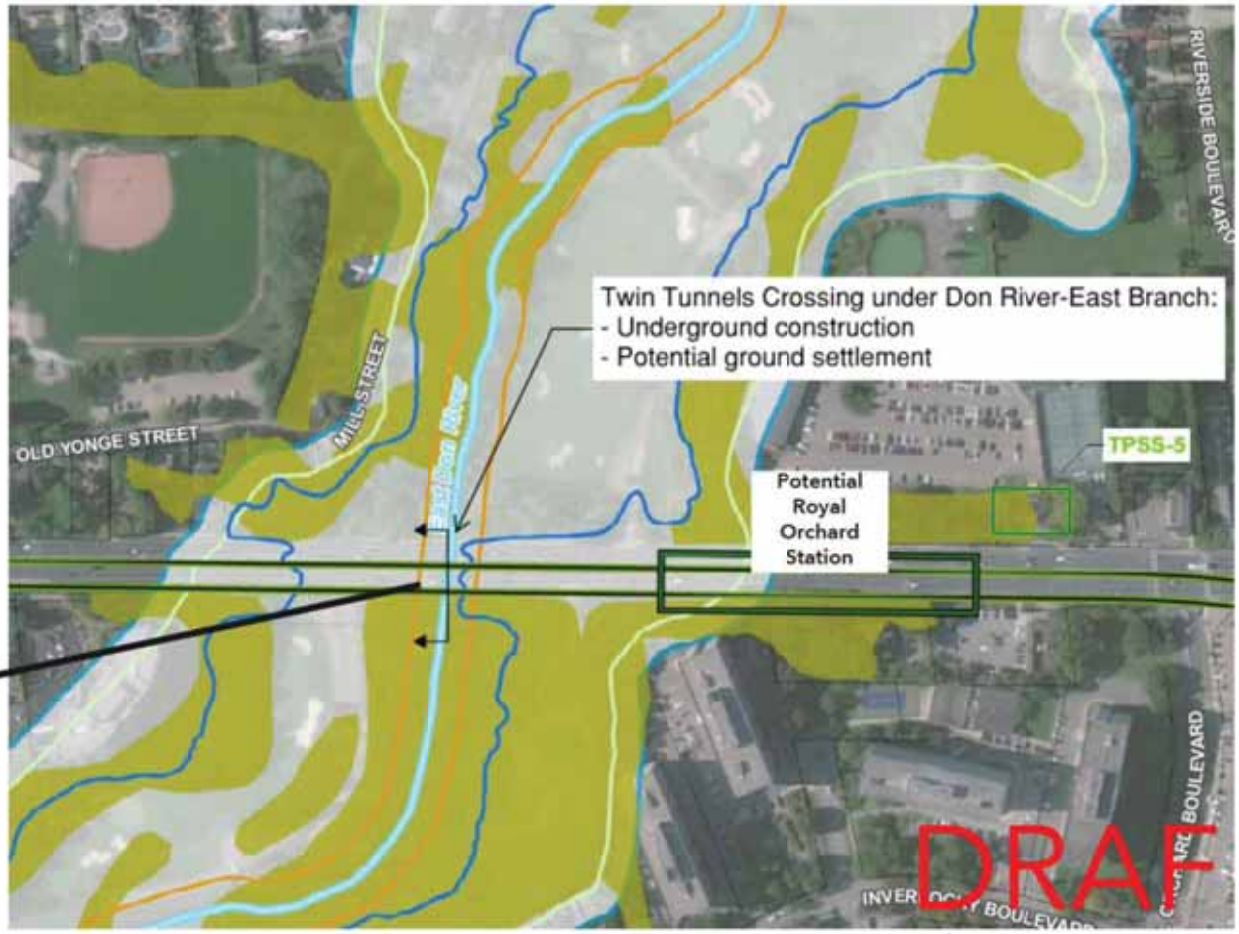
Tunnel Location & Proposed Methodologies

- The twin running tunnels will be bored below the Yonge Street's East Don River culvert at an approximate depth of 32 meters.
- The alignment depth has been revised to ensure that tunnels will have sufficient clearance from the culvert's supporting piles.
- Impact assessment analysis on the culvert and piling will be included in RCD submission
- It is expected that twin tunnels will be bored inside the bedrock under EDR. Survey and Geotechnical investigations to be completed in this area with results expected by January 2022.
- The tunnels will be bored using Earth Pressure Balance (EPBM) or Slurry (STBM) Boring Machines – such boring machines balance soil and groundwater pressures at the tunnel face and ground disturbance at the elevation of the river culvert are expected to be minimal.
- Fully gasketted precast concrete segments will be used for the tunnel lining and these will prevent leakage of groundwater into the completed tunnel.
- No impacts to surface water are anticipated at this location.

CONFIDENTIAL

TUNNELLING - DON RIVER EAST BRANCH





CONFIDENTIAL

METROLINX Infrastructure Ontario

Pomona Creek

POMONA CREEK



CONFIDENTIAL

TUNNELLING – POMONA CREEK

Tunnel Location & Proposed Methodologies

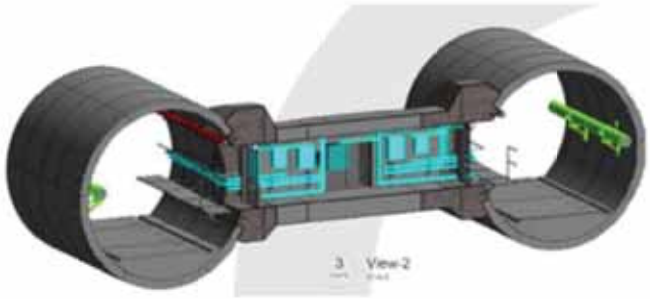
- The twin running tunnels will be bored below the bed of Pomona Creek using EPBM or STBM. Topo Survey and Geotechnical investigations to be completed.
- Special requirements will be included in the Project Agreement to minimize the risk of frac-out from slurry or annular grout during tunnelling operations.
- Fully gasketted precast concrete segments will be used for the tunnel lining and these will prevent leakage of groundwater into the completed tunnel.
- No impacts to surface water are anticipated at this location.

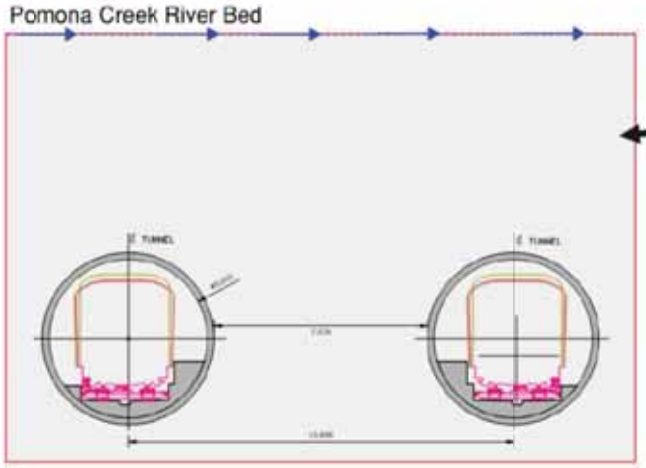
Information Required from TRCA

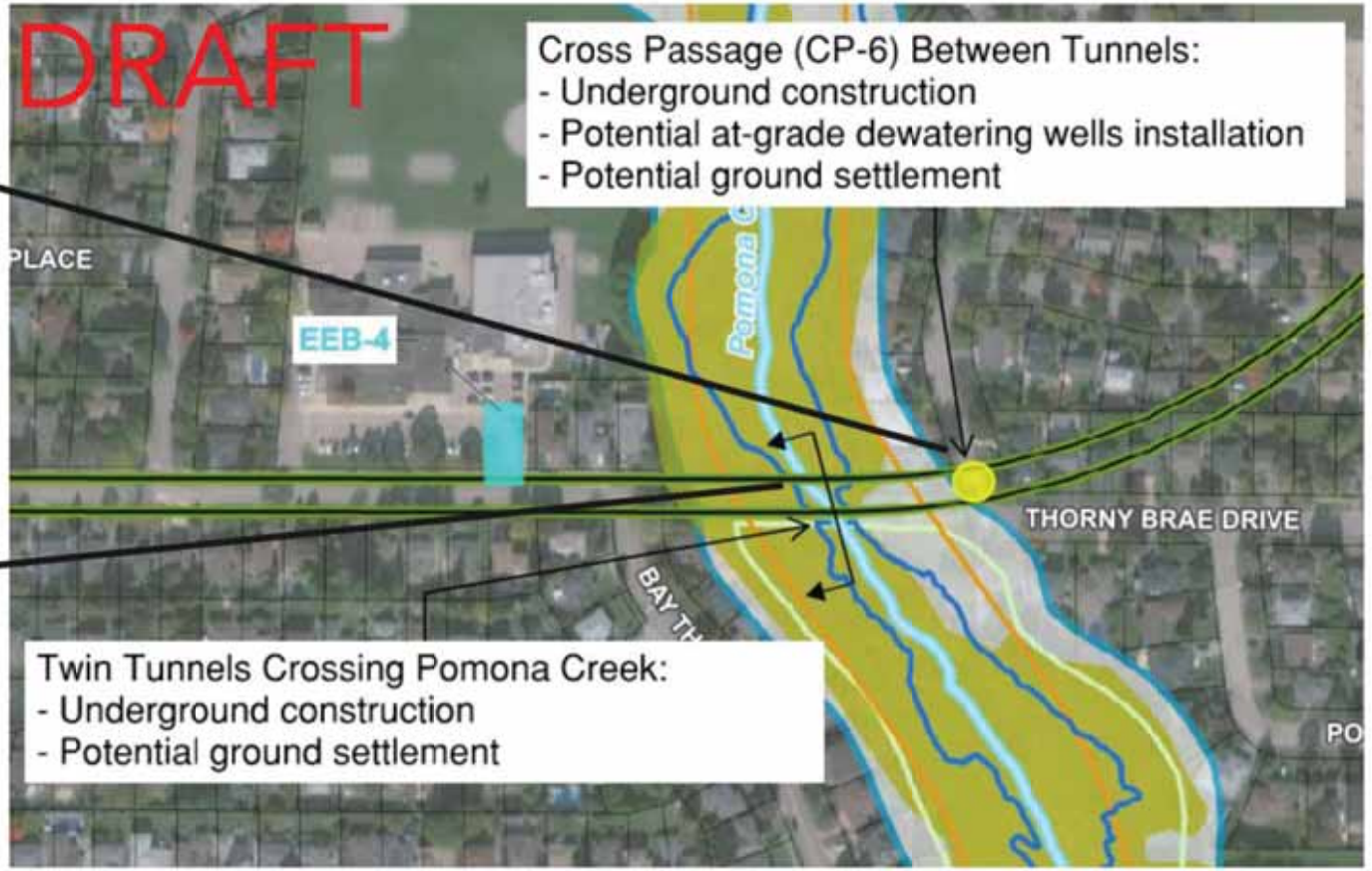
- As-built drawings and geotechnical investigations for the nearby pedestrian bridge, if available.
- Pomona Creek bed topography at or near tunnel crossing location, if available.

CONFIDENTIAL

TUNNELLING - POMONA CREEK



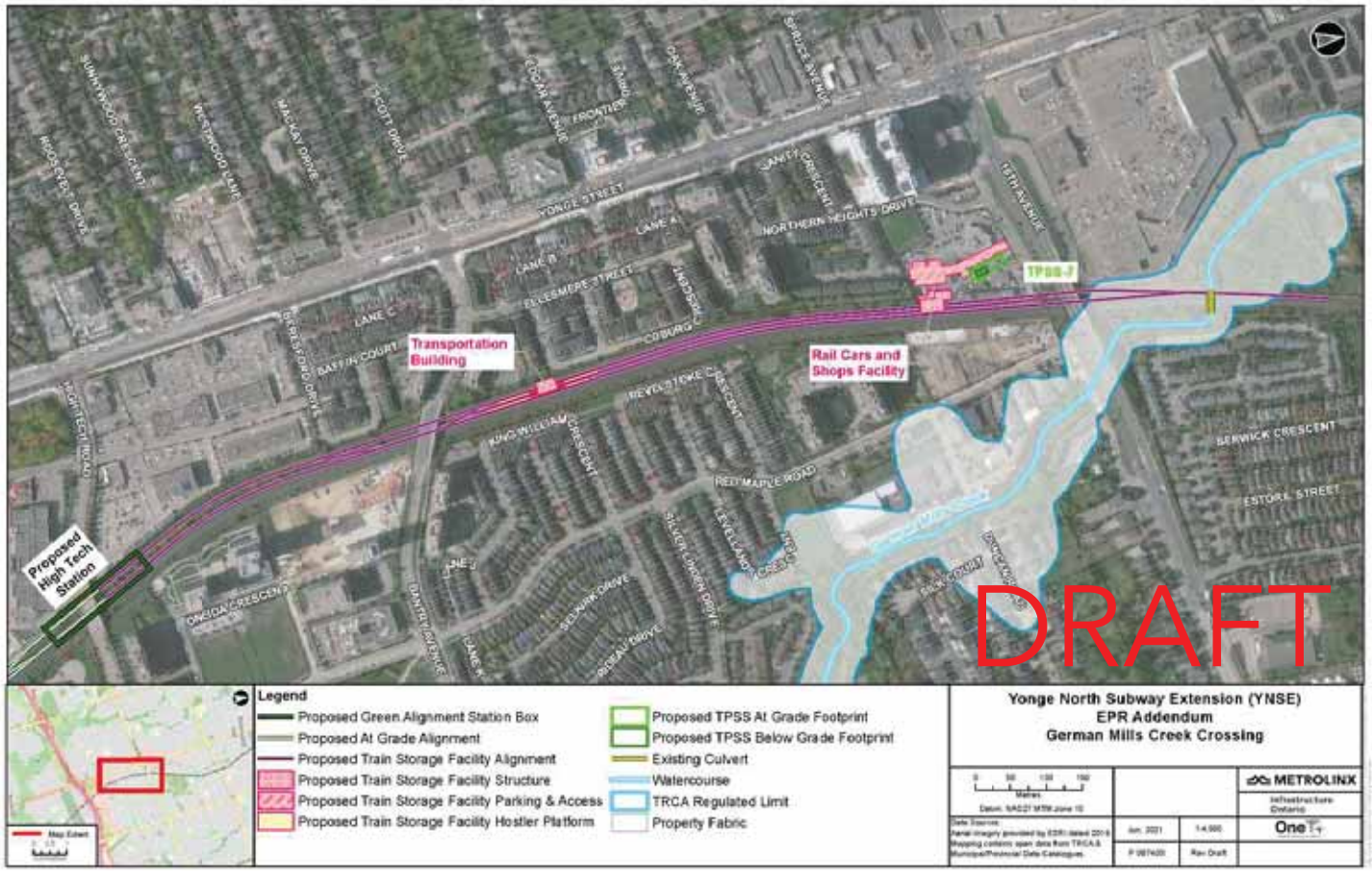




CONFIDENTIAL

German Mills Creek

GERMAN MILLS CREEK



CONFIDENTIAL

TRAIN STORAGE FACILITY – GERMAN MILLS CREEK CULVERT





CONFIDENTIAL

TRAIN STORAGE FACILITY – TSF OVERVIEW



Train Storage Facility:
• Storage Tracks
  • Three tracks on west side of CN Rail Corridor
  • Stores 15 trains (5 per track)
  • Tail Track north of 16th Ave
	• Buildings are located south of 16th Ave and will not affect TRCA regulated area.

• Transportation Facility
  • Built over 3 subway tracks
  • Operator waiting area
  • Hostler Platforms
	• Rail Cars and Shops (RC&S) building is 265m south of culverts

• Rail Cars and Shops (RC&S) Facility
  • Built over 3 subway tracks
  • Houses Yard Staff and Yard control room
  • TPSS on ground level nearby
	• Only the Tail Track will encroach on TRCA regulated area

CONFIDENTIAL

TSF – GERMAN MILLS CREEK – TAIL TRACK – CONCEPT PLAN

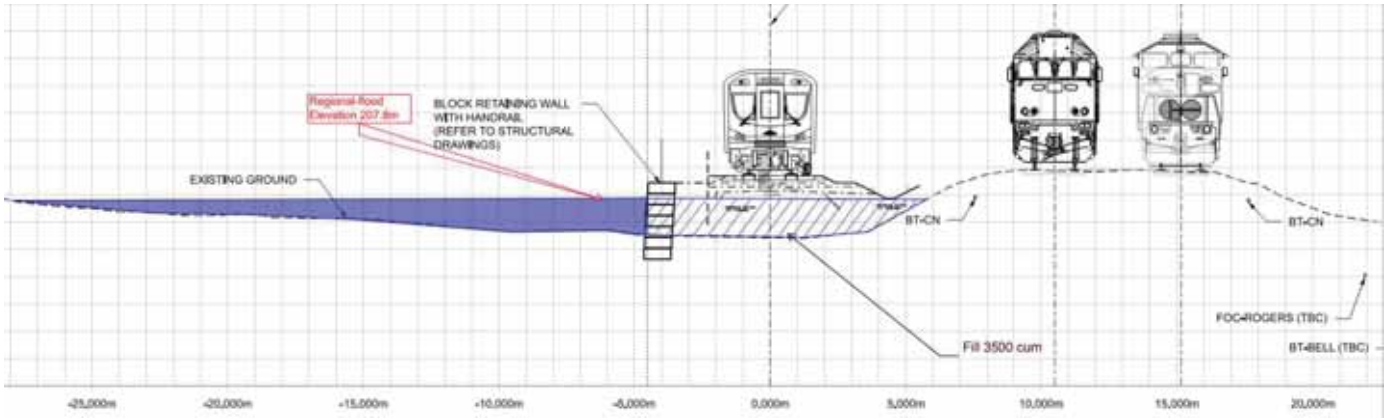


- Tail tracks are required to facilitate train movement within the yard.
- Tracks converge north of 16th Ave bridge and extend 185m north on the west side of the existing CN Rail corridor.
- The proposed tail track will cross over the three culverts at German Mills Creek.
- Floodplain will be back-filled to accommodate tail track
- West side of tail track will use block retaining wall to reduce back-fill required.

CONFIDENTIAL

POTENTIAL HYDRAULIC IMPACT – GERMAN MILLS CREEK



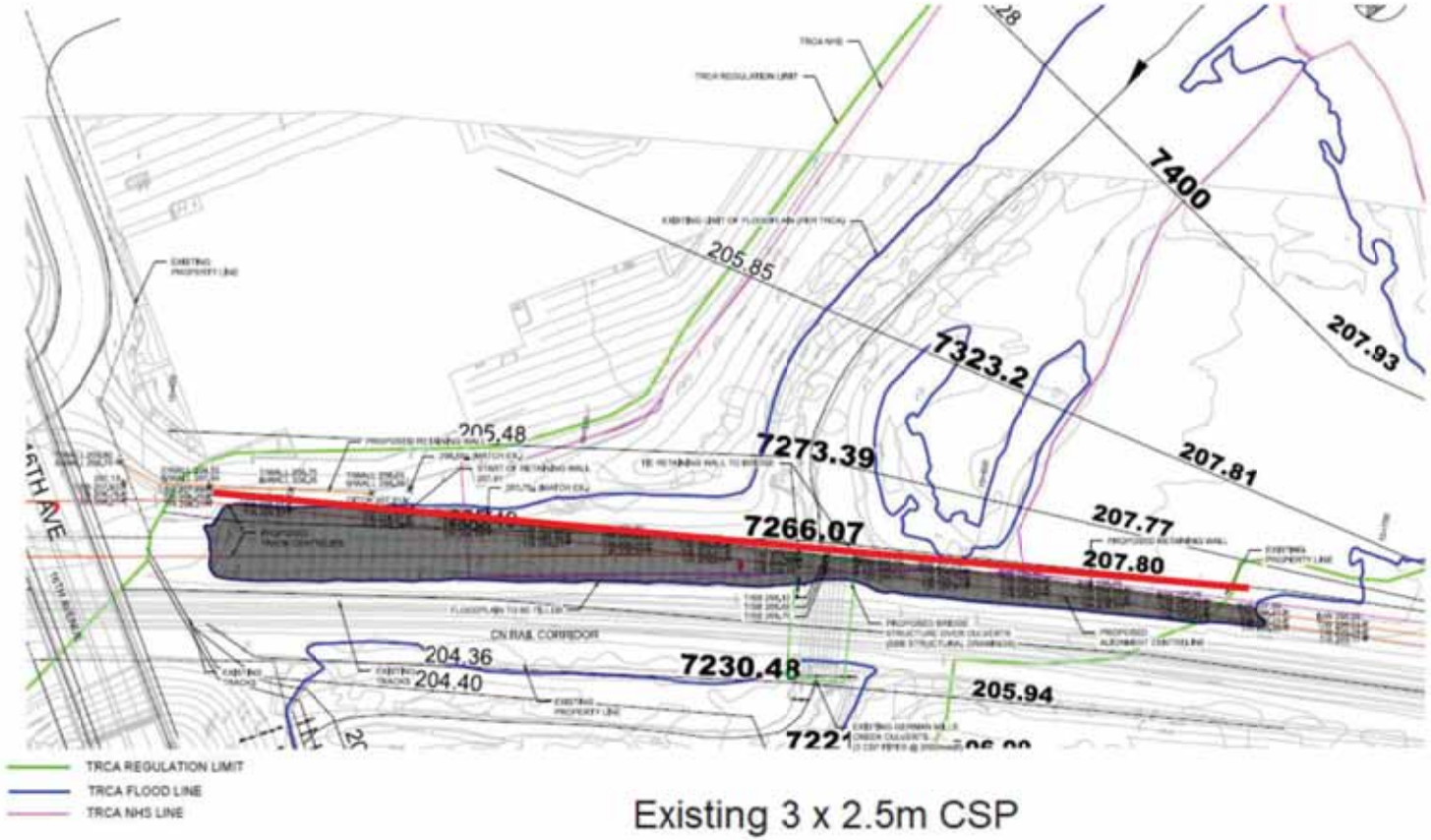


- The proposed TSF track extension is located within the German Mills Creek floodplain.
- The existing culvert length is sufficient to support the additional track width.
- The proposed works will generate significant amount of fill in the floodplain.
- A hydraulic analysis was conducted using HEC-RAS model to assess the impact of works on water surface elevations.

CONFIDENTIAL

METROLINX | Infrastructure Ontario

POTENTIAL HYDRAULIC IMPACT – GERMAN MILLS CREEK – HEC-RAS MODEL

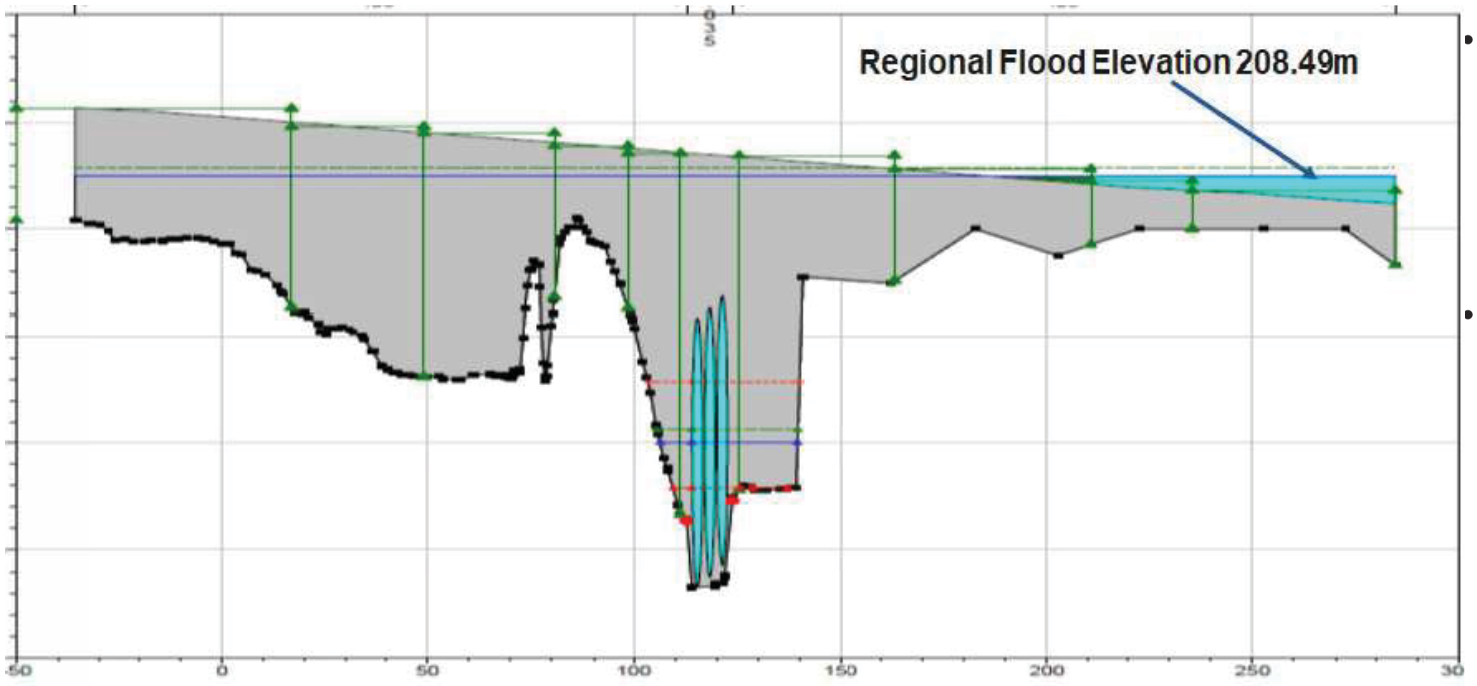


Existing 3 x 2.5m CSP

- HEC-RAS cross-section 7266.07 was revised in the model.
- New track profile was incorporated in the model to evaluate the impact on flood elevations.
- A reduced width track section, eliminating the standard west side track walkway is indicated to further reduce fill quantities.

CONFIDENTIAL

POTENTIAL HYDRAULIC IMPACT – GERMAN MILLS CREEK

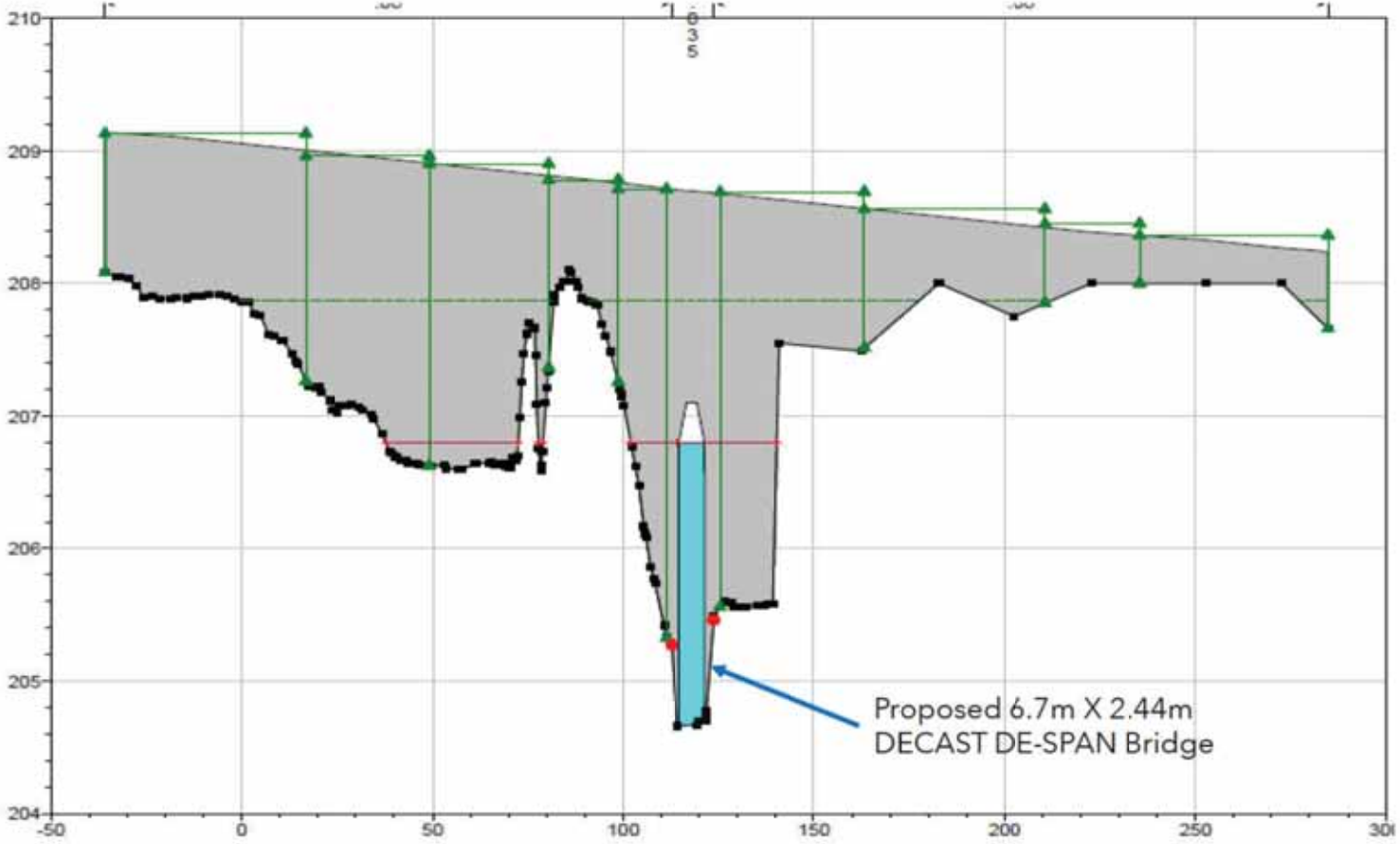


Revised Existing WSEL (m)	Proposed Extension WSEL (m)	Difference (m) (Proposed-Revised Existing)
208.18	208.49	+0.31

- A hydraulic analysis using HEC-RAS model was conducted.
- TSF and tail track extension works will increase the upstream Regional flood elevation by 0.31m.

CONFIDENTIAL

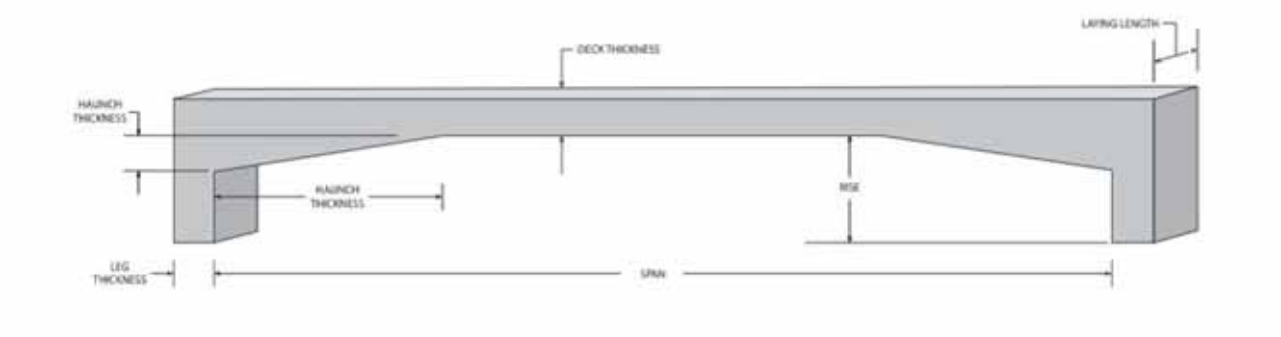
GERMAN MILLS CREEK PROPOSED SOLUTION – CULVERT UPSIZING & REPLACEMENT



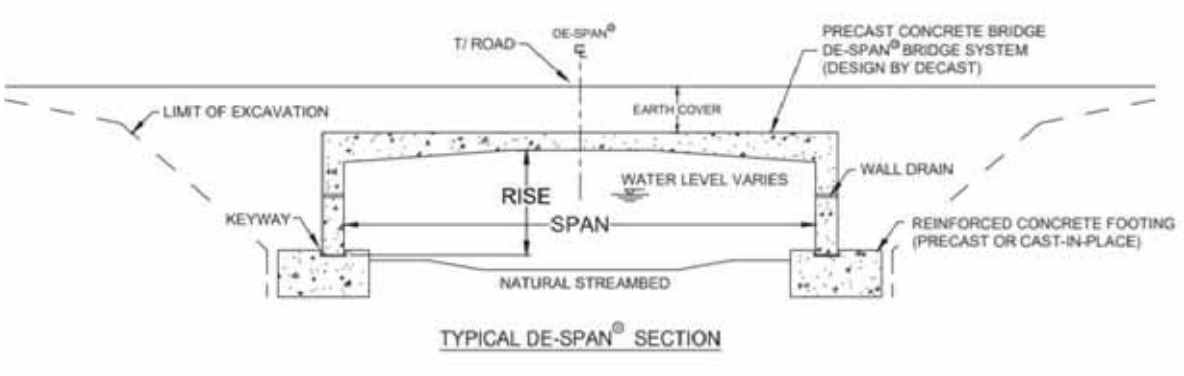
- Culvert upgrade is necessary to eliminate the Regional flood elevation increase.
- Hydraulic analysis with a 6.7m wide structure was performed in HEC-RAS to assess the improvement in the upstream water surface elevations.

CONFIDENTIAL

CULVERT UPGRADE - GERMAN MILLS CREEK



- DECAST Structure: 6.7m span X 2.44m rise

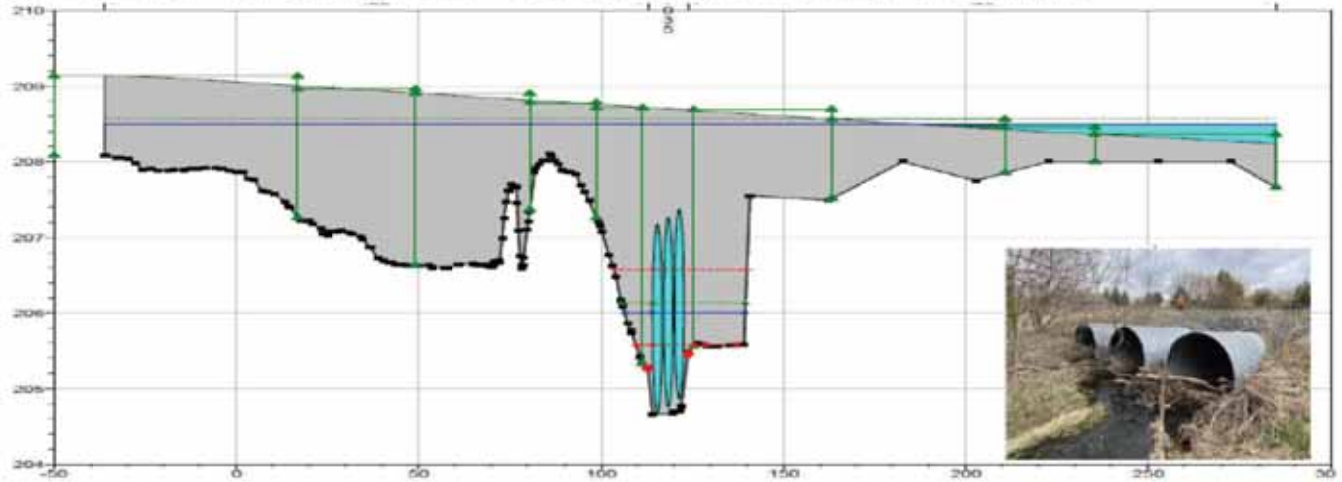


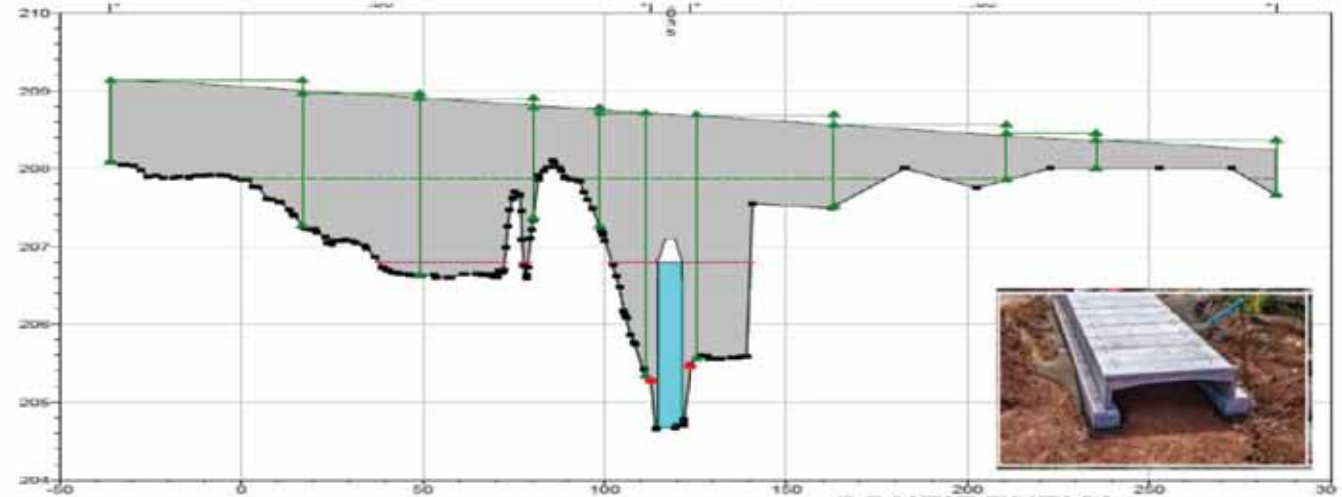


CONFIDENTIAL

METROLINX | Infrastructure Ontario

CULVERT UPGRADE - GERMAN MILLS CREEK





- DECAST Culvert upgrade eliminates the rise in flood elevation.

CULVERT UPGRADE - GERMAN MILLS CREEK

Existing and Preferred Condition Water Surface Elevation (WSE) Comparison

HEC-RAS Cross Sections	Updated Existing Condition WSEL (m)		Preferred Option WSEL (m)		Difference (m) (Preferred Option – Updated Existing)	
	100-Year	Regional	100-Year	Regional	100-Year	Regional
7400	206.41	208.23	206.28	208.23	-0.13	0.00
7323.2	206.23	208.20	205.84	208.19	-0.39	-0.01
7273.39	206.22	208.17	205.72	208.16	-0.50	-0.01
7266.07	206.21	208.18	205.71	208.02	-0.50	-0.16
7248.14 Culvert	Culvert	-	-	-	-	-
7230.48	204.36	205.94	204.36	205.94	0.00	0.00

- A comparison of the existing condition with the culvert upgrade indicated that the proposed upsizing will decrease the Regional WSE by 0.16m

CONFIDENTIAL

TRAIN STORAGE FACILITY – GERMAN MILLS CREEK – ADVANTAGES OF CONCEPT PLAN

- Increased capacity of culvert thereby reducing flood elevations
- Mitigation of lifecycle replacement on existing culvert
  - 25 years service life for old culverts
- Improved fish passage
- Reduced erosion risk in the channel
- Least environmentally impactful option

CONFIDENTIAL

Permits Licenses and Approvals

PERMITS LICENCES AND APPROVALS (PLA) - UPDATE

TRCA VPR(s) will be completed on a contract-basis, as required

- VPR for Advance Tunnels Contract is not anticipated as the tunnel is approximately 32 m under the East Don River and 9.9 m below the Pomona Creek that are within TRCA's regulated areas. An assessment may be required.
- VPR will be completed for work in the regulated area associated with the SRS Contract
  - German Mills culvert, TSF Tail Track construction.

Updated TRCA checklists have been received (updated Oct 31, 2021):

- TRCA General Checklist
- TRCA Site Development, Grading, Earthworks Checklist
- TRCA Bridges, Culverts, In-Water Work Checklist

As the design progresses, we are requesting that TRCA confirm any additional requirements or technical studies applicable to each piece of infrastructure/activity that intersects with the TRCA regulated area.

CONFIDENTIAL

Next Steps and Timeline

NEXT STEPS

EPR Addendum

- Finalization of Impact Assessment Studies – Fall 2021
- Completion of EPR Addendum – Early 2022
- Ongoing engagement with TRCA regarding potential impacts and proposed mitigation & monitoring measures in TRCA regulated areas

Reference Concept Design (RCD)

- Advanced Tunnel (AT) Final RCD complete June 2022
- Systems Rails & Stations (SRS) RCD Submission #2 – Q1/Q2 2022
- Systems Rails & Station (SRS) RCD Submission #3 – Q2/Q3 2022
- SRS Final RCD – Q1 2023
- Mx to engage TRCA on input/feedback regarding VPR requirements and design considerations

CONFIDENTIAL

QUESTIONS



CONFIDENTIAL

Appendix I.10 – Engagement with Elected Officials

Notification of Noise & Vibration Monitoring – December 15th, 2020

From:	Kaylin Barnes
To:	Rivadeneira, Diana
Subject:	CONSULT FW: Noise and Vibration Monitoring for Yonge North Subway Extension in December and January
Date:	Tuesday, December 15, 2020 11:42:39 AM
Attachments:	image005.jpg image006.jpg image007.jpg image008.jpg

---

From: Azim Ahmed <Azim.Ahmed@metrolinx.com>
Sent: Tuesday, December 15, 2020 11:29 AM
To: stan.cho@pc.ola.org
Cc: York Region <YorkRegion@metrolinx.com>
Subject: Noise and Vibration Monitoring for Yonge North Subway Extension in December and January

Good morning MPP Cho,

We hope you are keeping well. While the Yonge North Subway Extension (YNSE) project is still in its infancy, the project is conducting early works to allow for a seamless transition to the environmental assessment that will occur following the eventual release of the Initial Business Case (IBC).

Metrolinx and our technical advisor are planning to conduct both noise and vibration monitoring starting in December and January. In January, noise monitoring will be taking place at seven locations denoted in the maps below by N1-N7. We will send a follow-up email in the new year with details on the January dates. In December, we are also completing vibration monitoring at one location marked as V1 below.

While there are no anticipated disruptions involved with this work, we wanted to provide you with a courtesy heads up, in case you receive any queries from constituents.

For the current vibration monitoring, vibration measurement equipment is being temporarily installed on the ground surface on public property. Vibration measurements will occur for a period of up to two hours at some locations. The measurement equipment will be attended at all times by staff and will be removed immediately after the two hour window. Please note there will be no disruption to vehicular or pedestrian traffic.

The dates for the vibration monitoring will take place during the schedule below. Going forward, as we approach the new year we will be sending you a follow up email with details on the January dates for the noise monitoring activities.

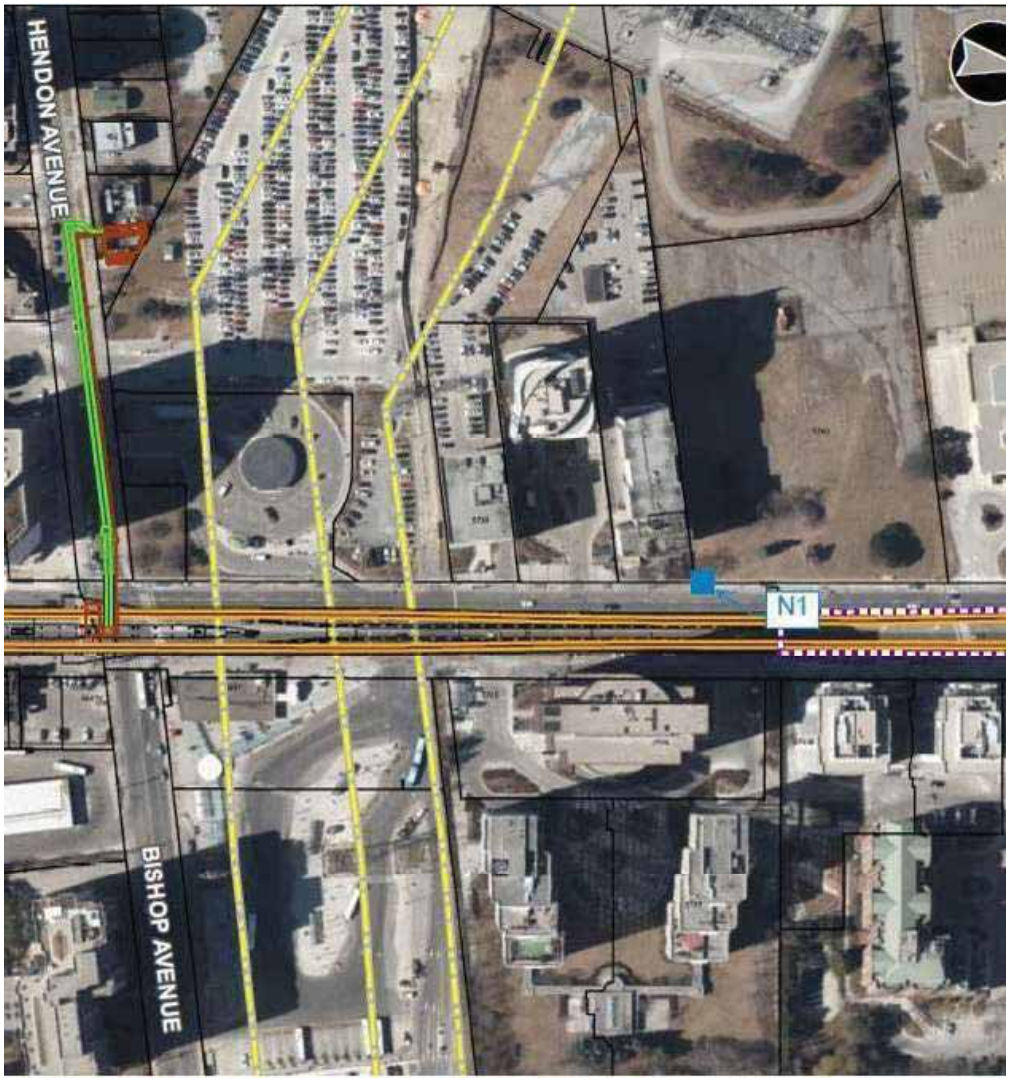
- Dec. 14 (afternoon only)
- Dec. 15
- Dec. 17
- Dec. 18 (backup day in case of delay previous 2.5 days)

Below I've included the assessment locations for both our vibration and noise monitoring in your riding.

- Vibration monitoring site:



Noise Monitoring Sites:







If you have any questions or concerns please feel free to reach out to me.

Sincerely,

Azim Ahmed

From:	Kaylin Barnes
To:	Rivadeneira, Diana
Subject:	CONSULT FW: Noise and Vibration Monitoring for Yonge North Subway Extension in December and January
Date:	Tuesday, December 15, 2020 11:42:46 AM
Attachments:	image005.jpg image006.jpg image007.jpg image008.jpg

---

From: Azim Ahmed <Azim.Ahmed@metrolinx.com>
Sent: Tuesday, December 15, 2020 11:32 AM
To: gila.martowco@pc.ola.org
Cc: York Region <YorkRegion@metrolinx.com>
Subject: Noise and Vibration Monitoring for Yonge North Subway Extension in December and January

Good morning MPP Martow,

We hope you are keeping well. While the Yonge North Subway Extension (YNSE) project is still in its infancy, the project is conducting early works to allow for a seamless transition to the environmental assessment that will occur following the eventual release of the Initial Business Case (IBC).

Metrolinx and our technical advisor are planning to conduct both noise and vibration monitoring starting in December and January. In December, we are completing vibration monitoring at one locations in your riding marked as V2 in the maps below. In January, noise monitoring will be taking place at four locations in your riding denoted in the maps below by N8-N11.

While there are no anticipated disruptions involved with this work, we wanted to provide you with a courtesy heads up, in case you receive any queries from constituents.
For the current vibration monitoring, vibration measurement equipment is being temporarily installed on the ground surface on public property. Vibration measurements will occur for a period of up to two hours at some locations. The measurement equipment will be attended at all times by staff and will be removed immediately after the two hour window. Please note there will be no disruption to vehicular or pedestrian traffic.

The dates for the vibration monitoring will take place during the schedule below.

- Dec. 14 (afternoon only)
- Dec. 15
- Dec. 17
- Dec. 18 (backup day in case of delay previous 2.5 days)

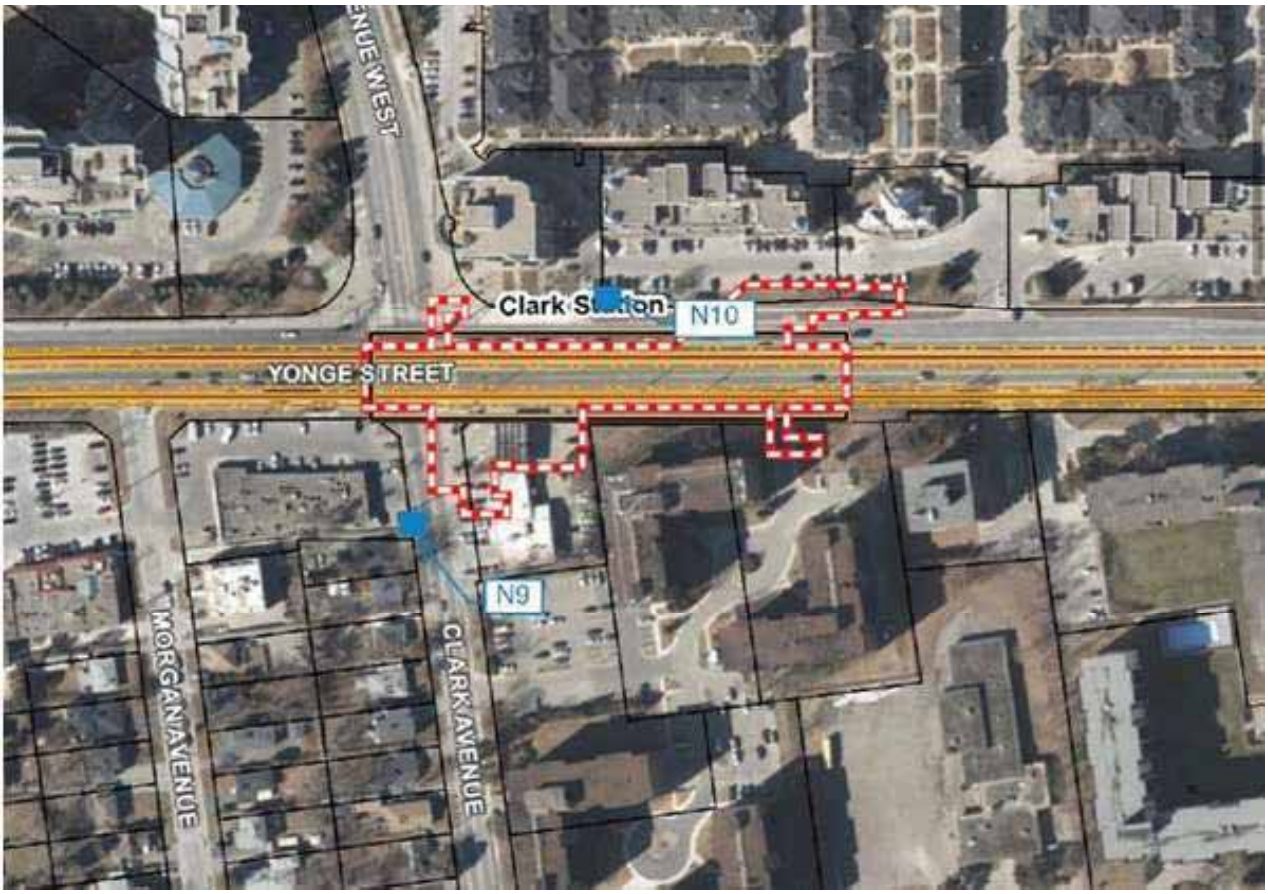
Going forward, as we approach the new year we will be sending you a follow up email with details on the January dates for the noise monitoring activities.

Below I've included the assessment locations for both our vibration and noise monitoring in

your riding.


GRESTWOOD ROAD
WOODWARD AVENUE
GRANDVIEW AVENUE
MEADOWVIEW AVENUE
V2


N8
HIGHLAND PARK BOULEVARD
WOODWARD AVENUE


ENUE WEST
Clark Station
N10
YONGE STREET
N9
MORGAN AVENUE
CLARK AVENUE



If you have any questions or concerns please feel free to reach out to me.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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:	Kaylin Barnes
To:	Rivadeneira, Diana
Subject:	COLSULT FW: Noise and Vibration Monitoring for Yonge North Subway Extension in December and January
Date:	Tuesday, December 15, 2020 11:42:08 AM
Attachments:	image004.jpg image005.jpg image006.jpg

From: Azim Ahmed <Azim.Ahmed@metrolinx.com>
Sent: Tuesday, December 15, 2020 11:25 AM
To: daisy.wai@pc.ola.org
Cc: York Region <YorkRegion@metrolinx.com>
Subject: Noise and Vibration Monitoring for Yonge North Subway Extension in December and January

Good morning MPP Wai,

We hope you are keeping well. While the Yonge North Subway Extension (YNSE) project is still in its infancy, the project is conducting early works to allow for a seamless transition to the environmental assessment that will occur following the eventual release of the Initial Business Case (IBC).

Metrolinx and our technical advisor are planning to conduct both noise and vibration monitoring starting in December and January. In December, we are completing vibration monitoring at three locations in your riding marked as V5 – V7 below. In January, noise monitoring will be taking place at four locations in your riding denoted in the maps below by N19-N22.

While there are no anticipated disruptions involved with this work, we wanted to provide you with a courtesy heads up, in case you receive any queries from constituents.

For the upcoming vibration monitoring, vibration measurement equipment is being temporarily installed on the ground surface on public property. Vibration measurements will occur for a period of up to two hours at some locations. The measurement equipment will be attended at all times by staff and will be removed immediately after the two hour window. Please note there will be no disruption to vehicular or pedestrian traffic.

The dates for the vibration monitoring are listed in the schedule below. Going forward, as we approach the new year we will be sending you a follow up email with details on the January dates for the noise monitoring activities.

- Dec. 14 (afternoon only)
- Dec. 15
- Dec. 17
- Dec. 18 (backup day in case of delays from previous 2.5 days)

Below I've included the assessment locations for both our vibration and noise monitoring in your riding.







If you have any questions or concerns please feel free to reach out to me.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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.

Pre-IBC Briefing for MPPs – March 12th, 2021

Event Summary: YNSE Briefing for MPPs
Friday, March 12, 2021
10:00am-11:30am
Teleconference (MS Teams)

ATTENDEES

Metrolinx
Stephen Collins, Program Sponsor, Yonge North Subway Extension
Raj Khetarpal, (A) Vice President, Community Engagement
Joseph Ehrlich, Director, Project Planning
Nick Faieta, Senior Manager Community Relations, York Region
Azim Ahmed, Manager, Community Relations, Yonge North Subway Extension

Elected Officials
Daisy Wai, MPP (Richmond Hill)
Gila Martow, MPP (Thornhill)

MTO
Mirrun Zaveri, Director, Ontario-Toronto Priority Projects

OVERVIEW
As part of the roll-out of the Initial Business Case of the Yonge North Subway Extension (YNSE), expected to be released next week, Metrolinx is providing a briefing to elected officials and key stakeholders. The provincial ministers are the first in the series of briefings.

QUESTIONS and COMMENTS
Q – MPP Daisy Wai (DW): Do you have planned increased parking spaces for this project?

A: As part of the Initial Business Case, we did not. Originally there was a parking facility at the Langstaff gateway area (Yonge just south of 407), but this was found to be no longer practical due to space constraints. However, we are revisiting the idea of adding parking as it was determined that parking can be a driver for transit use in specific areas and quantities. So for this next phase of study, we are looking at implementing more parking. We are also working with 407 on a potential partnership.
Note of caution: emerging provincial directive to not increase parking in general at a significant level. As studies show it increases the behaviour to drive more. We are looking to encourage a long-term behavioural change.

Q - DW: What about connecting to transit? Any plans for this?

A: Absolutely. We have identified two critical stations, Steeles and Bridge, as being two key intermodal transit service points. These two locations will service as access points to other main transit nodes, including local bus and Bus Rapid Transit (BRT).

C – MPP Martow (GM): We should learn from the Vaughan Metropolitan Subway (VMS) on the TTC Spadina line extension. People over there have given up on parking as there is no parking at the VMS, and instead are driving to Downsview or Wilson. We are not having a lot of success for people driving from my riding of Thornhill to the subway extension. People may end up parking on Royal Orchard, or Clark, either on the street or in the plaza's. We may end up having a lot of angry plaza owners.
People in York Region often have multiple cars. Unless we are making it for the few people who live a 5-10 minute walk to the stations, others are not going to walk 20-25 minutes and wait for a bus or train.

Q – GM: World on Yonge (just north of Yonge) was in the original plan. Are we looking at building a walkway? Is it feasible?

A: We will flag this for the municipalities (Markham and Vaughan). There may be development opportunities, perhaps a walkway connecting to the development underground, or climate-controlled above ground.

Q – GM: I am aware of potential impacts for those that live on Kirk Drive. We are also aware of those letters on expropriation of homes that had been circulated. What should I tell my constituents?

A: In our recommendations for alignment configurations, we strongly recommend accommodating the residents of Royal Orchard, including Kirk Drive. While we do still tunnel under the RO community, it will be at about 100 feet or 30 metres deep, quite deep below these homes.
We cannot say for sure we do not need to acquire lands, but we do not anticipate this, and have not incorporated any plans to do. We are undertaking studies to see if this is a requirement at all.

Q – GM: The compensation of home properties may become a contentious issue down the line. Could lead to tears. My suggestion is to give people options.

A: we are very much aware of this, and our approach will be people-focused. Strategy of engagement, transparency, and sharing everything with the community all the technical details and expectations.

C – GM: – There are some people who are not for the subway. They've been here 40 years, and are not happy. We have to say to them "the subway is coming, it is not non-negotiable. But what you do have is a choice is if you do stay in your home" Local papers love these stories; how can you disrupt this family of living here 50 years, so be aware of this. So a firm yet compassionate stance is always the best.
Also – be aware of being fooled into doing a social-engineering experiment and hoping in 30-40 years people won't have as many cars. This is not downtown. We need to have Kiss 'n Rides, even more than parking. Please come up with a system for shuttles on 407, pick-up and drop-offs, etc.

A: – we are on the same page. Clear yet empathetic. Will focus on engagement with Royal Orchard and Bayview Glen communities. This will include virtual open houses, flyer drops, and augmented by a regularly scheduled e-newsletter.

C – GM: With COVID heightening emotions. I seriously encourage you to hire professional counsellors and mediators to work with residents.

Also - hydro lines in the RO community would love to have them buried. Perhaps this is a good-act of service where we can bury their hydro lines, or give them higher-speed internet as a means to add value to the community.

Q – GM: How many properties will be acquired in the early process?

A: About 9 properties. Around just north of the Holy Cross cemetery. As part of the early works program. None of these are houses.

Q – GM: How many houses tunneling under, and how many expropriated when the project is complete?

A: No number of expropriations at this time. As mentioned earlier, we do not have any plans to expropriate at this time. The plans calls for tunneling under approximately 60 houses.

Q – GM: – Is there no way to do the tunneling under the road, and just near the houses?

A: As part of the study phase we are entering, preliminary design phase, we are looking at all opportunities to minimize impacts. If there are opportunities to shift the alignment refinement to reduce impacts, we will make those recommendations.

Q – GM: – Is the 407 transponder direct connection to Kiss N Ride a possibility? Lots of people here have transponders here, and you may have a nightmare, as people will be flying down the highway and look in frustration for parking.

A: – Our team looking into this. Lots of challenges to these direct connections from a highway geometry standpoint, as well as the constraint from the hydro poles, but we are looking at the cost benefits of this.

Notification of IBC Release – March 18th, 2021

From: York Region
To: Jahangir, Sabriya; ElSetouhy, Lina M.
Subject: FW: Yonge North Subway Extension Updated Plans Released
Date: May 27, 2021 10:55:09 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: York Region
Sent: March 18, 2021 5:32 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yonge North Subway Extension Updated Plans Released

Dear Chair and Regional Councillors,

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.

Today'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 your constituents as we progress through this project. Our team will be in close contact as we'll be hosting 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.

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

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	Jahangir, Sabriya; ElSetouhy, Lina M.
Subject:	FW: Yonge North Subway Extension Updated Plans Released
Date:	May 27, 2021 10:55:15 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: York Region
Sent: March 18, 2021 5:32 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yonge North Subway Extension Updated Plans Released

Dear Mayors,

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.

Today'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 your constituents as we progress through this project. Our team will be in close contact as we'll be hosting 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.

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

Sign up to the York Region and Simcoe County e-newsletter here

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

From: York Region
To: Jahangir, Sabriya; ElSetouhy, Lina M.
Subject: FW: Yonge North Subway Extension Updated Plans Released
Date: May 27, 2021 10:55:20 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: York Region
Sent: March 18, 2021 5:33 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Yonge North Subway Extension Updated Plans Released

Dear Councillors,

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.

Today'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 your constituents as we progress through this project. Our team will be in close contact as we'll be hosting 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.

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

Sign up to the York Region and Simcoe County e-newsletter here

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

From:	York Region
To:	Jahangir, Sabriya; ElSetouhy, Lina M.
Subject:	FW: Metrolinx participation in the April 29 Community Conversations event
Date:	May 27, 2021 11:02:31 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: York Region
Sent: April 9, 2021 1:35 PM
To: David West <david.west@richmondhill.ca>
Cc: joe.dipaola@richmondhill.ca; Daniel Olding <daniel.olding@richmondhill.ca>; Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Metrolinx participation in the April 29 Community Conversations event

Good afternoon Councillor West,

We hope you are keeping well. Following up on your invitation via my colleague Nick Faieta, I am pleased to confirm that Metrolinx Community Relations would be happy to attend the April 29 Community Conversations virtual event you shared with us.

Please let us know the approximate time parameters you would like us to speak to the Yonge North Subway Extension (YNSE) project, and expected format. We will endeavour to bring more technical personnel to the meeting alongside community relations.

Have copied Acting Mayor DiPaola for his awareness as well. Looking forward to engaging with you further.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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:	Jahangir, Sabriya; ElSetouhy, Lina M.
Subject:	FW: Yonge North Subway Extension Updated Plans Released
Date:	May 27, 2021 10:55:05 AM
Attachments:	YNSE QA -March 18 2021.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.

From: York Region
Sent: March 18, 2021 5:31 PM
To: 'daisy.waico@pc.ola.org' <daisy.waico@pc.ola.org>; 'gila.martow@pc.ola.org' <gila.martow@pc.ola.org>; 'stan.cho@pc.ola.org' <stan.cho@pc.ola.org>; 'michael.tibolloCO@pc.ola.org' <michael.tibolloCO@pc.ola.org>; 'logan.kanapathi@pc.ola.org' <logan.kanapathi@pc.ola.org>; 'paul.calandra@pc.ola.org' <paul.calandra@pc.ola.org>
Subject: Yonge North Subway Extension Updated Plans Released

Dear Members of Provincial Parliament,

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 and you'll find our Q&As for this project attached.

Today'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. In addition, 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 your constituents as we progress through this project. Our team will be in close contact as we'll be hosting virtual community engagements in the coming weeks and months.

If you have any questions or would like to connect we would be happy to meet with you.

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

Sign up to the York Region and Simcoe County e-newsletter here

From: York Region
To: Susan Kavassalis; David West
Cc: Kate Davey; Michael Paolucci
Subject: RE: Community Engagement with Metrolinx

Hi Susan and Councillor West,

Our community relations team looks forward to gathering your intel on the community, and helping us connect with community organizations for future meetings and conversations. Of course, any additional information we can provide you on the Yonge North Subway Extension (YNSE) and perhaps on GO expansion, we would be happy to.

As we are keen to meet you soon, let's try for the first half of next week. We are available this coming Monday afternoon between 2pm and 4pm, Tuesday 3 to 4pm, or Wednesday 2-4pm. If these times do not work for your office, we can coordinate a different time if needed to make it work.

Looking forward to our conversation!

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: Susan Kavassalis <susan.kavassalis@richmondhill.ca>
Sent: March-24-21 6:46 PM
To: David West <david.west@richmondhill.ca>; York Region <YorkRegion@metrolinx.com>
Cc: Kate Davey <kate.davey@richmondhill.ca>; Susan Kavassalis <susan.kavassalis@richmondhill.ca>
Subject: RE: Community Engagement with Metrolinx

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 Mr. Ahmed: Could you please send me a few dates/times that would be convenient for you to meet and I will set this up.

Thank you.
Susan

Susan Kavassalis

Executive Assistant to:
Councillor David West, Ward 4

T: 905-771-8800 ext. 5446 | F: 905-771-2500
susan.kavassalis@richmondhill.ca | RichmondHill.ca
Richmond Hill is a Character Community

From: David West <david.west@richmondhill.ca>
Sent: Wednesday, March 24, 2021 6:34 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Susan Kavassalis <susan.kavassalis@richmondhill.ca>; Kate Davey <kate.davey@richmondhill.ca>
Subject: Re: Community Engagement with Metrolinx

Hi Aziz,
Thanks for reaching out so quickly. Can we set a time to talk? I have cc'd Susan to set a time. If a Zoom meeting is possible I would bring in Kate from my office. We might want to explore hosting a virtual meeting in the future with your staff and some of my residents to chat about the subway plans.

I also have a couple suggestions for other community organizations that might be interested.

David

Richmond Hill Councillor
David West
416-346-3090 mobile
905-771-2480 office

On Mar 24, 2021, at 5:38 PM, York Region <YorkRegion@metrolinx.com> wrote:

! **CAUTION:** This email is from an external source. Please do not click links or open attachments unless you recognize the sender.

Good afternoon Councillor West,

Following up my call earlier today to your office, I would like to schedule a call or meeting between you and our team to discuss ways in which we can work together on engagement for both GO expansion and the Yonge North Subway Extension (YNSE) project. We're excited to work with you, and discuss how best to reach the community of Richmond Hill.

Look forward to hearing from you.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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: Godwin Chan
Cc: Neera Chakravorty; Michael Paolucci; Nick Faieta; Azim Ahmed
Subject: RE: Community Engagement with Metrolinx

Hi Councillor Chan,

Monday at 10:30am works for us. Will you be sending the Zoom invite to us?

Please send to the three Metrolinx addresses in the email here. We are looking forward to speaking with you!

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: Godwin Chan <godwin.chan@richmondhill.ca>
Sent: March-25-21 8:37 AM
To: York Region <YorkRegion@metrolinx.com>
Cc: Neera Chakravorty <neera.chakravorty@richmondhill.ca>
Subject: Re: Community Engagement with Metrolinx

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 Azim,
Thanks for reaching out.
Would you be available to meet on Zoom at 10:30 am next Monday, March 29?

Godwin Chan

Regional Councillor (Alternate)
Councillor, Ward 6
City of Richmond Hill

Chair, Economic Development Committee
Chair, Recover Richmond Hill Task Force

Tel: (905) 771-2509
Website: www.godwinchan.com
Follow me at:
Twitter: @CouncillorChan
Facebook: /GodwinChan
Instagram: godwin63

This e-mail message (including attachments, if any) is directed in confidence to the person(s) named above, and may contain information that is privileged, confidential, proprietary, and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this email and any attachments thereto is strictly prohibited. If you have received this email in error, please notify the sender and immediately and permanently delete the original and any copy of this email and any printout thereof. Thank you.





On Mar 24, 2021, at 5:36 PM, York Region <YorkRegion@metrolinx.com> wrote:

! **CAUTION:** This email is from an external source. Please do not click links or open attachments unless you recognize the sender.

Good afternoon Councillor Chan,

Following up my call earlier today to your office, I would like to schedule a call or meeting between you and our team to discuss ways in which we can work together on the Yonge North Subway Extension (YNSE) project. We're excited to work with you on this exciting project, and discuss how best to reach the community of Richmond Hill in general, and of Bayview Glen in particular.

Look forward to hearing from you.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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.

Bayview Glen Virtual Open House Notification – April 21st, 2021

From:	York Region
To:	joe.dipaola@richmondhill.ca
Cc:	Daniel Olding; Jackie Czajka; Godwin Chan
Subject:	Metrolinx Bayview Glen Virtual Open House Date

Good morning Acting Mayor DiPaola,

Metrolinx is planning to hold a Virtual Open House for the Bayview Glen community of Richmond Hill, where the Yonge North Subway Extension's (YNSE) train storage facility is being proposed to be built.

We have been in discussion with Councillor Chan's office, and would like very much to also to have your office involved in the lead-up to this event. As we have previously publicized the week of April 19 as the holding date for this event, we would like to stay firm to this commitment to the community.

We are proposing the following time:

Wednesday April 21st (6:00pm-7:00pm)
*I understand that Richmond Hill has a public council meeting from 7:30pm. While we usually have our meeting begin at 6:30, we will work to accommodate around the council meeting and push it earlier.

Also, for your awareness; similar to our virtual open house in Royal Orchard-Markham this week with Councillor Irish and Mayor Scarpitti in (virtual) attendance, you are invited as our special guest, and will be acknowledged by our host if you are there. You would not be required for any speaking points. We would however be happy to offer yourself and Councillor Chan a pre-briefing meeting within a couple of days of the virtual open house. Here you would be able to view the presentation deck beforehand, and provide any input or guidance.

We hope to confirm this date and time by the end of day today, and distribute flyers to doorsteps in the community, publicizing the date on Monday, April 12th.

We look forward to hearing from you.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	Godwin Chan
Cc:	Azim Ahmed
Subject:	RE: Bayview Glen Virtual Open House date is now April 21

Thank you Councillor, appreciate your flexibility and understanding!

Will send confirmation shortly.

From: Godwin Chan <godwin.chan@richmondhill.ca>
Sent: April-09-21 12:08 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Azim Ahmed <Azim.Ahmed@metrolinx.com>
Subject: Re: Bayview Glen Virtual Open House date is now April 21

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.

Azim,
I understand. Let's do it at 6 pm on Wednesday, April 21 as per your schedule.
Thanks.

Godwin Chan

Regional Councillor (Acting)
Councillor, Ward 6
City of Richmond Hill

Chair, Economic Development Committee
Chair, Recover Richmond Hill Task Force

Tel: (905) 771-2509
Website: www.godwinchan.com
Follow me at:
Twitter: @CouncillorChan
Facebook: /GodwinChan
Instagram: godwin63

This e-mail message (including attachments, if any) is directed in confidence to the

person(s) named above, and may contain information that is privileged, confidential, proprietary, and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this email and any attachments thereto is strictly prohibited. If you have received this email in error, please notify the sender and immediately and permanently delete the original and any copy of this email and any printout thereof. Thank you.



On Apr 9, 2021, at 11:47 AM, York Region <YorkRegion@metrolinx.com> wrote:

CAUTION: This email is from an external source. Please do not click links or open attachments unless you recognize the sender.

Hi again Councillor Chan,

Speaking with our team, due to other virtual open houses occurring on the Metrolinx calendar, and our commitment to providing more notice to the community, we unfortunately can only do the 21st and 22nd that week. I apologize for any inconvenience caused.

We are happy to accommodate an earlier start time (6pm) for you, however. Also, for your awareness; similar to our virtual open house in Royal Orchard-Markham this week with Councillor Irish, you are invited as our special guest, and will be acknowledged by our host that you are there, and that we have been working together to serve the community. You would not be required for any speaking points.

The format of the evening is such that we cannot see the faces of the community, and they can only see the faces of the presenter.

Acting Mayor DiPaola has asked be to apprised of this meeting as well, so I will be sending an email to him now, with you copied.

Thanks,
Azim

From: York Region
Sent: April-09-21 9:16 AM
To: 'Godwin Chan' <godwin.chan@richmondhill.ca>
Cc: Azim Ahmed <Azim.Ahmed@metrolinx.com>
Subject: RE: Bayview Glen Virtual Open House date is now April 21

Hi Councillor Chan,

No problem. Let me take that back to team and get back to you today.

So we have the full picture; for the week of April 19, your availability would only be the Monday evening, correct? If there are any other dates that week, please let me know.

Thanks,
Azim

From: Godwin Chan <godwin.chan@richmondhill.ca>
Sent: April-08-21 5:43 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Bayview Glen Virtual Open House date is now April 21

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.

Azim,
Thanks for your prompt reply.
If it must be held during that week, how about Monday, April 19?

Godwin Chan

Regional Councillor (Acting)
Councillor, Ward 6
City of Richmond Hill

Chair, Economic Development Committee
Chair, Recover Richmond Hill Task Force

Tel: (905) 771-2509

Website: www.godwinchan.com
Follow me at:
Twitter: @CouncillorChan
Facebook: /GodwinChan
Instagram: godwin63

This e-mail message (including attachments, if any) is directed in confidence to the person(s) named above, and may contain information that is privileged, confidential, proprietary, and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this email and any attachments thereto is strictly prohibited. If you have received this email in error, please notify the sender and immediately and permanently delete the original and any copy of this email and any printout thereof. Thank you.





On Apr 8, 2021, at 5:34 PM, York Region <YorkRegion@metrolinx.com> wrote:

! **CAUTION:** This email is from an external source. Please do not click links or open attachments unless you recognize the sender.

Hi Councillor Chan,

We would prefer the week of April 19, as we have sent out public-facing messaging suggesting that week, and this has already been pushed back from our original April 14 date.

But I can check with our team if needed.

Thanks,
Azim

From: Godwin Chan <godwin.chan@richmondhill.ca>
Sent: April-08-21 5:32 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Neera Chakravorty <neera.chakravorty@richmondhill.ca>; Azim Ahmed <Azim.Ahmed@metrolinx.com>; Daniel Olding <daniel.olding@richmondhill.ca>
Subject: Re: Bayview Glen Virtual Open House date is now April 21

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.

Azim,
Would a week later - April 28 or 29 work?

Godwin Chan

Regional Councillor (Acting)
Councillor, Ward 6
City of Richmond Hill

Chair, Economic Development Committee
Chair, Recover Richmond Hill Task Force

Tel: (905) 771-2509
Website: www.godwinchan.com
Follow me at:
Twitter: @CouncillorChan
Facebook: /GodwinChan
Instagram: godwin63

This e-mail message (including attachments, if any) is directed in

confidence to the person(s) named above, and may contain information that is privileged, confidential, proprietary, and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this email and any attachments thereto is strictly prohibited. If you have received this email in error, please notify the sender and immediately and permanently delete the original and any copy of this email and any printout thereof. Thank you.



On Apr 8, 2021, at 5:03 PM, York Region <YorkRegion@metrolinx.com> wrote:

CAUTION: This email is from an external source. Please do not click links or open attachments unless you recognize the sender.

Hi again,

Thanks for taking my call earlier. To ensure the councillor's availability, and to steer clear from the Public Council Meeting, we should be good to shift our Bayview Glen Open House to **Thursday April 22nd, 6:30-7:30pm**.

I do not see any council meetings scheduled for that evening, please confirm at your earliest convenience if that time and day are ok. We will then lock it in and begin to publicize that date.

Thank you,

Azim

From: York Region
Sent: April-08-21 1:49 PM
To: 'Godwin Chan' <godwin.chan@richmondhill.ca>; 'Neera.Chakravorty@richmondhill.ca' <Neera.Chakravorty@richmondhill.ca>
Cc: Azim Ahmed <Azim.Ahmed@metrolinx.com>; 'Daniel Olding' <daniel.olding@richmondhill.ca>
Subject: Bayview Glen Virtual Open House date is now April 21

Good afternoon Councillor Chan,

Following up on our phone call and email from last week, I wanted to provide you a heads up that we have adjusted the date for our virtual open house for the Bayview Glen community. We are now planning to hold this for Wednesday, April 21, from 6:30pm-7:30pm. Please let us know if there are any conflicts for you on this.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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.

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.

Briefing for Markham Development Services Committee Meeting – April 26th, 2021

From:	York Region
To:	acollucci@markham.ca
Cc:	fionlau@markham.ca
Subject:	Follow-up for Yonge North Subway Extension

Good morning Councillor Collucci,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: krea@markham.ca
Cc: mbezerra@markham.ca
Subject: Follow up for Yonge North Subway Extension

Good morning Councillor Rea,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	rmcalpine@markham.ca
Cc:	mantonoglou@markham.ca
Subject:	Follow-up for Yonge North Subway Extension project

Good morning Councillor McAlpine,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	joeli@markham.ca
Cc:	SLeong@markham.ca
Subject:	Follow-up for Yonge North Subway Extension

Good morning Regional Councillor Li,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	ilee@markham.ca
Cc:	pho@markham.ca
Subject:	Follow-up for Yonge North Subway Project

Good morning Councillor Lee,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	akeyes@markham.ca
Cc:	mgibbons@markham.ca
Subject:	Follow-up for Yonge North Subway Extension

Good morning Councillor Keyes,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: Councillor, Keith Irish - Markham
Subject: Metrolinx YNSE Briefing Invitation

Good morning Councillor Irish,

I hope you are keeping well. Apologies for the short notice, but we are offering follow-up briefings for the Yonge North Subway Extension project to last month's Markham General Committee Council YNSE presentation.

This is ahead of the Special Development Services Committee meeting on Monday evening, so we are looking to hold this either tomorrow (Friday), or Monday afternoon after the Markham General Committee Meeting and prior to the DSC meeting. Of course, you are more attuned to the YNSE than other councillors, so it would also serve as a touch point for us with you.

Please let us know if you would like to have this briefing tomorrow or Monday, and we will be happy to schedule with you.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3

From: York Region
To: jheath@markham.ca
Cc: mphuong@markham.ca
Subject: Follow-up for Yonge North Subway Extension

Good morning Regional Councillor Heath,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: alan.ho@markham.ca
Cc: melodychan@markham.ca
Subject: Follow-up for Yonge North Subway Extension

Good morning,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	dhamilton@markham.ca
Cc:	hlui@markham.ca
Subject:	Follow up for Yonge North Subway Extension

Good morning Deputy Mayor Hamilton,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	jjones@markham.ca
Cc:	mgallyot@markham.ca
Subject:	Follow-up for Yonge North Subway Extension

Good morning Regional Councillor Jones,

I hope you are keeping well. Metrolinx is offering a follow-up to last month's Markham General Committee Council Yonge North Subway Extension (YNSE) presentation.

If you have any questions, we are happy to either answer questions via email, chat over the phone or set up a short video call ahead of the subsequent YNSE presentation to the Markham Special Development Services Committee meeting on Monday evening.

We are available this afternoon, tomorrow or Monday to answer any of your questions.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

Presentation to Councillor West's Community Conversations Group – April 29th, 2021

Meeting Summary: Connecting the Community
Thursday, April 29 2021
7:00pm-8:15pm
External Zoom Link

Attendees

Metrolinx
Stephen Collins, Program Sponsor, Yonge North Subway
Azim Ahmed, Manager, Community Relations, Yonge North Subway

Summary
Invited by Councillor West (Ward 4, Richmond Hill) to speak at his monthly Community Conversations, the CR and Sponsor's team presented an update on the Yonge North Subway Extension. This focused particularly on the Richmond Hill Centre and Langstaff growth area, the train storage facility, and overall alignment options.

With majority of the audience from Ward 4 in Richmond Hill, the feedback was very positive, with interest for a return presentation later in the project cycle.

Q & A
Could you summarize the rationale for the locations of Bridge Station and High Tech Station? Many participants asked questions about the seemingly close proximity.

Although you did speak to this briefly, could you elaborate on the plans for parking at the 2 subway stations addressing the topics of capacity, duration allowed (overnight parking) and potential placement.

With respect to GO service, are there any plans to upgrade the Newkirk GO station parking to levelled parking, and to have two-way service?

Given the very real likelihood of reduced ridership post pandemic, you mentioned that Metrolinx is studying and working towards ridership projections. Do you have any sense of timing when those projections might be ready to share with the community?

Meeting Summary: YNSE Presentation to Councillor David West's Community Conversations Group
Thursday April 29, 2021
7:30 p.m. – 8:30p.m.
External Zoom Link

Attendees

Elected Officials
Councillor David West, Ward 4, Richmond Hill

Metrolinx
Stephen Collins, Program Sponsor, Yonge North Subway
Azim Ahmed, Manager, Community Relations, Yonge North Subway

Summary
Metrolinx provided a project update presentation to the Community Conversations group; a monthly meeting organized by Councillor West, primarily for the residents of Ward 4. Approximately 55 individuals were in the virtual zoom room. Following the presentation, a question and answer session was took place. Overall, the presentation was well-received and the audience had a positive outlook on the

Q&A
Where will the train storage facility be located exactly?
A – North of Bantry, south of 16th avenue, west of Yonge Street, off the current CN Rail corridor.

Northern York Region Municipalities Virtual Open House Notification – May 5th, 2021

From:	York Region
To:	hkim@aurora.ca; wgaertner@aurora.ca; shumfryes@aurora.ca; mthompson@aurora.ca; rgilliland@aurora.ca; jgallo@aurora.ca
Subject:	RE: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello Councillors,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight.

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

Sign up to the York Region and Simcoe County e-newsletter here

---

From: York Region
Sent: April 28, 2021 10:41 AM
To: 'hkim@aurora.ca' <hkim@aurora.ca>; 'wgaertner@aurora.ca' <wgaertner@aurora.ca>; 'shumfryes@aurora.ca' <shumfryes@aurora.ca>; 'mthompson@aurora.ca' <mthompson@aurora.ca>; 'rgilliland@aurora.ca' <rgilliland@aurora.ca>; 'jgallo@aurora.ca' <jgallo@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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	scrone@eastgwillimbury.ca; cmorton@eastgwillimbury.ca; troydiclemente@eastgwillimbury.ca; jpersechini@eastgwillimbury.ca; lcarruthers@eastgwillimbury.ca; tfoster@eastgwillimbury.ca
Subject:	RE: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello Councillors,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight.

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

Sign up to the York Region and Simcoe County e-newsletter here

---

From: York Region
Sent: April 28, 2021 10:33 AM
To: 'scrone@eastgwillimbury.ca' <scrone@eastgwillimbury.ca>; 'cmorton@eastgwillimbury.ca' <cmorton@eastgwillimbury.ca>; 'troydiclemente@eastgwillimbury.ca' <troydiclemente@eastgwillimbury.ca>; 'jpersechini@eastgwillimbury.ca' <jpersechini@eastgwillimbury.ca>; 'lcarruthers@eastgwillimbury.ca' <lcarruthers@eastgwillimbury.ca>; 'tfoster@eastgwillimbury.ca' <tfoster@eastgwillimbury.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From: York Region
To: Dave Neeson
Subject: RE: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello Councillor Neeson,

Our Virtual Open House will be live on our dedicated page on May 5. Residents can access that page now to register for the event, submit and vote on questions.

Let me know if you have any other questions!

Michael

From: Dave Neeson <dneeson@georgina.ca>
Sent: April 28, 2021 10:46 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Yonge North Subway Extension Virtual Open House for Northern York Region

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,

This is great, thank you. Is there a link you can share to the consultation?

Thanks for all of your work,

Dave

Dave Neeson
Councillor, Ward 3 | Town of Georgina
26557 Civic Centre Road, RR2 Keswick, ON L4P3G1 | Cell: 289-716-6772
www.georgina.ca

Confidentiality Note:
The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient or recipients named above and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

On Apr 28, 2021, at 10:33, York Region <YorkRegion@metrolinx.com> wrote:

CAUTION: This message originated from an email address that is outside of the Town of Georgina organization. Please exercise extreme care when reviewing this message. DO NOT click any links or open attachments from unknown senders. Be suspicious of any unusual requests and report any suspicious email messages to the Georgina ITS division at support@georgina.ca.

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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

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:	caroline.mulroney@pc.ola.org
Subject:	Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Minister Mulroney,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: stephen.lecce@pc.ola.org
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Minister Lecce,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:16 AM
To: 'stephen.lecce@pc.ola.org' <stephen.lecce@pc.ola.org>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Minister Lecce,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	stephen.lecce@pc.ola.org
Subject:	Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Minister Lecce,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: christine.elliott@pc.ola.org
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Minister Elliott,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:17 AM
To: 'christine.elliott@pc.ola.org' <christine.elliott@pc.ola.org>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Minister Elliott,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: christine.elliott@pc.ola.org
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good morning Minister Elliot,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: jtaylor@newmarket.ca
Cc: clerks@newmarket.ca
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Mayor Taylor,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:03 AM
To: 'jtaylor@newmarket.ca' <jtaylor@newmarket.ca>
Cc: 'clerks@newmarket.ca' <clerks@newmarket.ca>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Taylor,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	jtaylor@newmarket.ca
Cc:	clerks@newmarket.ca
Subject:	Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Taylor,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: spellegrini@king.ca
Cc: kmoyle@king.ca
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Mayor Pellegrini,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:02 AM
To: 'spellegrini@king.ca' <spellegrini@king.ca>
Cc: 'kmoyle@king.ca' <kmoyle@king.ca>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Pellegrini,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	spellegrini@king.ca
Cc:	kmoyle@king.ca
Subject:	Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Pellegrini,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: mayor@aurora.ca
Cc: clerks@aurora.ca
Subject: Reminder: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Mayor Mrakas,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 9:50 AM
To: 'mayor@aurora.ca' <mayor@aurora.ca>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Mrakas,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: clerks@aurora.ca
Subject: FW: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Hello,

Copying the Clerks office on the email sent earlier today to the Mayor's office. Regarding an invite to a briefing and virtual open house for Metrolinx's Yonge North Subway Extension.

Thank you,
Azim

From: York Region
Sent: April-28-21 9:50 AM
To: 'mayor@aurora.ca' <mayor@aurora.ca>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Mrakas,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: mayor@aurora.ca
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good morning Mayor Mrakas,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: iain.lovatt@townofws.ca
Cc: gillian.angus-traill@townofws.ca
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Mayor Lovatt,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:05 AM
To: 'iain.lovatt@townofws.ca' <iain.lovatt@townofws.ca>
Cc: 'gillian.angus-traill@townofws.ca' <gillian.angus-traill@townofws.ca>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Lovatt,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	iain.lovatt@townofws.ca
Cc:	gillian.angus-traill@townofws.ca
Subject:	Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Lovatt,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	Casey, Gina
Subject:	RE: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region
Attachments:	image001.png image002.png

Hi Gina,

Thank you for the confirmation! Will be happy to set up a briefing for Monday. I will send out a meeting invite in the next day or so.

Thank you,
Azim

From: Casey, Gina <gcasey@eastgwillimbury.ca>
Sent: April-28-21 10:34 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: RE: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

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,

I am responding to your email below at the request of Mayor Hackson and advise that she will attend the public session and is also interested in the Mayor's briefing.

Mayor Hackson has availability on Monday May 2nd - kindly confirm the timing and logistics for her calendar.

Many thanks,

Gina Casey
Executive Assistant to Mayor & Council
Town of East Gwillimbury
19000 Leslie Street, Sharon, Ontario L0G 1V0
905-478-4283 Ext. 1276
gcasey@eastgwillimbury.ca

Please Note: The Town continues to monitor and respond to the evolving COVID-19 situation. Currently, Town facilities are closed to the public, however, employees remain at work focusing on the provision of essential services. To stay up to date about these and other Town updates visit our website.

This electronic transmission is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. If you have received this transmission in error, please reply to this transmission

advising us of the error and delete the message without making a copy.

-------- Original message --------
From: York Region <YorkRegion@metrolinx.com>
Date: 2021-04-28 9:57 a.m. (GMT-05:00)
To: "Hackson, Virginia" <vhackson@eastgwillimbury.ca>
Cc: "Lamanna, Fernando" <flamanna@eastgwillimbury.ca>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning Mayor Hackson,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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: vhackson@eastgwillimbury.ca
Cc: flamanna@eastgwillimbury.ca
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Mayor Hackson,

Thank you again for taking part in our briefing on Monday. We appreciate the feedback you provided!

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, we're pleased that you are tuning in tonight, even if a bit later. We will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 9:57 AM
To: 'vhackson@eastgwillimbury.ca' <vhackson@eastgwillimbury.ca>
Cc: 'flamanna@eastgwillimbury.ca' <flamanna@eastgwillimbury.ca>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Mayor Hackson,

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. In addition, a pre-event briefing is being offered to the mayors of northern York Region.

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.

Finally, for the mayor's of the six municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday May 3, Tuesday May 4, or during the day of Wednesday May 5. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: tvegh@newmarket.ca
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good morning Deputy Mayor Vegh,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	ken.ferdinands@townofws.ca; maurice.smith@townofws.ca; hugo.kroon@townofws.ca; rick.upton@townofws.ca; richard.bartley@townofws.ca; sue.sherban@townofws.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	hkim@aurora.ca; wgaertner@aurora.ca; shumfryes@aurora.ca; mthompson@aurora.ca; rgilliland@aurora.ca; jgallo@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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	gsimon@newmarket.ca; vwoodhouse@newmarket.ca; jtwinney@newmarket.ca; tmorrison@newmarket.ca; bkwapis@newmarket.ca; kbroome@newmarket.ca; cbisanz@newmarket.ca
Subject:	RE: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello Councillors,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight.

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

Sign up to the York Region and Simcoe County e-newsletter here

---

From: York Region
Sent: April 28, 2021 10:32 AM
To: 'gsimon@newmarket.ca' <gsimon@newmarket.ca>; 'vwoodhouse@newmarket.ca' <vwoodhouse@newmarket.ca>; 'jtwinney@newmarket.ca' <jtwinney@newmarket.ca>; 'tmorrison@newmarket.ca' <tmorrison@newmarket.ca>; 'bkwapis@newmarket.ca' <bkwapis@newmarket.ca>; 'kbroome@newmarket.ca' <kbroome@newmarket.ca>; 'cbisanz@newmarket.ca' <cbisanz@newmarket.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	gsimon@newmarket.ca; vwoodhouse@newmarket.ca; jtwinney@newmarket.ca; tmorrison@newmarket.ca; bkwapis@newmarket.ca; kbroome@newmarket.ca; cbisanz@newmarket.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From: York Region
To: jcescolini@king.ca; dboyd@king.ca; jschneider@king.ca; bcober@king.ca; dschaefer@king.ca; aeek@king.ca
Subject: RE: Yonge North Subway Extension Virtual Open House for Northern York Region

---

Hello Councillors,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight.

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

Sign up to the York Region and Simcoe County e-newsletter here

---

From: York Region
Sent: April 28, 2021 10:33 AM
To: 'jcescolini@king.ca' <jcescolini@king.ca>; 'dboyd@king.ca' <dboyd@king.ca>; 'jschneider@king.ca' <jschneider@king.ca>; 'bcober@king.ca' <bcober@king.ca>; 'dschaefer@king.ca' <dschaefer@king.ca>; 'aeek@king.ca' <aeek@king.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	mwaddington@georgina.ca; dfellini@georgina.ca; dneeson@georgina.ca; fsebo@georgina.ca; dharding@georgina.ca; rgrossi@georgina.ca
Subject:	RE: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello Councillors,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight.

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

Sign up to the York Region and Simcoe County e-newsletter here

---

From: York Region
Sent: April 28, 2021 10:33 AM
To: 'mwaddington@georgina.ca' <mwaddington@georgina.ca>; 'dfellini@georgina.ca' <dfellini@georgina.ca>; 'dneeson@georgina.ca' <dneeson@georgina.ca>; 'fsebo@georgina.ca' <fsebo@georgina.ca>; 'dharding@georgina.ca' <dharding@georgina.ca>; 'rgrossi@georgina.ca' <rgrossi@georgina.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	mwaddington@georgina.ca; dfellini@georgina.ca; dneeson@georgina.ca; fsebo@georgina.ca; dharding@georgina.ca; rgrossi@georgina.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	scrone@eastgwillimbury.ca; cmorton@eastgwillimbury.ca; troydiclemente@eastgwillimbury.ca; jpersechini@eastgwillimbury.ca; lcarruthers@eastgwillimbury.ca; tfoster@eastgwillimbury.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	hkim@aurora.ca; wgaertner@aurora.ca; shumfryes@aurora.ca; mthompson@aurora.ca; rgilliland@aurora.ca; jgallo@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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	harold.kim@aurora.ca; wendy.gaertner@aurora.ca; sandra.humfryes@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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	jcescolini@king.ca; dboyd@king.ca; jschneider@king.ca; bcober@king.ca; dschaefer@king.ca; aeek@king.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 I 20 Bay Street I Toronto I Ontario I M5J 1E6
T: 416-202-4425

Sign up to the York Region and Simcoe County e-newsletter here

From:	York Region
To:	smackenzie-smith@aurora.ca; lhanna@eastgwillimbury.ca; wbennett@newmarket.ca; tathompson@georgina.ca; glenn.jackson@townofws.ca; jballantyne@king.ca; Candace Darbyshire
Cc:	Carrie.Slattery@york.ca; Daniel Olding
Subject:	RE: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello all,

A quick reminder to all that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

We've just posted a final batch of social media posts on Facebook and Twitter – please feel free to share. I also want to flag that we've just published an article on our blog that provides an overview of the network-wide benefits this project will have across all of York Region.

Appreciate the assistance all – feel free to reach out if you have any questions.

Michael

From: York Region
Sent: May 3, 2021 12:14 PM
To: 'smackenzie-smith@aurora.ca' <smackenzie-smith@aurora.ca>; 'lhanna@eastgwillimbury.ca' <lhanna@eastgwillimbury.ca>; 'wbennett@newmarket.ca' <wbennett@newmarket.ca>; 'tathompson@georgina.ca' <tathompson@georgina.ca>; 'glenn.jackson@townofws.ca' <glenn.jackson@townofws.ca>; 'jballantyne@king.ca' <jballantyne@king.ca>; 'Candace Darbyshire' <candace.darbyshire@townofws.ca>
Cc: 'Carrie.Slattery@york.ca' <Carrie.Slattery@york.ca>; 'Daniel Olding' <daniel.olding@richmondhill.ca>
Subject: RE: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello all,

Thanks to everyone who's shared our invitation to Wednesday's Virtual Open House. This morning we've just pushed live a new set of social posts advertising the event. See the links below - please feel free to share them on your channels!

Going forward, day of we will also be posting another reminder on social along with the stories which I provided last week.

Twitter:
https://twitter.com/YongeSubwayEXT/status/1389222053727850502?s=20

FB:
https://www.facebook.com/yongesubwayext/photos/a.1592898837479971/3476124155824087/

IG:
https://www.instagram.com/p/COaglz-hdVC/?utm_source=ig_web_copy_link

Let me know if you have any questions,
Michael

From: York Region
Sent: April 28, 2021 2:12 PM
To: 'smackenzie-smith@aurora.ca' <smackenzie-smith@aurora.ca>; 'lhanna@eastgwillimbury.ca' <lhanna@eastgwillimbury.ca>; 'wbennett@newmarket.ca' <wbennett@newmarket.ca>; 'tathompson@georgina.ca' <tathompson@georgina.ca>; 'glenn.jackson@townofws.ca' <glenn.jackson@townofws.ca>; 'jballantyne@king.ca' <jballantyne@king.ca>
Cc: 'Carrie.Slattery@york.ca' <Carrie.Slattery@york.ca>; Daniel Olding <daniel.olding@richmondhill.ca>
Subject: Yonge North Subway Extension Virtual Open House for Northern York Region

Hello,

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.

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.

It would be great if each of you could spread the word on this event through your social channels and networks.

Have a look at our Facebook, Twitter, and Instagram posts here to share.

As well, attached we've included digital versions of graphics for posts and stories on all social platforms.

If you have any questions, please feel free to reach out.

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

Sign up to the York Region and Simcoe County e-newsletter here

From: York Region
To: michael.parsa@pc.ola.org
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good morning MPP Parsa,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: paul.calandra@pc.ola.org
Cc: nicholas.quadrini@pc.ola.org
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon MPP Calandra,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:28 AM
To: 'paul.calandra@pc.ola.org' <paul.calandra@pc.ola.org>
Cc: 'nicholas.quadrini@pc.ola.org' <nicholas.quadrini@pc.ola.org>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning MPP Calandra,

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.

From: York Region
To: michael.parsa@pc.ola.org
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon MPP Parsa,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:24 AM
To: 'michael.parsa@pc.ola.org' <michael.parsa@pc.ola.org>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning MPP Parsa,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	paul.calandra@pc.ola.org
Cc:	nicholas.quadrini@pc.ola.org
Subject:	Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning MPP Calandra,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: caroline.mulroney@pc.ola.org
Subject: Reminder: Metrolinx Virtual Open House Tonight - Yonge North Subway Extension and the Northern Municipalities of York Region

---

Good afternoon Minister Mulroney,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place tonight from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for northern York Region residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents. Have a look at our Facebook and Twitter posts along with an article that provides an overview of the network-wide benefits this project will have across all of York Region.

Otherwise, please let us know if you intend on viewing tonight. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
Sent: April-28-21 10:21 AM
To: 'caroline.mulroney@pc.ola.org' <caroline.mulroney@pc.ola.org>
Subject: Metrolinx Virtual Open House Invitation - Yonge North Subway Extension and the Northern Municipalities of York Region

Good morning Minister Mulroney,

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.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

Presentation to Keep York Moving – May 6th, 2021

From:	York Region
To:	Jahangir, Sabriya; ElSetouhy, Lina M.
Subject:	FW: Metrolinx YNSE Presentation to Keep York Moving and other community groups - May 6, 4pm
Date:	May 27, 2021 11:11:20 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: York Region
Sent: May 5, 2021 4:07 PM
To: MayorScarpitti@markham.ca
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Metrolinx YNSE Presentation to Keep York Moving and other community groups - May 6, 4pm

Good afternoon Mayor Scarpitti,

We wanted to give you a heads up that tomorrow (Thursday) May 6, from 4pm-5pm, Metrolinx will be providing a briefing to Keep York Moving, which is an amalgam of various ratepayer groups in Thornhill (Markham and Vaughan) founded by Peter Miasek and Fred Winegust. The group approached Metrolinx to provide them with a briefing on our Yonge North Subway Extension (YNSE) stations analysis process with a specific look at the neighbourhood stations under analysis.

We will be providing this group with a presentation based on our analysis in the already released Initial Business Case. We will also be speaking on the following:

- Foundational perspective of the YNSE project
- Summary of the business case
- Neighbourhood stations analysis

Included among the invitees made by Keep York Moving are Councillor Irish and Regional Councilor Jones, as well as Vaughan's Councillor Shefman and Regional Councillor Ferri. The group has also invite the Royal Orchard, Ward One South Thornhill, Aileen Willowbrook and Grandview Ratepayer Associations from Markham.

If you have any questions or would like to attend, please do let us know.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3

From:	York Region
To:	Jahangir, Sabriya; ElSetouhy, Lina M.
Subject:	FW: Metrolinx YNSE Presentation to Keep York Moving and other community groups - May 6, 4pm-5pm
Date:	May 27, 2021 11:11:26 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: York Region
Sent: May 5, 2021 4:47 PM
To: maurizio.bevilacqua@vaughan.ca
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Metrolinx YNSE Presentation to Keep York Moving and other community groups - May 6, 4pm-5pm

Good afternoon Mayor Bevilacqua,

We wanted to give you a heads up that tomorrow (Thursday) May 6, from 4pm-5pm, Metrolinx will be providing a briefing to Keep York Moving, which is an amalgam of various ratepayer groups in Thornhill (Markham and Vaughan) founded by Peter Miasek and Fred Winegust. The group approached Metrolinx to provide them with a briefing on our Yonge North Subway Extension (YNSE) stations analysis process with a specific look at the neighbourhood stations under analysis.

We will be providing this group with a presentation based on our analysis in the already released Initial Business Case. We will also be speaking on the following:

- Foundational perspective of the YNSE project
- Summary of the business case
- Neighbourhood stations analysis

Included among the invitees made by Keep York Moving areas are Councillor Shefman and Regional Councillor Ferri, as well as Markham's Councillor Irish and Regional Councillor Jones. The group has also invited the Springfarm, Yonge Steels Working Group, and Flamingo Ratepayer groups from Vaughan.

If you have any questions or would like to attend, please do let us know.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3

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)
Peter Miasek (Co-Chair)
Fred Winegust (Co-Chair)

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
Jordan Max, President
Esther Bobet (Yonge Steeles Working Group division)
M.Rosen (Yonge Steeles Working Group division)
Enzo Minghella (Yonge Steeles Working Group division)
Pam Taraday-Levy (Yonge Steeles Working Group division)

Flamingo Ratepayers Association
Anet Mor
Naomi Schacter

Ward 1 South Thornhill Residents Inc.
David Weglo
Evelin Ellison

Grandview Residents Association (GARA)
Rhonda Duma

Others
Brian Frois (Mayor Scarpitti Chief of Staff)

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.

Peter Miasek – 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.

Fred Winegust/Peter Miasek – 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.

Fred Winegust – Was land use planning used for the Clark catchment area?
A – Land use planning includes projected growth, and future work will involve significant collaboration.

Jordan Max – 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.

Jordan Max – When will Metrolinx finalize its neighbourhood stations decision?
A – It is currently being studies as part of the Preliminary Design Business Case (PDBC). The decision will be made before the end of 2021.

Peter Miasek - 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.

Fred Winegust – Would you accept our community coalition survey data, and incorporate into your study?
A – Short answer is yes, we will. The other answer it 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.

Fred Winegust – Will there be parking at Clark Station?
A – There is no vehicular parking planned for a prospective Clark Station.

Briefing for MP Sgro – May 11th, 2021

Meeting Summary: Briefing for MP Judy Sgro
Tuesday, May 11, 2021
9am-10am
Teams Link

Attendees

Metrolinx
Rajesh Khetarpal, (A) VP, Community Engagement (905 Region)
Stephen Collins, Program Sponsor, Yonge North Subway
Azim Ahmed, Manager, Community Relations, Yonge North Subway

Summary
As a regular citizen residing in the Royal Orchard community (8111 Yonge Condo's), Judy Sgro is interested to know about the proposed alignment and potential property impacts in the area. She has said she is willing to be a 'voice of reason' for a community that is frustrated and concerned about the prospects of a subway going under their homes.

The meeting was a good introduction to the details of the proposed alignment, and will lead to future engagement with the condo board at 8111 Yonge Street. Ms. Sgro may serve as a future 'champion' for the project.

Q & A
Where exactly does the proposed alignment go? Will it impact 8111 Yonge?

How deep would the proposed Royal Orchard Station be?

How deep is the tunnelling near Yonge Street, and how deep under by the creek?

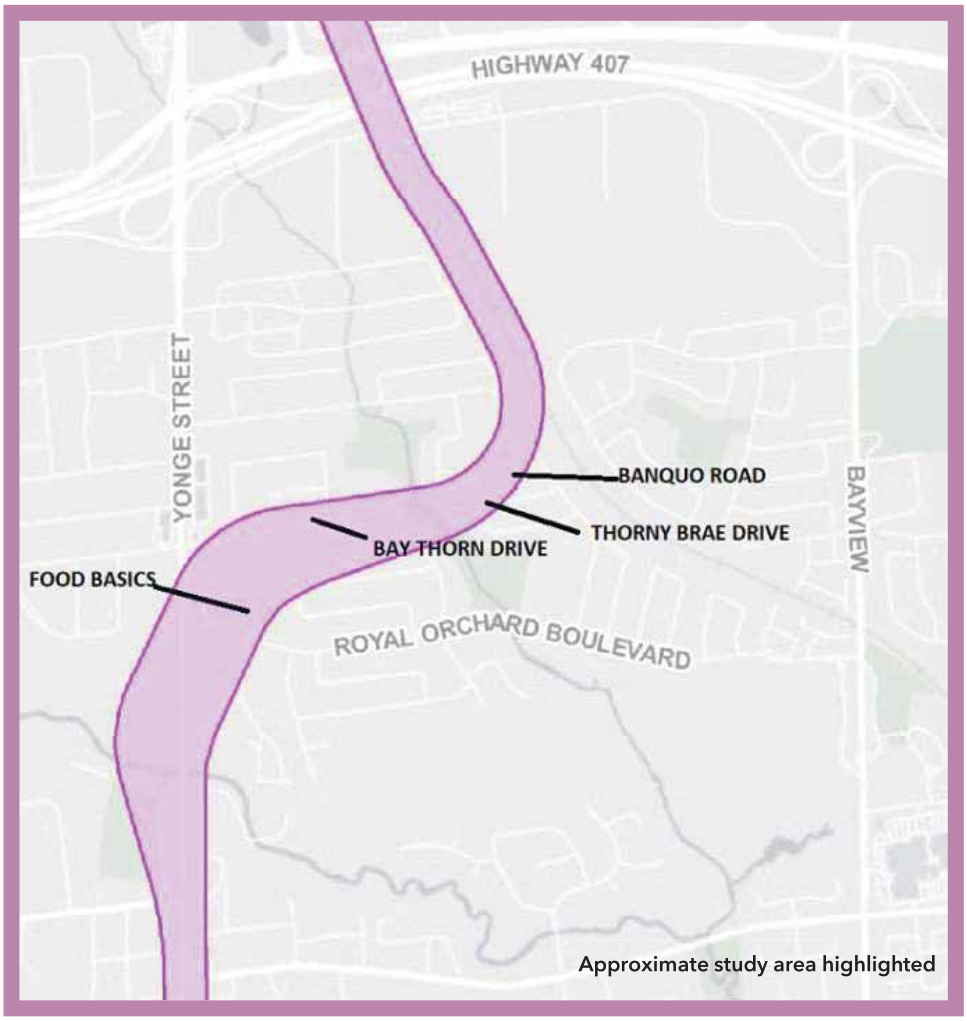
What are the types of noise and vibration mitigation measures that will be used?

Notice of Environmental Studies Beginning – May 13th, 2021

Environmental assessment studies to begin in your area

May 3, 2021

What is the Yonge North Subway Extension Project?
The Yonge North Subway Extension is a Metrolinx project that 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.



What is happening?
An environmental assessment is being prepared for the project that involves studying things like soil and groundwater quality, the natural environment, ambient noise and vibration levels, and land use. All work will be non-intrusive and confined only to public property and private property where necessary permissions have been obtained. If there is a need for access to any private property, we'll be back to ask homeowners for their permission.

What to expect
You might notice personnel wearing reflective vests in vehicles or carrying tools and other equipment as they complete their investigations. Field teams will use equipment like GPS devices, hand-held antennas, tree caliper measures, and binoculars for their investigations. They'll also take notes and photos using smartphones, place noise measurement equipment on utility poles, light posts, and fences, and place vibration measurement equipment on the ground.

Timing
The work is expected to start May 13 or later and last approximately **three to four weeks**.

Join the conversation

Please join us for our next **virtual open house** to learn about the Environmental Assessment process, and how to provide your input into the project.

Date: Wednesday, May 19, 2021
Time: 6:30 p.m. – 8:00 p.m.
Registration: Please visit *metrolinxengage.com/ynse/live-meeting-may19*

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

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.

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
Metrolinx.com/YongeSubwayExt
Twitter: @YongeSubwayExt **Facebook:** @YongeSubwayExt

METROLINX

Environmental assessment studies to begin in your area

May 3, 2021

What is the Yonge North Subway Extension Project?
The Yonge North Subway Extension is a Metrolinx project that 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.

What is happening?
An environmental assessment is being prepared for the project that involves studying things like soil and groundwater quality, the natural environment, ambient noise and vibration levels, and land use. All work will be non-intrusive and confined only to public property and private property where necessary permissions have been obtained. If there is a need for access to any private property, we'll be back to ask homeowners for their permission.

What to expect
You might notice personnel wearing reflective vests in vehicles or carrying tools and other equipment as they complete their investigations. Field teams will use equipment like GPS devices, hand-held antennas, tree caliper measures, and binoculars for their investigations. They'll also take notes and photos using smartphones, place noise measurement equipment on utility poles, light posts, and fences, and place vibration measurement equipment on the ground.

Timing
The work is expected to start May 13 or later and last approximately **three to four weeks**.

Join the conversation
Please join us for our next **virtual open house** to learn about the Environmental Assessment process, and how to provide your input into the project.

Date: Wednesday, May 19, 2021
Time: 6:30 p.m. – 8:00 p.m.
Registration: Please visit *metrolinxengage.com/ynse/live-meeting-may19*

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

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.

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
Metrolinx.com/YongeSubwayExt
Twitter: @YongeSubwayExt **Facebook:** @YongeSubwayExt

METROLINX

From:	York Region
To:	councillor_filion@toronto.ca
Subject:	Community Notice - Yonge North Subway Extension Environmental Studies to Begin in mid-May
Attachments:	Notice_Metrolinx Environmental Studies_May 2021.pdf

Good morning Councillor Filion,

I hope you are keeping well. Attached is a flyer notice detailing upcoming environmental work that will occur in your ward.

We will begin light, non-disruptive environmental studies on May 13 at the earliest. The type of work will include surveying, wildlife observation, etc. It will be done during business hours, and take up to three to four weeks. Please see the attached notice for more information, including approximate area that the studies will take place. This work is occurring throughout the alignment, from Finch to Richmond Hill.

Please note the second page of the notice contains the link to our May 19 all-alignment Virtual Open House, which will serve as an introduction to the Environmental Assessment Process.

Feel free to reach me for any further questions or concerns.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	Godwin Chan
Cc:	Neera.Chakravorty@richmondhill.ca; Daniel Olding
Subject:	Community Notice - Yonge North Subway Extension Environmental Studies to Begin in mid-May
Attachments:	Notice_Metrolinx Environmental Studies_May 2021.pdf

Good morning Councillor Chan,

I hope you are keeping well. Attached is a flyer notice detailing upcoming environmental work that will occur in your ward.

We will begin light, non-disruptive environmental studies on May 13 at the earliest. The type of work will include surveying, wildlife observation, etc. It will be done during business hours, and take up to three to four weeks. Please see the attached notice for more information, including approximate area that the studies will take place. This work is occurring throughout the alignment, from Finch to Richmond Hill.

Please note the second page of the notice contains the link to our May 19 all-alignment Virtual Open House, which will serve as an introduction to the Environmental Assessment Process.

Feel free to reach me for any further questions or concerns.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	KIrish@markham.ca
Subject:	Community Notice - Environmental Studies to Begin in Royal Orchard Area in mid-May
Attachments:	Notice_Metrolinx Environmental Studies in Royal Orchard_May 2021.pdf

Good afternoon Councillor Irish,

I hope you are keeping well. Attached is a flyer notice that I will be dropping off in select portions of the community this afternoon. We will begin light, non-disruptive environmental studies on May 13 at the earliest. The type of work will include surveying, wildlife observation, etc. It will be done during business hours, and take up to three to four weeks. Please see the attached notice for more information, including approximate area that the studies will take place. This work is occurring throughout the alignment, from Finch to Richmond Hill.

Please note the second page of the notice contains the link to our May 19 all-alignment Virtual Open House, which will serve as an introduction to the Environmental Assessment Process.

Feel free to reach me for any further questions or concerns.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	daisy.wai@pc.ola.org
Subject:	Community Notice - Yonge North Subway Extension Environmental Studies to Begin in mid-May
Attachments:	Notice_Metrolinx Environmental Studies_May 2021.pdf

Good morning MPP Wai,

I hope you are keeping well. Attached is a flyer notice detailing upcoming environmental work that will occur in your ward.

We will begin light, non-disruptive environmental studies on May 13 at the earliest. The type of work will include surveying, wildlife observation, etc. It will be done during business hours, and take up to three to four weeks. Please see the attached notice for more information, including approximate area that the studies will take place. This work is occurring throughout the alignment, from Finch to Richmond Hill.

Please note the second page of the notice contains the link to our May 19 all-alignment Virtual Open House, which will serve as an introduction to the Environmental Assessment Process.

Feel free to reach me for any further questions or concerns.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	Gila Martow
Subject:	Community Notice - Environmental Studies to Begin in Royal Orchard Area in mid-May
Attachments:	Notice_Metrolinx Environmental Studies in Royal Orchard_May 2021.pdf

Good afternoon MPP Martow,

I hope you are keeping well. Attached is a flyer notice that I will be dropping off in select portions of the community this afternoon. We will begin light, non-disruptive environmental studies on May 13 at the earliest. The type of work will include surveying, wildlife observation, etc. It will be done during business hours, and take up to three to four weeks. Please see the attached notice for more information, including approximate area that the studies will take place. This work is occurring throughout the alignment, from Finch to Richmond Hill.

Please note the second page of the notice contains the link to our May 19 all-alignment Virtual Open House, which will serve as an introduction to the Environmental Assessment Process.

Feel free to reach me for any further questions or concerns.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

YNSE Virtual Open House Notification – May 19th, 2021

From: York Region
To: Godwin Chan
Subject: RE: Metrolinx invitation to councillor"s briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

---

Good morning Councillor Chan,

Appreciate your confirmation and heads up. Apologies for the conflict on the 19th; I hope perhaps you or a staffer can attend the first part of the virtual open house. If not, we would be happy to provide you a post recap.

For the pre-briefing, we will be sending you an invite shortly.

Thank you,
Azim

From: Godwin Chan <godwin.chan@richmondhill.ca>
Sent: May-13-21 7:41 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Metrolinx invitation to councillor's briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

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.

Azim,
Please note that Richmond Hill Council has a Public Meeting on May 19 at 7:30 pm.

Godwin Chan

Regional Councillor (Acting)
Councillor, Ward 6
City of Richmond Hill

Chair, Economic Development Committee
Chair, Recover Richmond Hill Task Force

Tel: (905) 771-2509
Website: www.godwinchan.com
Follow me at:
Twitter: @CouncillorChan
Facebook: /GodwinChan

Instagram: godwin63

This e-mail message (including attachments, if any) is directed in confidence to the person(s) named above, and may contain information that is privileged, confidential, proprietary, and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this email and any attachments thereto is strictly prohibited. If you have received this email in error, please notify the sender and immediately and permanently delete the original and any copy of this email and any printout thereof. Thank you.



On May 12, 2021, at 8:49 PM, Godwin Chan <godwin.chan@richmondhill.ca> wrote:

Azim,
Thanks for the invitation. Please let me know when the briefing date and time are confirmed.

Godwin Chan

Regional Councillor (Acting)
Councillor, Ward 6
City of Richmond Hill

Chair, Economic Development Committee
Chair, Recover Richmond Hill Task Force

Tel: (905) 771-2509
Website: www.godwinchan.com

Follow me at:
Twitter: @CouncillorChan
Facebook: /GodwinChan
Instagram: godwin63

This e-mail message (including attachments, if any) is directed in confidence to the person(s) named above, and may contain information that is privileged, confidential, proprietary, and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this email and any attachments thereto is strictly prohibited. If you have received this email in error, please notify the sender and immediately and permanently delete the original and any copy of this email and any printout thereof. Thank you.



On May 12, 2021, at 5:45 PM, York Region <YorkRegion@metrolinx.com> wrote:

CAUTION: This email is from an external source. Please do not click links or open attachments unless you recognize the sender.

Good evening Councillor Chan,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we

acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the local councillors of Markham, Richmond Hill, Vaughan and Toronto impacted by the alignment on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for local councillors we who's ward's are impacted we offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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:	Godwin Chan
Subject:	Metrolinx invitation to councillor"s briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good evening Councillor Chan,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the local councillors of Markham, Richmond Hill, Vaughan and Toronto impacted by the alignment on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for local councillors we who's ward's are impacted we offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	Jahangir, Sabriya; ElSetouhy, Lina M.
Subject:	FW: Metrolinx Yonge North Subway Extension Briefing Invitation and Upcoming Engagement
Date:	May 27, 2021 11:11:57 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: York Region
Sent: May 12, 2021 1:52 PM
To: councillor_filion@toronto.ca
Subject: Metrolinx Yonge North Subway Extension Briefing Invitation and Upcoming Engagement

Good afternoon Councillor Filion,

I hope you are keeping well. Following up on a voicemail I left earlier today, I wanted to bring to your attention an upcoming Yonge North Subway Extension (YNSE) virtual open house for all communities along the alignment. In addition to this, we are happy to hold a pre-engagement briefing for you, to update you on the project, and answer any questions you may have.

The Virtual Open House will be held on Wednesday May 19, from 6:30-8:00pm, and will be held virtually. You can register for the event here: https://www.metrolinxengage.com/en/content/yonge-north-subway-extension-live-may-19-2021

For the briefing, we are happy to virtually meet you anytime between tomorrow, Thursday May 12, and Wednesday May 19.

We look forward to meeting with you.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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:	Councillor, Keith Irish - Markham
Subject:	Metrolinx invitation to councillor"s briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good evening Councillor Irish,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the local councillors of Markham, Richmond Hill, Vaughan and Toronto impacted by the alignment on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for local councillors we who's ward's are impacted we offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	mayor_tory@toronto.ca
Subject:	Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good morning Mayor Tory,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the four mayors of Markham, Richmond Hill, Vaughan and Toronto on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for the mayor's of the four municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: MayorScarpitti@markham.ca
Subject: Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

---

Good morning Mayor Scarpitti,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the four mayors of Markham, Richmond Hill, Vaughan and Toronto on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for the mayor's of the four municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: Joe DiPaola
Subject: RE: Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good morning Dennis,

Thank you for confirming the Acting Mayor's participation for the pre-briefing as well as the virtual open house. We will send out an invite for the pre-briefing shortly.

Thank you,
Azim

From: Joe DiPaola <joe.dipaola@richmondhill.ca>
Sent: May-13-21 4:18 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: RE: Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

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 afternoon Azim;

As a follow up to my email yesterday this is to confirm that Acting mAyor DiPaola would like to participate in the may19 virtual open house on the YNSE and is also very interested in a pre meeting with the other three Mayors on either Monday or Tuesday beforehand.

I mentioned a calendar time that he could make himself available those two days.

Here they are again:

He could do the Mayor's briefing on **the 17th after 3:00 pm** or on the **18th before 2:00 pm.**

Let me know and I can confirm this.

Many thanks for reaching out.

Best regards;

On behalf of Acting Mayor Joe Dipaola

Dennis Flaherty
Chief of Staff

T 905.771.9996, ext. 5471
M 416.453.7524
dennis.flaherty@richmondhill.ca
www.joedipaola.ca

225 East Beaver Creek
Richmond Hill, Ontario
L4B 3P4

RH_Logo_CMYK_email

From: Joe DiPaola
Sent: Wednesday, May 12, 2021 5:49 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Joe DiPaola <joedipaola@outlook.com>
Subject: RE: Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Thank you for bringing this to the Acting Mayor's attention.

I will discuss with him tomorrow the meeting on the 19th and the special briefing on either the 17th or 18th.

He could do the briefing on either the 17th after 3:00 pm and on the 18th before 2:00 pm.

Regarding the meeting on the 19th he does have a Council Public meeting that begins at 7:30 so his attendance would be limited to 6:30 – 7:15 pm

Best regards;

On behalf of Acting Mayor Joe Dipaola
Dennis Flaherty
Chief of Staff
T 905.771.9996, ext. 5471
M 416.453.7524
dennis.flaherty@richmondhill.ca
www.joedipaola.ca

225 East Beaver Creek
Richmond Hill, Ontario
L4B 3P4

RH_Logo_CMYK_email

From: York Region <YorkRegion@metrolinx.com>
Sent: Wednesday, May 12, 2021 5:28 PM
To: Joe DiPaola <joe.dipaola@richmondhill.ca>
Subject: Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

! **CAUTION:** This email is from an external source. Please do not click links or open attachments unless you recognize the sender.

Good morning (A) Mayor DiPaola,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the four mayors of Markham, Richmond Hill, Vaughan and Toronto on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for the mayor's of the four municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)

From:	York Region
To:	joe.dipaola@richmondhill.ca
Subject:	Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good morning (A) Mayor DiPaola,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the four mayors of Markham, Richmond Hill, Vaughan and Toronto on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for the mayor's of the four municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:	York Region
To:	maurizio.bevilacqua@vaughan.ca
Subject:	Metrolinx invitation to mayoral briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good morning Mayor Bevilacqua,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the four mayors of Markham, Richmond Hill, Vaughan and Toronto on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for the mayor's of the four municipalities we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: York Region
To: Shefman, Alan
Subject: RE: Metrolinx invitation to councillor"s briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

---

Good afternoon Councillor,

Apologies, it appears that the 17th may be difficult to coordinate. Would you be open for a Tuesday May 18, 5pm briefing? If this does not work, please let us know what other times work for you (17th or 18th) and I will do my best to accommodate.

Thank you,
Azim

From: Shefman, Alan <Alan.Shefman@vaughan.ca>
Sent: May-12-21 6:27 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Metrolinx invitation to councillor's briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

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

Yes I will be attending this event.

I would prefer the 17th for the briefing prior to the public meeting.

Alan

Alan Shefman, Councillor
Ward 5 - Thornhill
City of Vaughan
alan.shefman@vaughan.ca
905-832-8585 x8349

2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

-- We are what we do, not what we say --

Subscribe to W5 Update, the Electronic Newsletter for the Residents of Ward 5

https://ward5.vaughan.ca/Subscribe

From: York Region <YorkRegion@metrolinx.com>
Sent: May 12, 2021 17:43
To: Shefman, Alan
Subject: [External] Metrolinx invitation to councillor's briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good evening Councillor Shefman,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the local councillors of Markham, Richmond Hill, Vaughan and Toronto impacted by the alignment on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for local councillors we who's ward's are impacted we offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed

From: York Region
To: Shefman, Alan
Subject: RE: Metrolinx invitation to councillor"s briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good morning Councillor Shefman,

Thank you for this. We will send out an invite shortly, for likely the 17th. Look forward to discussing the project with you.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From: Shefman, Alan <Alan.Shefman@vaughan.ca>
Sent: May-12-21 6:27 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Metrolinx invitation to councillor's briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

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

Yes I will be attending this event.

I would prefer the 17th for the briefing prior to the public meeting.

Alan

Alan Shefman, Councillor
Ward 5 - Thornhill
City of Vaughan
alan.shefman@vaughan.ca
905-832-8585 x8349

2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

-- We are what we do, not what we say --

Subscribe to W5 Update, the Electronic Newsletter for the Residents of Ward 5

https://ward5.vaughan.ca/Subscribe

From: York Region <YorkRegion@metrolinx.com>
Sent: May 12, 2021 17:43
To: Shefman, Alan
Subject: [External] Metrolinx invitation to councillor's briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good evening Councillor Shefman,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the local councillors of Markham, Richmond Hill, Vaughan and Toronto impacted by the alignment on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for local councillors we who's ward's are impacted we offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

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, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

From:	York Region
To:	alan.shefman@vaughan.ca
Subject:	Metrolinx invitation to councillor"s briefing prior to YNSE Environmental Assessment, May 19 Virtual Open House

Good evening Councillor Shefman,

I'm getting in touch to let you know Metrolinx will be hosting a Virtual Open House for all residents and communities throughout the Yonge North Subway Extension (YNSE) alignment on Wednesday May 19. This will recap where we are on the project, but also introduce the soon-to-begin Environmental Assessment Process. This is expected to be the largest of our virtual open houses thus far.

If you plan to attend, please let us know and we can ensure that we acknowledge your presence that evening.

In addition, a pre-event briefing is being offered to the local councillors of Markham, Richmond Hill, Vaughan and Toronto impacted by the alignment on Monday or Tuesday of next week.

Our Virtual Open House will be live on May 19 from 6:30-8:00 PM.

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.

Finally, for local councillors we who's ward's are impacted we offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday, May 17 or Tuesday May 18. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

YNSE Virtual Open House Notification - October 20th, 2021

From:	York Region
To:	wayne.emmerson@york.ca
Subject:	Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments:	image001.png

Good afternoon Chairman Emmerson,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
To: officemayor@richmondhill.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Mayor Barrow,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From:	York Region
To:	Godwin Chan
Subject:	RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments:	image001.png

Good afternoon Councillor Chan,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:33 PM
To: Godwin Chan <godwin.chan@richmondhill.ca>
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Chan,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: karen.cilevitz@richmondhill.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Cilevitz,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:45 PM
To: karen.cilevitz@richmondhill.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Cilevitz,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: mario.ferri@vaughan.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Ferri,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:49 PM
To: mario.ferri@vaughan.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Ferri,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: councillor_filion@toronto.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Filion,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:46 PM
To: councillor_filion@toronto.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Filion,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From:	York Region
To:	dhamilton@markham.ca
Subject:	RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments:	image001.png

Good afternoon Councillor Hamilton,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:46 PM
To: dhamilton@markham.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Hamilton,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: jheath@markham.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Heath,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:47 PM
To: jheath@markham.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Heath,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From:	York Region
To:	"Councillor, Keith Irish - Markham"
Subject:	RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments:	image001.png

Good afternoon Councillor Irish,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:30 PM
To: 'Councillor, Keith Irish - Markham' <KIrish@markham.ca>
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Irish,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: linda.jackson@vaughan.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Jackson,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:50 PM
To: linda.jackson@vaughan.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Jackson,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: jjones@markham.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Jones,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:48 PM
To: jjones@markham.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Jones,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: joeli@markham.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Li,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:47 PM
To: joeli@markham.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Li,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: carmine.perrelli@richmondhill.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Perrelli,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:49 PM
To: carmine.perrelli@richmondhill.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Perrelli,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: gino.rosati@vaughan.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Rosati,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:50 PM
To: gino.rosati@vaughan.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Rosati,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: alan.shefman@vaughan.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Councillor Shefman,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:32 PM
To: alan.shefman@vaughan.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor Shefman,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From:	York Region
To:	David West
Subject:	RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments:	image001.png

Good afternoon Councillor West,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:33 PM
To: David West <david.west@richmondhill.ca>
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Councillor West,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: Allie McHugh
To: maurizio.bevilacqua@vaughan.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Mayor Bevilacqua,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: Allie McHugh
Sent: October 13, 2021 12:23 PM
To: maurizio.bevilacqua@vaughan.ca <maurizio.bevilacqua@vaughan.ca>
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Mayor Bevilacqua,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: Allie McHugh
To: joe.dipaola@richmondhill.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Mayor DiPaola,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: Allie McHugh
Sent: October 13, 2021 12:25 PM
To: joe.dipaola@richmondhill.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Mayor DiPaola,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: Allie McHugh
To: MayorScarpitti@markham.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Mayor Scarpitti,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: Allie McHugh
Sent: October 13, 2021 12:23 PM
To: MayorScarpitti@markham.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Mayor Scarpitti,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: "mayor_tory@toronto.ca"
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Mayor Tory,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:28 PM
To: 'mayor_tory@toronto.ca' <mayor_tory@toronto.ca>
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Mayor Tory,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: melissa@melissalantsman.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Minister Lantsman,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:14 PM
To: melissa@melissalantsman.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Minister Lantsman,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From:	Allie McHugh
To:	Lecceco, Stephen
Cc:	York Region
Subject:	RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments:	image001.png

Good afternoon Minister Lecce,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: Allie McHugh
Sent: October 13, 2021 12:17 PM
To: Lecceco, Stephen <stephen.lecceco@pc.ola.org>
Cc: York Region <YorkRegion@metrolinx.com>
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Minister Lecce,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: caroline.mulroney@pc.ola.org
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon Minister Mulroney,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:39 PM
To: caroline.mulroney@pc.ola.org
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon Minister Mulroney,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: paul.calandra@pc.ola.org
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon MPP Calandra,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:36 PM
To: paul.calandra@pc.ola.org
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon MPP Calandra,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: Vanessa Clarke
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon MPP Cho,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
Sent: October 13, 2021 12:40 PM
To: Vanessa Clarke <stan.cho@pc.ola.org>
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon MPP Cho,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: ali.ehsassi.c1@parl.gc.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon MPP Ehassi,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:42 PM
To: ali.ehsassi.c1@parl.gc.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon MPP Ehassi,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: Majid.Jowhari@parl.gc.ca
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon MPP Jowhari,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:42 PM
To: Majid.Jowhari@parl.gc.ca
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon MPP Jowhari,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: Allie McHugh
To: gila.martow@pc.ola.org
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon MPP Martow,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: Allie McHugh
Sent: October 13, 2021 12:20 PM
To: gila.martow@pc.ola.org
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon MPP Martow,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: York Region
To: michael.parsa@pc.ola.org
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon MPP Parsa,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: York Region
Sent: October 13, 2021 12:37 PM
To: michael.parsa@pc.ola.org
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon MPP Parsa,

I'm getting in touch to let you know 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 October 20 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 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.

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.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



From: Allie McHugh
To: daisy.waico@pc.ola.org
Subject: RE: Metrolinx Virtual Open House: Yonge North Subway Extension Update
Attachments: image001.png

Good afternoon MPP Wai,

Further to my invitation below, a quick reminder that this Virtual Open House will be taking place Wednesday, Oct. 20 from 6:30 – 8:00 PM. Residents can register for the event, submit and vote on questions now through our dedicated page.

This event is a forum for residents to ask questions and learn more about the Yonge North Subway Extension.

I'd encourage you to share this invite with your constituents and have a look at our Facebook, Instagram and Twitter posts that you can share.

Otherwise, please let us know if you intend on attending on Wednesday. If you are, we will be happy to acknowledge your presence to the audience.

Sincerely,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From: Allie McHugh
Sent: October 13, 2021 12:19 PM
To: daisy.waico@pc.ola.org
Subject: Metrolinx Virtual Open House: Yonge North Subway Extension Update

Good afternoon MPP Wai,

I'm getting in touch to let you know 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. In addition, a pre-event briefing is being offered to elected officials.

Our Virtual Open House will be live on October 20 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 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.

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.

Finally, we are offering a pre-event briefing, where you can see the presentation deck, ask additional questions, or offer any advice on our approach. We can schedule this for Monday October 18, Tuesday October 19, or during the day of Wednesday October 20. Please let me know if you would like this briefing.

If you have any questions, please feel free to reach out.

Sincerely,

Allie McHugh

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073



Briefing for MPP Martow – November 8th, 2021

Event Summary: YNSE Meeting with MPP Martow
Monday, November 8, 2021
1:00pm - 2:00pm
Teleconference (MS Teams)

ATTENDEES
Metrolinx
Nikhil Lobo, Sponsor, Yonge North Subway Extension
Nick Faieta, Senior Manager, Community Relations, York Region
Allie McHugh, Specialist, Community Relations, York Region

Elected Officials Staff
MPP Gila Martow

OVERVIEW
The YNSE team met with the MPP Martow for a follow-up meeting to the pre-event briefing with the MPP for the Oct. 20 virtual open house. The pre-event briefing covered the VOH presentation project updates, information on tunnel construction, the upcoming environmental addendum and preliminary noise and vibration results, property compensation process, and updates on our upcoming community office and sound demonstrations. MPP Martow had follow-up questions about the broader network connections with the YNSE, the route, and property requirements.

QUESTIONS and COMMENTS

MPP Martow:
- It's unfortunate that there isn't a train station planned for by the 407. It's a family-oriented area and people need their cars to pickup their kids from daycare, hockey, etc. The express buses are not being used because of the additional cost with the bus fare. People will use the subway if they can get to it, without getting off the 407. Traffic in York Region is very busy, and often times people are sitting in traffic to get to the station, like Rutherford, for longer than the amount of time they would save taking the train. If you take the subway away from Yonge Street, it's harder to pick-up and drop-off, because of the traffic to get there. The subway should stay on Yonge.

Mx:
- One of the benefits of the province and Metrolinx working on transit is that we can think about things from a larger network perspective. The province has a larger mandate to look at it from the end-to-end perspective. The parking study that is being conducted is to understand the level of demand – what it is and what we will do to accommodate it. This is the same with what pick-up and drop-off will be in place. PPUD will be in place at the core stations because the demand is there, both the current levels and the future levels.

- MPP Martow:
- Why can't the subway stay on Yonge Street?

Mx:

- 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.

- The project that Metrolinx inherited was over $9 billion, and the challenge is to stay within our funding envelope of $5.6 billion while maximizing benefits, considering future growth and development of the region.

MPP Martow:

- When the subway is first built there will be all kinds of safeguards and mechanisms in place. Eventually, the soil and the conditions will change and there will be noise and vibration. The subway should stay on Yonge; subways should not turn if they don't have to.

Mx:

- We're going to be using noise and vibration solutions that have been proven to work on modern subway lines all over the world. Additionally ,the curves and turns that are planned for YNSE are not as sharp as the curves on line 1 to Union Station. With YNSE there are no tight curves, only gradual curves that are well inline with operating standards. In regards to maintenance, the province is taking ownership of these assets and is responsible for them. This is a long-term relationship that we are just starting with the community.

MPP Martow:

- People want a guarantee on their property, something like an independent contractor will come and check the vibration every year and fix it, or compensate people for the cost. Either that, or expropriate all the homes in the neighbourhood.

Mx:

- Property requirements have not yet been finalized, but we are taking resident concerns into consideration. 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.

ACTION ITEMS

1) Provide MPP Martow's office with information on passenger pick-up and drop-off relative to the 407
2) Provide MPP Martow's office with itemized cost for the route staying on Yonge and the current reference alignment



YNSE Virtual Open House Notification – December 16th, 2021

From: York Region <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:38 AM
To: godwin.chan@richmondhill.ca
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 Regional Councillor Chan,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:00 PM
To: godwin.chan@richmondhill.ca
Subject: Metrolinx Yonge North Subway Route Update

Good afternoon Regional Councillor Chan,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:36 AM
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 members of York Region Council,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 1:58 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Metrolinx Yonge North Subway Route Update

Good afternoon members of York Region Council,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:34 AM
To: gila.martow@pc.ola.org
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 MPP Martow,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 1:54 PM
To: gila.martow@pc.ola.org
Subject: Metrolinx Yonge North Subway Route Update

Good afternoon MPP Martow,

I am reaching out today to share an update on the Young 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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:51 AM
To: info@vaughanchamber.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 members of the Vaughan Chamber of Commerce,

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 and businesses 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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 3:21 PM
To: info@vaughanchamber.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon members of the Vaughan Chamber of Commerce,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:49 AM
To: caroline.mulroney@pc.ola.org
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 Minister Mulroney,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:28 PM
To: caroline.mulroney@pc.ola.org
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Minister Mulroney,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:49 AM
To: maryanne.dempster@richmondhill.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 CAO Dempster,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:26 PM
To: maryanne.dempster@richmondhill.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon CAO Dempster,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:48 AM
To: michael.parsa@pc.ola.org
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 MPP Parsa,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:26 PM
To: michael.parsa@pc.ola.org
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon MPP Parsa,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:46 AM
To: paul.calandra@pc.ola.org
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 Minister Calandra,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:26 PM
To: paul.calandra@pc.ola.org
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Minister Calandra,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:46 AM
To: christine.elliott@pc.ola.org
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 Deputy Premier Elliott,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:25 PM
To: christine.elliott@pc.ola.org
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Deputy Premier Elliott,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:43 AM
To: melissa.lantsman@parl.gc.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 MP Lantsman,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:10 PM
To: melissa.lantsman@parl.gc.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon MP Lantsman,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:42 AM
To: Majid.Jowhari@parl.gc.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 MP Jowhari,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:09 PM
To: Majid.Jowhari@parl.gc.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon MP Jowhari,

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.

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:41 AM
To: stan.cho@pc.ola.org
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 MPP Cho,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:07 PM
To: stan.cho@pc.ola.org
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Associate Minister Cho,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:40 AM
To: alan.shefman@vaughan.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 Councillor Shefman,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:06 PM
To: alan.shefman@vaughan.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Councillor Shefman,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:40 AM
To: councillor_filion@toronto.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 Councillor Filion,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:06 PM
To: councillor_filion@toronto.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Councillor Filion,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:39 AM
To: daisy.waico@pc.ola.org
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 MPP Wai,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:05 PM
To: daisy.waico@pc.ola.org
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon MPP Wai,

I am reaching out today to share an update on the Young 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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:38 AM
To: kirish@markham.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 Councillor Irish,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:02 PM
To: kirish@markham.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Councillor Irish,

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,

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 10, 2021 11:47 AM
To: chris.murray@toronto.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 Mr. Murray,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:26 PM
To: chris.murray@toronto.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Mr. Murray,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:47 AM
To: 'mayor_tory@toronto.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 Mayor Tory,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:26 PM
To: 'mayor_tory@toronto.ca' <mayor_tory@toronto.ca>
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Mayor Tory,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:45 AM
To: maurizio.bevilacqua@vaughan.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 Mayor Bevilacqua,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:18 PM
To: maurizio.bevilacqua@vaughan.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Mayor Bevilacqua,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:45 AM
To: dhamilton@markham.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 Deputy Mayor Hamilton,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:17 PM
To: dhamilton@markham.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Deputy Mayor Hamilton,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:44 AM
To: MayorScarpitti@markham.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 Mayor Scarpitti,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:12 PM
To: MayorScarpitti@markham.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Mayor Scarpitti,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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 <YorkRegion@metrolinx.com>
Sent: December 10, 2021 11:43 AM
To: officemayor@richmondhill.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 Mayor Di Paola,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: York Region
Sent: December 8, 2021 2:11 PM
To: officemayor@richmondhill.ca
Subject: Plans for Yonge North Subway Extension bring tunnels deeper and below fewer properties

Good afternoon Mayor Di Paola,

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 I 20 Bay Street, Suite 600 I Toronto I Ontario I 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.

Metrolinx CEO Open Letter to the Community

From: York Region
To: stan.cho@pc.ola.org
Subject: Yonge North Subway Extension, Metrolinx CEO Open Letter to the Community
Attachments:

Good afternoon MPP Cho. 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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3



METROLINX

Office of the President & Chief Executive Officer
Phil Verster
CEO@metrolinx.com
(416) 202-5908

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 21metres (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,



Phil Verster
President and CEO

From: York Region
To: daisy.waico@pc.ola.org
Subject: Yonge North Subway Extension, Metrolinx CEO Open Letter to the Community
Attachments:

Good afternoon MPP Wai. 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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3



METROLINX

Office of the President & Chief Executive Officer
Phil Verster
CEO@metrolinx.com
(416) 202-5908

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 21metres (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,



Phil Verster
President and CEO

From: York Region
To: gila.martow@pc.ola.org
Subject: Yonge North Subway Extension, Metrolinx CEO Open Letter to the Community
Attachments:

Good afternoon MPP Martow. 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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3



METROLINX

Office of the President & Chief Executive Officer
Phil Verster
CEO@metrolinx.com
(416) 202-5908

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 21metres (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,



Phil Verster
President and CEO

Appendix I – Consultation Record

Appendix I.11 – GRT Circulation

Federal Review Agencies

From:	York Region
To:	FisheriesProtection@dfo-mpo.gc.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date:	October 28, 2021 5:14:18 PM
Attachments:	GRT RCS S0400-ENV-8149-012-YNSE-EPR-Addendum - Fisheries and Oceans Canada.xlsx YNSE_Draft_EPR_Addendum_Review_20211028_DFO.pdf

---

To Whom It May Concern,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Fisheries and Oceans Canada (DFO) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft associated attachments can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix B: Natural Environment

Draft EPR Addendum and associated attachments can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind DFO about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

To Whom It May Concern,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind Fisheries and Oceans Canada about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor

From:	Julia Kun
To:	Jessica Neto
Cc:	Kaylin Barnes
Subject:	FW: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date:	October 29, 2021 1:33:44 PM
Attachments:	image001.png

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment

From: FPP.CA / PPP.CA (DFO/MPO) <fisheriesprotection@dfo-mpo.gc.ca>
Sent: October 29, 2021 10:43 AM
To: York Region <YorkRegion@metrolinx.com>
Cc: James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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,

Thank you for the notification of Yonge North Subway Extension. The Department reviews projects (works, undertakings, or activities) being conducted in or near waterbodies that support fish. We also review project proposals for impacts to Species at Risk. We do not review notifications for administrative processes. Please visit our website at: https://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html to determine whether your project requires a review by the Department. If you determine that your project needs a review please complete and submit a Request for Review Form to: FisheriesProtection@dfo-mpo.gc.ca. If you have any questions feel free to contact us at: 1-855-852-8320.

Yours sincerely,

Triage and Planning
Fish and Fish Habitat Protection Program
Fisheries and Oceans Canada

From: York Region <YorkRegion@metrolinx.com>
Sent: Thursday, October 28, 2021 5:12 PM
To: FPP.CA / PPP.CA (DFO/MPO) <fisheriesprotection@dfo-mpo.gc.ca>

Cc: James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>

Subject: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

To Whom It May Concern,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Fisheries and Oceans Canada (DFO) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft associated attachments can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix B: Natural Environment

Draft EPR Addendum and associated attachments can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind DFO about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

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:	Anjala.puvananathan@canada.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins; Loraine.Cox@iaac-aeic.gc.ca; Chiara.Calabrese@iaac-aeic.gc.ca
Subject:	Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date:	October 28, 2021 5:19:26 PM
Attachments:	GRT_RCS S0400-ENV-8149-012-YNSE-EPR-Addendum - Impact Assessment Agency of Canada.xlsx YNSE_Draft_EPR_Addendum_Review_20211028_IAAC.pdf

Dear Anjala Puvananathan,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Impact Assessment Agency of Canada (IAAC) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix B: Natural Environment
    - Appendix C: Socio-Economic and Land Use
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage
    - Appendix F: Air Quality
    - Appendix G: Noise & Vibration
    - Appendix H: Traffic

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind IAAC about the sensitive nature of the information found in these reports 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.

Regards,

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Anjala Puvananathan,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind the Impact Assessment Agency of Canada about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Loraine Cox, IAAC; Chiara Calabrese, IAAC

From:	York Region
To:	EnviroOnt@tc.gc.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 1:54:17 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_TC.pdf

To Whom it May Concern,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

To Whom It May Concern,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx

Provincial Review Agencies

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000269	MX-TRANSMIT-000269

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Joanna Brown - Infrastructure Ontario (Joanna.brown@infrastructureontario.ca)
Cc (7)	Dennis Li - Infrastructure Ontario (Dennis.Li@infrastructurcontario.ca)
	Ainsley Davidson - Infrastructure Ontario (ainsley.davidson@infrastructureontario.ca)
	Ramsen Yousif - Infrastructure Ontario (ramsen.yousif@infrastructureontario.ca)
	Notice Review - Infrastructure Ontario (noticereview@infrastructureontario.ca)
	Li Chen - Metrolinx
	YNSE Document_Control - Metrolinx
	Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 9:41:25 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	St
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	Fo
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	Fo
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	Fo
	RCS-YNSE-EPR-Addendum - Infrastructure Ontario	-	10/28/21	RCS-YNSE-EPR-Addendum - Infrastructure Ontario	Fo
	YNSE_Draft_EPR_ Addendum_Review_20211028_IO	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_IO	Inf On

MESSAGE

Metrolin is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway E tension (YNSE) for review Recognizing that Infrastructure Ontario is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies municipalities and conservation authorities for review The following documents have been provided for your information

i. Summary cover letter describing the Project scope.
ii Comment/Response form please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv Draft technical reports include

- Appendix A: Study Area Mapping
- Appendi B Natural Environment
- Appendix C: Socio-Economic and Land Use
- Appendi D Stage 1 Archaeological Assessment
- Appendix E: Cultural Heritage
- Appendi F Air Quality
- Appendix G: Noise & Vibration
- Appendi H Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports please submit your feedback by November 29 2021
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public Metrolin 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thanks,

Nittanee Galerna
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galerna@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Joanna Brown,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind Infrastructure Ontario (IO) about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Ainsley Davidson, IO; Ramsen Yousif, IO; Dennis Li, IO

From: Julia Kun
To: Kaylin Barnes; Jessica Neto
Subject: FW: YNSE Draft EPR Addendum Circulation
Date: November 1, 2021 2:11:33 PM
Attachments: image001.png

FYI

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment



From: Julia Kun
Sent: October 29, 2021 10:21 AM
To: Dennis.Li@infrastructureontario.ca; Tina Dettorre <tina.dettorre@infrastructureontario.ca>
Subject: YNSE Draft EPR Addendum Circulation

Good Morning Dennis, Tina,

Yesterday evening, we had circulated the draft EPR Addendum to IO for your review via Aconex.

Tina, I understand that you do not have an Aconex account, so we were unable to send them to you.

Dennis, they were sent to you via Aconex. Is there a way for you to share the reports to Tina? I'm also happy to share these reports via Sharefile link or however you would like to receive them. Let me how you would like to proceed.

Thanks,
Julia

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416-202-7333 C: 416-648-1102



From: Nittanee Galema
To: Kaylin Barnes
Cc: Jessica Neto
Subject: FW: MX-TRANSMIT-000269: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date: November 1, 2021 9:52:37 AM
Attachments: image001.png

Hello Ladies,

Received the following from (IO) Ramsen and Ainsley:

Ramsen
Please be advised Ramsen Yousif is no longer with Infrastructure Ontario. Please contact their manager Amy Emm at e-mail Amy.Emm@infrastructureontario.ca for further assistance.

Ainsley
Thank you for your email. Please note that I am on leave, returning September 2022. For all inquiries please contact Dave Macey at David.Macey@infrastructureontario.ca and he will redirect you as appropriate.

Please let me know how you want to proceed.

Thanks,
Nittanee

NITTANEE GALEMA
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
Nittanee.Galema@metrolinx.com

From: noreply@aconex.com <noreply@aconex com>
Sent: October 31, 2021 10:57 PM
To: Nittanee Galema <NittaneeFrances.Galema@metrolinx com>
Subject: MX-TRANSMIT-000269: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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 **Nittanee**,

You have received a new **Transmittal: MX-TRANSMIT-000269**

Project: YNSE
Type: Transmittal
Mail Number: MX-TRANSMIT-000269
To: Joanna Brown, Infrastructure Ontario
Cc: Ainsley Davidson, Infrastructure Ontario
Dennis Li, Infrastructure Ontario
Notice Review, Infrastructure Ontario
Ramsen Yousif, Infrastructure Ontario
Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx
From: N Galema, Metrolinx
Sent: 10/31/21 10:57:05 PM EDT (GMT -04:00)
Reason: Issued for Review
Status: Responded
Response: **Respond by Monday, November 29, 2021**
Subject: **Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review**
Project Request From::
Project Request To::
Requestor PM::
Responder PM::

Uploaded Documents

Document No.	Revision	Title	Status
Appendix_A_Draft_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028	For Review
219214Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review
219214Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review
219214Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For Review
219214Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For Review
219214Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review
219214Y-OTP-ENV-RPT-00008	E	Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Assessment_Report_20211028	For Review
219214Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review
219214Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028	For Review
YNSE_Draft_EPR_ Addendum_Review_20211028_IO	-	YNSE_Draft_EPR_ Addendum_Review_20211028_IO	Information Only
RCS-YNSE-EPR-Addendum - Infrastructure Ontario	-	RCS-YNSE-EPR-Addendum - Infrastructure Ontario	For

Review

Your document register has been automatically updated with these revisions.

This is an automatic notification from **Aconex** .

Aconex
Project success. Easy as Aconex.

This email is automatically generated by Aconex.
If you would like to turn off email messages, log into Aconex and edit your "Notifications" user preferences.

If you need assistance, please contact our Service Desk.

Regards,
The Aconex Team

This email and any attachments are confidential, subject to copyright and may be privileged. No confidentiality or privilege is lost by an erroneous transmission. If you have received this email in error, please let us know by reply email and delete or destroy this email and all copies. If you are not the intended recipient of this email you must not disseminate, copy or use the information in it.

From:	York Region
To:	Paul.bloye@ontario.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:22:44 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_ME.pdf

Dear Paul Bloye,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Paul Bloye,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx;

From:	York Region
To:	Cindy.batista@ontario.ca
Cc:	Solange.desautels@ontario.ca; Heather.Malcolmson@ontario.ca; Kathleen.Oneill@ontario.ca; James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date:	October 28, 2021 5:20:40 PM
Attachments:	YNSE_Draft_EPR_ Addendum_Review_20211028_MECP.pdf GRT_RCS S0400-ENV-8149-012-YNSE-EPR-Addendum - MECP.xlsx

Dear Cindy Batista,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that the Ministry of the Environment, Conservation and Parks (MECP) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix B: Natural Environment
    - Appendix C: Socio-Economic and Land Use
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage
    - Appendix F: Air Quality
    - Appendix G: Noise & Vibration
    - Appendix H: Traffic

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind MECP about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Cindy Batista,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind the Ministry of the Environment, Conservation and Parks about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Solange Desautels, MECP; Heather Malcolmson, MECP; Kathleen O'Neill, MECP

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000271	MX-TRANSMIT-000271

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Jason Hanna - MTO (Jason.Hanna@ontario.ca)
Cc (13)	Mr Graham DeRose - MTO (Graham.DeRose@ontario.ca) Sara Patterson - MTO (Sara.L.Patterson@ontario.ca) Laura Evangelista - MTO (Laura.Evangelista@ontario.ca) Bronwyn Cuthbertson - MTO (Bronwyn.Cuthbertson@ontario.ca) Michalek Martin - MTO (Martin.Michalek@ontario.ca) Tom Hewitt - MTO (tom.hewitt@ontario.ca) Dawn Irish - MTO (dawn.irish@ontario.ca) Ramona Afante - MTO (ramona.afante@ontario.ca) Jason White - MTO (Jason.White@ontario.ca) Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx Frank Martins - Ministry of Transportation of Ontario (MTO) (frank.martins@ontario.ca)
Sent	Thursday, October 28, 2021 10:03:38 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	**11/29/21**
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	Sta
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For

File	Document No	Revision	Revision Date	Title	St
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS YNSE EPR Addendum - MTO	-	10/28/21	RCS YNSE EPR Addendum - MTO	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_MTO	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_MTO	Infi On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Ministry of Transportation (MTO) is listed on the Environmental Assessment Government Review Team (GRT) Metrolin welcomes any comments you may have on the preliminary draft EPR Addendum

Metrolin is circulating a confidential preliminary draft EPR Addendum and associated draft technical environmental reports for the YNSE to Indigenous Nations federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:

- Appendi A Study Area Mapping
- Appendix B: Natural Environment
- Appendi C Socio Economic and Land Use
- Appendix D: Stage 1 Archaeological Assessment
- Appendi E Cultural Heritage
- Appendix F: Air Quality
- Appendix G: Noise & Vibration
- Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galerna
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galerna@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Jason Hanna,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind Ontario Ministry of Transportation (MTO) about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, Environmental Program and Assessment; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Dawn Irish, MTO; Ramona Afante, MTO; Jason White, MTO; Graham DeRose, MTO; Tom Hewitt, MTO; Martin Michalek, MTO; Sara Patterson, MTO; Bronwyn Cuthbertson, MTO; Laura Evangelista, MTO; Frank Martins, MTO

From: Kayl n Ba nes
To: Hanna Jason (MTO)
Cc: Jess ca Neto; N Nanee Galema; Jul a Kun
Subject: RE: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extens on: Confident al Draft Env ronmental Pro ect Report Addendum and Draft Techn cal Reports for Review ACNXREF<qcqEXBSkencDYe64hIJSB>
Attachments: image003 .pg
image002.png
image003.png

Hello Jason

We received your note and thank you for confirming these divisions of MTO have no comments.

Best regards

Kaylin Barnes
Project Coordinator, Environmental Programs and Assessment
130 Ade aide Street W | Toronto | Ontar o | M5H 3P5
T: 16.202.5627 C: 16.728.91 7

From: Hanna Jason (MTO) <Jason.Hanna@ontario.ca>
Sent: Thursday December 02 2021 4:11 PM
To: auto-reply-uk1@eu.aconex.com
Cc: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>
Subject: RE: MX-TRANSMIT-000271: Metro inx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<qcqEXBSkencDYe64hIJSB>

EXTERNAL SENDER: Do not cl ck any inks or open any attachments un ess you t ust the sender and know the content s safe.
EXPÉDITEUR EXTERNE: Ne cl quez sur aucun ien et n ouv ez aucune p èce jointe à moins qu i s ne proviennent d'un expédi eur iab e, ou que vous ayez l assurance que le contenu provient d'une source sûre.

Hi All,

I just wanted to confirm that the MTO TIMD and MTO OD divisions have no comments on the EPR addendum. All the pre-consultation and meetings we've had prepared our office for what we saw in the documents.

Thank you,
Jason Hanna, P.Eng.
Senior Project Engineer
Major Planning Innovations Office – Major Planning Projects Section
T (249) 733-1104

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: October 28 2021 10:04 PM
To: Hanna Jason (MTO) <Jason.Hanna@ontario.ca>
Subject: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<qcqEXBSkencDYe64hIJSB>

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.
When replying, do not delete the content below this ine.

Dear **ason**,

You have received a new **ransmittal: MX RANSMI 000271**

Project: YNSE
ype: Transm ttal
Mail Number: MX-TRANSMIT-000271
o: **ason Hanna M O**
Cc: Li Chen, Metro inx
YNSE Document_Control, Metrolinx
Ms Nittanee Ga ema, Metrolinx
Frank Martins, Ministry of Transportation of On ario (MTO)
Ramona Afante, MTO
Bronwyn Cuthbertson, MTO
Mr Graham DeRose, MTO
Laura Evange ista, MTO
Tom Hewitt, MTO
Dawn Irish, MTO
M chalek Martin, MTO
Sara Patterson, MTO
Jason White, MTO
From: N Galema, Metrolinx
Sent: 29/10/2021 3:03:38 AM BST (GMT 01:00)
Reason: Issued for Review
Status: Outstanding
Response: **Respond by Monday 29 November 2021**
Subject: **Metrol nx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft echnical Reports for Review**
Project Request From::
Project Request o::
Requestor PM::
Responder PM::

Metrolinx s circulating a pre iminary draft of the Environmen al Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) or review. Recogn zing that Ministry of Transportation (MTO) s isted on the Environmental Assessment Government Rev ew Team (GRT), Metrolinx we comes any comments you may have on the pre iminary draft EPR Addendum.

Metrolinx s circulating a confident al prelimin ary draft EPR Addendum, and associa ed draft technical environmental reports for the YNSE to Ind genous Na ions, federal and provincial rev ew agenc es, municipa ities, and conservation authorit es for review. The following documents have been provided for your informat on:
i. Summary cover le ter describing the Project scope.
ii. Comment/Response form – please use th s form if you would like to provide comments on the draft EPR document
i i. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cu tural Heritage
• Appendix F: Air Qual ty
• Appendix G: Noise & Vibration
• Appendix H: Tra fic

Should you w sh o provide comments on the draft EPR Addendum and draft technical reports, p ease submit your feedback by November 29, 2021.
Comments received wi l be reviewed and considered as part of finalizing the echnical reports and EPR Addendum.

Metrolinx would ike to note the sensitive nature of the information found in these reports as the project deta ls assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared w th the public. Metrolinx requests that the content of these draft documents remains con idential at this time. Any inquir es related to the report or project should be direc ed to Metrolinx.

Metrolinx contacts: Kaylin Barnes Kay.in.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Ga ema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Ade aide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metro inx.com

Uploaded Documents (Zip download all files)

Document No	Revision	t e	Status	File Name
Appendix_A_Dra t_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028	For Rev ew	Appendix_A_Draft_Study_Area_Mapping_20211028.pdf
21921 Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Exis ing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_B_Draft_Natural_En ir nment_Existing_C ndi ti ns_and_ mpact_Assessment_Rep rt_20211028.pdf
21921 Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Ex sting_Condit ons_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_C_Draft_Socio Economic_and_Land Use_Existing_Conditions_and_ mpact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeo ogical_Assessment_20211028	For Rev ew	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028.pdf
21921 Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cu tural_Heritage_Report_Exis ing_Cond tions_and_Pre iminary_Impact_Assessment_Report_20211028	For Rev ew	Appendix_E_Draft_Cultural_Heritage_Rep rt_Existing_C ndi ti ns_and_Prel minary_Impact_Assessment_Rep rt_20211028.pdf
21921 Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Qual ty_Existing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00008	E	Appendix_G_Dra t_Noise_and_Vibrat on_Exis ting_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_G_Draft_Noise_and_Vibration_Exis ting_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Tra fic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_H_Draft_ raffic_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028	For Rev ew	Draft_EPR_Addendum_20211028.pdf
YNSE_Draft_EPR_ Addendum_Review_20211028_MTO	-	YNSE_Draft_EPR_ Addendum_Rev ew_20211028_MTO	Information Only	YNSE_Draft_EPR_ Addendum_Review_20211028_M O.pdf
RCS-YNSE-EPR-Addendum - MTO	-	RCS-YNSE-EPR-Addendum - MTO	For Rev ew	RCS YNSE EPR Addendum M O.xlsx

Th s is an automat c notif cation from **Ac nex** .
To reply to this message, **h t the Reply button on your email program Do not ed t the subject l ne**

Aconex
Project success Easy as Aconex
To request an Aconex User Account p ease contact your ocal Service Desk by visiting Support Central

This ema l and any at achmen s are conf den ial, subject to copyr ght and may be priv eged. No con dent a ity or priv ege is ost by an erroneous transm ssion. If you have received this ema l in er or, p ease et us know by reply email and de ete or destroy this ema l and all copies. If you a e not the intended recipient of this email you must not disseminate, copy or use the informat on in t.

From: Brewer, Michael (MTO) <Michael.Brewer@ontario.ca>
Sent: December 2, 2021 5:06 PM
To: Kaylin Barnes
Cc: Irish, Dawn (MTO); Cuthbertson, Bronwyn (MTO); Ruston, Kathy (MTO); Nittanee Galema; Jessica Neto; Pam Foster; Julia Kun; Maria Zintchenko
Subject: RE: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Categories: Filed

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.

Kaylin,

No comments from us on the Archaeology front. All said and done, for a project this size, the archaeological footprint is pretty minimal with the bulk of the proposed work either underground (and therefore not of archaeological concern because it is too deep) or in disturbed areas. There is always a possibility that any stage 2 work could turn something up, but the area requiring assessment really isn't actually that large.

We wouldn't expect a full second round of GRT circulation, but since the Minister's Office always asks us to review the final versions of these documents before they give the go ahead for publication, was just hoping that we could work with you directly to allow as much time for that as possible rather than waiting for it to come through our Comms colleagues, which would be the normal process.

Happy to discuss,
Michael

From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Sent: December 2, 2021 4:47 PM
To: Brewer, Michael (MTO) <Michael.Brewer@ontario.ca>
Cc: Irish, Dawn (MTO) <Dawn.Irish@ontario.ca>; Cuthbertson, Bronwyn (MTO) <Bronwyn.Cuthbertson@ontario.ca>; Ruston, Kathy (MTO) <Kathy.Ruston@ontario.ca>; Nittanee Galema <NittaneeFrances.Galema@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Pam Foster <Pam.Foster@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Michael,

Thank you for the set of comments coordinated among teams at MTO. We appreciate that MTO's comments were received by the requested date. Could you please confirm if the Archaeology RCS was intentionally left blank? We will reach out if any additional points of clarification arise.

The timeline to update the reports prior to the publication of the Draft EPR Addendum is a bit tight and may not allow for a second round of GRT circulation prior to publication, especially considering the upcoming statutory holidays. Our team will share comment responses in good time prior to the publication, and we will reach out if any of the MTO teams' comments need clarification. We would also like to highlight that in accordance with O.Reg. 231/08 amended for the four priority subway projects, we will first publish a Draft EPR Addendum allowing agencies another opportunity to review and comment, prior to all feedback being incorporated into the Final EPR Addendum.

Please let me know if I can support by setting up a call if you have any questions on this approach.

Kaylin Barnes
Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416.202.5627 C: 416.728.9147
METROLINX

From: Brewer, Michael (MTO) <Michael.Brewer@ontario.ca>
Sent: Monday, November 29, 2021 6:06 PM
To: Nittanee Galema <NittaneeFrances.Galema@metrolinx.com>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Pam Foster <Pam.Foster@metrolinx.com>
Cc: Irish, Dawn (MTO) <Dawn.Irish@ontario.ca>; Cuthbertson, Bronwyn (MTO) <Bronwyn.Cuthbertson@ontario.ca>; Ruston, Kathy (MTO) <Kathy.Ruston@ontario.ca>
Subject: RE: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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.

Metrolinx colleagues,

Please see attached for comments on the draft EPR Addendum and Technical Reports. These have been consolidated from a number of areas across MTO. If any of the comments are unclear, please let us know.

Could you please also let us know what the anticipated timeline would be for when a next version addressing concerns might be available in advance of any public release? Sometimes in the past we've only received final versions through comms colleagues just before release, but if there are any challenges addressing some of the comments noted here it would be good if we could find some time to regroup before the documents are finalized for comms purposes.

Happy to discuss,

Michael Brewer
Manager, Transit Capital Office
Capital Projects Oversight Branch
Agency Oversight and Partnerships Division
Ministry of Transportation
647-202-4358

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: October-28-21 10:04 PM
To: Cuthbertson, Bronwyn (MTO) <Bronwyn.Cuthbertson@ontario.ca>
Subject: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<YkiZatYrI1RIYe64hIJJSB>

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Wh

Dear **Bronwyn**,

You have received a new **Transmittal: MX-TRANSMIT-000271**

Project:	YNSE
Type:	Transmittal
Mail Number:	MX-TRANSMIT-000271
To:	Jason Hanna, MTO
Cc:	Li Chen, Metrolinx
	YNSE Document_Control, Metrolinx
	Ms Nittanee Galema, Metrolinx
	Frank Martins, Ministry of Transportation of Ontario (MTO)
	Ramona Afante, MTO
	Bronwyn Cuthbertson, MTO
	Mr Graham DeRose, MTO
	Laura Evangelista, MTO
	Tom Hewitt, MTO
	Dawn Irish, MTO
	Michalek Martin, MTO
	Sara Patterson, MTO
	Jason White, MTO
From:	N Galema, Metrolinx
Sent:	29/10/2021 3:03:38 AM BST (GMT +01:00)
Reason:	Issued for Review
Status:	Outstanding
Response:	**Respond by Monday, 29 November 2021**
Subject:	**Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and D**
Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE)
the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indi
i. Summary cover letter describing the Project scope.

ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:

- Appendix A: Study Area Mapping
- Appendix B: Natural Environment
- Appendix C: Socio-Economic and Land Use
- Appendix D: Stage 1 Archaeological Assessment
- Appendix E: Cultural Heritage
- Appendix F: Air Quality
- Appendix G: Noise & Vibration
- Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports as the project details assessed in these documents, an
inquiries related to the report or project should be directed to Metrolinx.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

Uploaded Documents (Zip download all files)

Document No.	Revision	Title
Appendix_A_Draft_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028
219214Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Asse
219214Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_In
219214Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028
219214Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Prelimin
219214Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_R
219214Y-OTP-ENV-RPT-00008	E	Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Asse
219214Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Repor
219214Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028

YNSE_Draft_EPR_ Addendum_Review_20211028_MTO	-	YNSE_Draft_EPR_ Addendum_Review_20211028_MTO
RCS-YNSE-EPR-Addendum - MTO	-	RCS-YNSE-EPR-Addendum - MTO

This is an automatic notification from **Aconex** .
To reply to this message, **hit the Reply button on your email program. Do not edit the subject line.**

Aconex
Project success. Easy as Aconex.
To request an Aconex User Account please contact your local Service Desk by visiting Support Central

This email and any attachments are confidential, subject to copyright and may be privileged. No confidentiality or privilege is lost by an erroneous transmission. If you have re

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: Brewer, Michael (MTO) <Michael.Brewer@ontario.ca>
Sent: November 29, 2021 6:06 PM
To: Nittanee Galema; Kaylin Barnes; Jessica Neto; Pam Foster
Cc: Irish, Dawn (MTO); Cuthbertson, Bronwyn (MTO); Ruston, Kathy (MTO)
Subject: RE: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Attachments: RCS-YNSE-EPR-Addendum - MTO.xlsx

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.

Metrolinx colleagues,

Please see attached for comments on the draft EPR Addendum and Technical Reports. These have been consolidated from a number of areas across MTO. If any of the comments are unclear, please let us know.

Could you please also let us know what the anticipated timeline would be for when a next version addressing concerns might be available in advance of any public release? Sometimes in the past we've only received final versions through comms colleagues just before release, but if there are any challenges addressing some of the comments noted here it would be good if we could find some time to regroup before the documents are finalized for comms purposes.

Happy to discuss,

Michael Brewer
Manager, Transit Capital Office
Capital Projects Oversight Branch
Agency Oversight and Partnerships Division
Ministry of Transportation
647-202-4358

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: October-28-21 10:04 PM
To: Cuthbertson, Bronwyn (MTO) <Bronwyn.Cuthbertson@ontario.ca>
Subject: MX-TRANSMIT-000271: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<YkiZatYrl1RIYe64hIJJSB>

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear **Bronwyn**,

You have received a new **Transmittal: MX-TRANSMIT-000271**

Project: YNSE
Type: Transmittal
Mail Number: MX-TRANSMIT-000271
To: Jason Hanna, MTO
Cc: Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx
Frank Martins, Ministry of Transportation of Ontario (MTO)
Ramona Afante, MTO
Bronwyn Cuthbertson, MTO
Mr Graham DeRose, MTO
Laura Evangelista, MTO
Tom Hewitt, MTO
Dawn Irish, MTO
Michalek Martin, MTO
Sara Patterson, MTO
Jason White, MTO
From: N Galema, Metrolinx
Sent: 29/10/2021 3:03:38 AM BST (GMT +01:00)
Reason: Issued for Review
Status: Outstanding
Response: **Respond by Monday, 29 November 2021**
Subject: **Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and D**
Project Request From::
Project Request To::
Requestor PM::
Responder PM::

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE)
the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indi
i. Summary cover letter describing the Project scope.
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cultural Heritage
• Appendix F: Air Quality
• Appendix G: Noise & Vibration
• Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports as the project details assessed in these documents, an
inquiries related to the report or project should be directed to Metrolinx.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

Uploaded Documents (Zip download all files)

Document No.	Revision	Title
Appendix_A_Draft_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028
219214Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Asse
219214Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_In
219214Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028
219214Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Prelimin
219214Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_R
219214Y-OTP-ENV-RPT-00008	E	Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Asse
219214Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Repor
219214Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028
YNSE_Draft_EPR_ Addendum_Review_20211028_MTO	-	YNSE_Draft_EPR_ Addendum_Review_20211028_MTO
RCS-YNSE-EPR-Addendum - MTO	-	RCS-YNSE-EPR-Addendum - MTO

This is an automatic notification from **Aconex** .
To reply to this message, **hit the Reply button on your email program. Do not edit the subject line.**

Aconex
Project success. Easy as Aconex.
To request an Aconex User Account please contact your local Service Desk by visiting Support Central

From:	Batista, Cindy (MECP)
To:	Julia Kun; York Region
Subject:	RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date:	November 3, 2021 11:17:06 AM
Attachments:	image001.png

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 Julia,

I successfully downloaded all the reports.

Thanks,

Cindy

From: Julia Kun <Julia.Kun@metrolinx.com>
Sent: November 2, 2021 3:22 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; York Region <YorkRegion@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Please try this link to access all of the reports:

We have removed the password function. Let me know if you have any issues with access.

Thanks,

Julia

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment

---

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: November 2, 2021 11:32 AM
To: York Region <YorkRegion@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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,

Further to my email below, once I download the documents to our internal project folder, the password no longer works and I can't access the documents unless I click on the direct link below. The ministry needs to have an electronic copy of the documents in the project file. We ask that you kindly fix this.

Thank you,

Cindy

Cindy Batista | Special Project Officer | Transit Coordinator (she/her)
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
Phone: 437-248-0058 | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.
Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: November 2, 2021 10:48 AM
To: York Region <YorkRegion@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Hello,

Thank you for sending the documents and password, unfortunately, I can't open the draft air quality report. The password provided below does not work.

Cindy

From: York Region <YorkRegion@metrolinx.com>
Sent: October 29, 2021 10:23 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Malcolmson, Heather (MECP) <Heather.Malcolmson@ontario.ca>; O'Neill, Kathleen (MECP) <Kathleen.Oneill@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Cindy Batista,

Following up on the previous email, once you download the documents you may be required to enter a password to access them. The password for the files is .

Please let us know if you have any issues accessing the documents.

Regards,

Yonge North Subway Extension Team

From: York Region
Sent: October 28, 2021 5:20 PM
To: Cindy.batista@ontario.ca
Cc: Solange.desautels@ontario.ca; Heather.Malcolmson@ontario.ca; Kathleen.Oneill@ontario.ca; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Dear Cindy Batista,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that the Ministry of the Environment, Conservation and Parks (MECP) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document

iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix B: Natural Environment
    - Appendix C: Socio-Economic and Land Use
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage
    - Appendix F: Air Quality
    - Appendix G: Noise & Vibration
    - Appendix H: Traffic

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind MECP about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

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.

From:	York Region
To:	Michael.helfinger@ontario.ca
Cc:	shireen.mohammed@ontario.ca; James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:16:04 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_MEDJCT.pdf

Dear Michael Helfinger,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Michael Helfinger,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx; Shireen Mohammed, Ministry of Economic Development, Job Creation and Trade

From:	Julia Kun
To:	nathan.hammill@ontario.ca; aneesa.mohammed@ontario.com
Cc:	Kaylin Barnes; Jessica Neto
Subject:	RE: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	November 12, 2021 3:12:30 PM
Attachments:	image001.png GRT_RCS-YNSE-EPR-Addendum - MEDJCT.xlsx

Hello Nathan,

Apologies for the delayed response. Thank you for your interest in reviewing the YNSE draft EPR Addendum. Please see the following link for a copy of the draft EPR Addendum, Study Area Mapping, and the Socio-economic and Land Use Report:

The password for all three documents is: . Let me know if you have any issues accessing them. Please be mindful about the sensitive nature of the information found in these reports 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.

I have also attached a Comment/Response form – please use this form if you would like to provide comments on the draft EPR document.

We will be sure to send all subsequent correspondence your way. Thank you for the update.

Thanks,
Julia

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment

From: Hammill, Nathan (MEDJCT) <Nathan.Hammill@ontario.ca>
Sent: November 8, 2021 9:33 AM
To: York Region <YorkRegion@metrolinx.com>
Cc: Mohammed, Aneesa (MEDJCT) <Aneesa.Mohammed@ontario.ca>
Subject: RE: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

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

Apologies for the lateness of the request (as you requested to hear back by Nov 5), but we are hoping to receive a copy of the preliminary draft for review. Can you please send?

A quick note too that Michael has no retired, and so please send subsequent emails to me for our unit.

Thanks

Nathan Hammill
Senior Policy Advisor, Corporate Policy Coordination Unit
Corporate and Policy Services Division | MEDJCT
Mobile: 437-882-0990

From: York Region <YorkRegion@metrolinx.com>
Sent: October 29, 2021 2:14 PM
To: Helfinger, Michael (MEDJCT) <Michael.Helfinger@ontario.ca>
Cc: Mohammed, Shireen (MEDJCT) <Shireen.Mohammed@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Michael Helfinger,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

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:	Karla.barboza@ontario.ca
Cc:	James.hamilton@ontario.ca; James Francis; Julia Kun; Nikhil Lobo; Stephen Collins; Rosi.zirger@ontario.ca; Dan.minkin@ontario.ca
Subject:	Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date:	October 28, 2021 5:25:43 PM
Attachments:	GRT RCS S0400-ENV-8149-012-YNSE-EPR-Addendum - MHSTCI.xlsx YNSE_Draft_EPR_Addendum_Review_20211028_MHSTCI.pdf

---

Dear Karla Barboza,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind MHSTCI about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Karla Barboza,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind the Ministry of Heritage, Sport, Tourism and Culture Industries about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; James Hamilton, MHSTCI; Dan Minkin, MHSTCI, Rosi Zirger, MHSTCI

From:	York Region
To:	Barboza, Karla (MHSTCI)
Cc:	Hamilton, James (MHSTCI); James Francis; Julia Kun; Nikhil Lobo; Stephen Collins; Zirger, Rosi (MHSTCI); Minkin, Dan (MHSTCI)
Subject:	RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date:	October 29, 2021 9:46:00 AM
Attachments:	image001.png

Hi Karla,

My apologies for the confusion. The password for the documents is . Please let

me know if you have any other issues accessing the documents.

Best,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region

Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

T: 416-953-1073

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: October 29, 2021 8:33 AM
To: York Region <YorkRegion@metrolinx.com>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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 all,

Thanks for circulating a preliminary draft of the EPR for the above referenced project to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).

I was able to download the 4 documents/reports sent. However, all the documents are password protected. Could you please either advise the password or resend the documents without protection?

Thanks in advance,

Karla

Karla Barboza MCIP. RPP. CAHP | (A) Team Lead. Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: York Region <YorkRegion@metrolinx.com>
Sent: October-28-21 5:25 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Karla Barboza,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind MHSTCI about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

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: November 30, 2021 3:35 PM
To: Minkin, Dan (MHSTCI)
Cc: Hamilton, James (MHSTCI); James Francis; Nikhil Lobo; Stephen Collins; Julia Kun; Zirger, Rosi (MHSTCI); Barboza, Karla (MHSTCI); Desautels, Solange (MECP); Batista, Cindy (MECP)
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Hi Dan,

Thank you for your email and returning comments within the requested timeframe. We have received your comments on the YNSE Draft EPR Addendum, the Cultural Heritage Impact Assessment Report, and your notes on the Stage 1 Archaeological Assessment. We are currently working through your comments and revising the Draft EPR Addendum, the Cultural Heritage Impact Assessment Report and the Stage 1 Archaeological Assessment. If our team has any questions, we will reach out to set up a call to discuss.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

METROLINX

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: November 29, 2021 5:11 PM
To: Julia Kun <Julia.Kun@metrolinx.com>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; York Region <YorkRegion@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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 afternoon,

Please find attached our comments on the draft EPR Addendum and Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the YNSE project. Thank you for the opportunity to review these draft documents.

All the best,

Dan Minkin | Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

From: York Region <YorkRegion@metrolinx.com>
Sent: October 28, 2021 5:25 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Karla Barboza,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind MHSTCI about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

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:	Minkin, Dan (MHSTCI)
Cc:	Hamilton, James (MHSTCI); James Francis; Nikhil Lobo; Stephen Collins; Julia Kun; Zirger, Rosi (MHSTCI); Barboza, Karla (MHSTCI); Desautels, Solange (MECP); Batista, Cindy (MECP)
Subject:	RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Attachments:	image001.png

Hi Dan,

Thank you for your email and returning comments within the requested timeframe. We have received your comments on the YNSE Draft EPR Addendum, the Cultural Heritage Impact Assessment Report, and your notes on the Stage 1 Archaeological Assessment. We are currently working through your comments and revising the Draft EPR Addendum, the Cultural Heritage Impact Assessment Report and the Stage 1 Archaeological Assessment. If our team has any questions, we will reach out to set up a call to discuss.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: November 29, 2021 5:11 PM
To: Julia Kun <Julia.Kun@metrolinx.com>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; York Region <YorkRegion@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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 afternoon,

Please find attached our comments on the draft EPR Addendum and Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the YNSE project. Thank you for the opportunity to review these draft documents.

All the best,

Dan Minkin | Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

From: York Region <YorkRegion@metrolinx.com>
Sent: October 28, 2021 5:25 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Karla Barboza,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter *attached to this e-mail* describing the Project scope and list of documents available for review.
ii. Comment/Response form *attached to this e-mail* – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind MHSTCI about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

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: November 30, 2021 3:35 PM
To: 'Minkin, Dan (MHSTCI)'
Cc: Hamilton, James (MHSTCI); James Francis; Nikhil Lobo; Stephen Collins; Julia Kun; Zirger, Rosi (MHSTCI); Barboza, Karla (MHSTCI); Desautels, Solange (MECP); Batista, Cindy (MECP)
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Categories: YNSE

Hi Dan,

Thank you for your email and returning comments within the requested timeframe. We have received your comments on the YNSE Draft EPR Addendum, the Cultural Heritage Impact Assessment Report, and your notes on the Stage 1 Archaeological Assessment. We are currently working through your comments and revising the Draft EPR Addendum, the Cultural Heritage Impact Assessment Report and the Stage 1 Archaeological Assessment. If our team has any questions, we will reach out to set up a call to discuss.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

METROLINX

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: November 29, 2021 5:11 PM
To: Julia Kun <Julia.Kun@metrolinx.com>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; York Region <YorkRegion@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

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 afternoon,

Please find attached our comments on the draft EPR Addendum and Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the YNSE project. Thank you for the opportunity to review these draft documents.

All the best,

Dan Minkin | Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

From: York Region <YorkRegion@metrolinx.com>
Sent: October 28, 2021 5:25 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Karla Barboza,

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter ***attached to this e-mail*** describing the Project scope and list of documents available for review.
ii. Comment/Response form ***attached to this e-mail*** – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum can be accessed via the browser link below.
iv. Draft technical reports can also be accessed via the browser link below, and include:
    - Appendix A: Study Area Mapping
    - Appendix D: Stage 1 Archaeological Assessment
    - Appendix E: Cultural Heritage

Draft EPR Addendum and draft technical reports can be accessed via the following link:

Sharefile link:

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to remind MHSTCI about the sensitive nature of the information found in these reports 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.

Regards,

Yonge North Subway Extension Team

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:	Tanya.crimp@ontario.ca
Cc:	Shawn.batise@ontario.ca; James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 1:56:52 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_MIA.pdf

Dear Tanya Crimp,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Tanya Crimp,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx; Shawn Batise, Ministry of Indigenous Affairs

From:	York Region
To:	Maya.harris@ontario.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:00:27 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_MMAH.pdf

Dear Maya Harris,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Maya Harris,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx

From:	York Region
To:	Maria.jawaid@ontario.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:04:22 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_MNRF.pdf

Dear Maria Jawaid,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Maria Jawaid,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx

From:	York Region
To:	robert.greene@ontario.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:39:17 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_MSG.pdf

Dear Robert Greene,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Robert Greene,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx

From:	York Region
To:	Jeff.thompson@ontario.ca; Stewart.chisholm@ontario.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:28:49 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_OGS.pdf

Dear Jeff Thompson and Stewart Chisholm,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Jeff Thompson and Stewart Chisholm,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx

From:	York Region
To:	Kaylin Barnes; Jessica Neto
Subject:	FW: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:42:41 PM

From: Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Sent: October 29, 2021 2:42 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: RE: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

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,

Thanks for letting us know about this project.

Please note that Jeff Thompson is not longer with the Ontario Public Service. As this project does not relate to my area of work there is no need to send me the reports

Thanks,
Stewart

Stewart Chisholm
Manager (A), Growth Program Delivery
Municipal Services Office- Central
Municipal Services Division
Ministry of Municipal Affairs and Housing
email: stewart.chisholm@ontario.ca

From: York Region <YorkRegion@metrolinx.com>
Sent: October 29, 2021 2:26 PM
To: Jeff.thompson@ontario.ca; Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Cc: James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Jeff Thompson and Stewart Chisholm,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

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:	Thomas.wicks@heritagetrust.on.ca
Cc:	James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:29:56 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_OHT.pdf

Dear Thomas Wicks,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Thomas Wicks,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx

From:	Julia Kun
To:	Thomas Wicks
Cc:	York Region
Subject:	RE: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	November 1, 2021 1:18:06 PM
Attachments:	image001.png RCS-YNSE-EPR-Addendum - Ontario Heritage Trust.xlsx

Hi Thomas,

Thank you for your interest in reviewing the YNSE draft EPR Addendum. Reports are available at this link:

I have also attached a Comment/Response form – please use this form if you would like to provide comments on the draft EPR document.

Thanks,

Julia

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment

---

From: Thomas Wicks <Thomas.Wicks@heritagetrust.on.ca>
Sent: October 29, 2021 3:47 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: RE: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

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 afternoon,

Please provide the draft Environmental Project Report Addendum for the Yonge North Subway Extension to my attention so that the Ontario Heritage Trust would have the opportunity to review the document.

Regards,

Thomas

From: York Region <YorkRegion@metrolinx.com>
Sent: October 29, 2021 2:28 PM
To: Thomas Wicks <Thomas.Wicks@heritagetrust.on.ca>
Cc: James Francis <James.Francis@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Nikhil

Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

CAUTION: External mail. Do not click on links or open attachments unless you recognize the sender and know the content.

Dear Thomas Wicks,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

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: Lisa Christie
Cc: Thomas Wicks; Julia Kun
Subject: RE: Yonge North Subway Extension -Draft EPR Addendum Review
Attachments: image001.png

Hi Lisa,

Thank you for your email and returning comments within the requested timeframe. We have received your comments on the YNSE EPR Addendum and the Cultural Heritage Impact Assessment Report. We are currently working through your comments and revising the Updated EPR Addendum and Cultural Heritage Impact Assessment Report. If our team has any questions, we will reach out to set up a call to discuss.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

From: Lisa Christie <Lisa.Christie@heritagetrust.on.ca>
Sent: November 29, 2021 3:41 PM
To: York Region <YorkRegion@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>
Cc: Thomas Wicks <Thomas.Wicks@heritagetrust.on.ca>
Subject: Yonge North Subway Extension -Draft EPR Addendum Review

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 afternoon,

Thank you for providing the Ontario Heritage Trust with a preliminary draft of the Environmental Project Review (EPR) Addendum for the Yonge North Subway Extension (YNSE).

Attached is the Trust's completed Comment/Response form for the preliminary draft. Please feel free to reach out with any questions regarding the easement at 7780 Yonge Street.

Thanks,
Lisa

Lisa Christie | Easements Program Coordinator

Ontario Heritage Trust

10 Adelaide Street East, Toronto, Ontario Canada, M5C 1J3

Telephone: 437-335-2315

Email: lisa.christie@heritagetrust.on.ca

Ontario Heritage Trust - bringing our heritage to life, one story at a time.

Discover Ontario's stories at:

www.heritagetrust.on.ca | www.doorsopenontario.on.ca

From: York Region <YorkRegion@metrolinx.com>
Sent: November 30, 2021 3:04 PM
To: Lisa Christie
Cc: Thomas Wicks; Julia Kun
Subject: RE: Yonge North Subway Extension -Draft EPR Addendum Review

Hi Lisa,

Thank you for your email and returning comments within the requested timeframe. We have received your comments on the YNSE EPR Addendum and the Cultural Heritage Impact Assessment Report. We are currently working through your comments and revising the Updated EPR Addendum and Cultural Heritage Impact Assessment Report. If our team has any questions, we will reach out to set up a call to discuss.

Thank you,

Jessica Neto
Junior Project Coordinator, Environmental Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toronto | Ontario |

METROLINX

From:	York Region
To:	abisola.akinwumi@opp.ca
Cc:	Jennifer.davey@opp.ca; James Francis; Julia Kun; Nikhil Lobo; Stephen Collins
Subject:	Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum
Date:	October 29, 2021 2:41:53 PM
Attachments:	YNSE_Draft_EPR_Addendum_Review_Notification_20211029_OPP.pdf

Dear Abisola Akinwumi,

Please be advised that a preliminary draft of the Environmental Project Review (EPR) Addendum and associated draft technical environmental reports for the Yonge North Subway Extension (YNSE) are available for your review, should you be interested. Reviewers' comments will be due November 30, 2021.

Please let us know if you would be interested in receiving the preliminary draft EPR Addendum and associated draft technical environmental reports for review by November 5, 2021, such that you have sufficient time to review these reports.

Please see attached letter for additional project details.

Thank you,

Yonge North Subway Extension Team

METROLINX

October 29, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Abisola Akinwumi,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please let us know if your agency would be interested in reviewing the confidential preliminary draft EPR Addendum. If interested, please confirm by **November 5, 2021** a contact from your agency that we can correspond with to circulate this draft report.

Please be advised that the preliminary draft EPR Addendum will be available for review as early as October 29, 2021. Reviewers' comments are requested by **November 30, 2021**.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA, Metrolinx; Stephen Collins, Program Sponsor, Metrolinx; Nikhil Lobo, Sponsor, Metrolinx; Jennifer Davey, Ontario Provincial Police

Municipal Review Agencies

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000267	MX-TRANSMIT-000267

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Richard Borbridge - City of Toronto (Richard.Borbridge@toronto.ca)
Cc (5)	Junaid Farooq - City of Toronto (Junaid.Farooq@toronto.ca) Danny Kojo Anhwi - City of Toronto (Danny.KojoAnhwi@toronto.ca) Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 9:29:30 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	Sta
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS-YNSE-EPR-Addendum - City of Toronto	-	10/28/21	RCS-YNSE-EPR-Addendum - City of Toronto	For
	YNSE_Draft_EPR_Addendum_Review_20211028_CoT	-	10/28/21	YNSE_Draft_EPR_Addendum_Review_20211028_CoT	Info On

MESSAGE

Metrolin is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway E tension (YNSE) for review Recognizing that City of Toronto is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies municipalities and conservation authorities for review The following documents have been provided for your information

i. Summary cover letter describing the Project scope.
ii Comment/Response form please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv Draft technical reports include

- Appendix A: Study Area Mapping
- Appendi B Natural Environment
- Appendix C: Socio-Economic and Land Use
- Appendi D Stage 1 Archaeological Assessment
- Appendix E: Cultural Heritage
- Appendi F Air Quality
- Appendix G: Noise & Vibration
- Appendi H Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports please submit your feedback by November 29 2021
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public Metrolin 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Richard Borbridge,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind the City of Toronto about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Junaid Farooq, City of Toronto; Danny Kojo Antwi, City of Toronto

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000032	MX-TRANSMIT-000267

Re: RE: MX-TRANSMIT-000267: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To (3)	Richard Borbridge - City of Toronto (Richard.Borbridge@toronto.ca) Junaid Farooq - City of Toronto (Junaid.Farooq@toronto.ca) Danny Kojo Antwi - City of Toronto (Danny.KojoAntwi@toronto.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, November 30, 2021 3:24:22 PM EST (GMT -05:00)
Status	N/A

MESSAGE

Hi Danny,
Please see below form our EPA team:

Hello,

Thank you for your response and for returning comments within the requested timeframe. We have received your comments on the YNSE EPR Addendum and associated Technical Discipline reports. We are currently working through your comments and revising the draft EPR Addendum and reporting. If our team has any questions, we will reach out to discuss.

Thank you.

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: D Kojo Antwi
Sent: 11/26/21 5:50:28 PM EST (GMT -05:00)
To: Nittanee Galema
Mail Number: -EMAIL-000057
Subject: RE: MX-TRANSMIT-000267: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Hello Nittanee,

Please see attached CoT response to this submission; YNSE Draft EPR Addendum and Technical Report.

Thanks,

Danny Kojo Antwi
Senior Project Manager - Subways
Transit Expansion Office | City of Toronto
T: 416.338.0388 I C: 437.234.6099
E: Danny.KojoAntwi@toronto.ca<mailto:Danny.KojoAntwi@toronto.ca>
[cid:image001.png@01D7AF8E.1C4AA5F0]

From: auto-reply-uk1@eu.aconex.com [mailto:auto-reply-uk1@eu.aconex.com]
Sent: October 28, 2021 9:30 PM
To: Danny Kojo Antwi <Danny.KojoAntwi@toronto.ca>
Subject: MX-TRANSMIT-000267: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<m7ld41iRJuKk0d64hIJJSB>

Dear Danny,

You have received a new Transmittal: MX-TRANSMIT-000267
Project:

YNSE

Type:

Transmittal

Mail Number:

MX-TRANSMIT-000267

To:

Richard Borbridge, City of Toronto

Cc:

Junaid Farooq, City of Toronto

Danny Kojo Antwi, City of Toronto
Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx

From:

N Galema, Metrolinx

Sent:

29/10/2021 2:29:30 AM BST (GMT +01:00)

Reason:

Issued for Review

Status:

Outstanding

Response:

Respond by Monday, 29 November 2021

Subject:

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Project Request From::

Project Request To::

Requestor PM::

Responder PM::

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that City of Toronto is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:
i. Summary cover letter describing the Project scope.
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cultural Heritage

• Appendix F: Air Quality
• Appendix G: Noise & Vibration
• Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com<mailto:Kaylin.Barnes@Metrolinx.com> and Jessica Neto Jessica.Neto@metrolinx.com<mailto:Jessica.Neto@metrolinx.com>

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com<mailto:NittaneeFrances.Galema@metrolinx.com>

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000275	MX-TRANSMIT-000275

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Liza Sheppard - York Region (liza.sheppard@york.ca)
Cc (12)	Li Chen - Metrolinx
	YNSE Document_Control - Metrolinx
	Ms Nittanee Galema - Metrolinx
	Brian Titherington - York (Brian.titherington@york.ca)
	Hedyeh Hafezizadeh - York (Hedyeh.Hafezizadeh@york.ca)
	Christopher Scott - York (Christopher.Scott@york.ca)
	Pamela Rae - York (Pamela.Rae@york.ca)
	YNSE DCC - York (YNSE-DCC@york.ca)
	Rose Suppa - York (Rose.Suppa@york.ca)
	Carrie Slattery - York (Carrie.slattery@york.ca)
	Linda Filippi - York Region (linda.filippi@york.ca)
	Nimisha Raja - York Region (Nimisha.Raja@york.ca)
Sent	Thursday, October 28, 2021 10:40:19 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:	
Project Request To:	
Requestor PM:	
Responder PM:	

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	St
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	Fo
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	Fo

File	Document No	Revision	Revision Date	Title	St
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS YNSE EPR Addendum - York Region	-	10/28/21	RCS YNSE EPR Addendum - York Region	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_YorkRegion	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_YorkRegion	Infi On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that York Region is listed on the Environmental Assessment Government Review Team (GRT) Metrolin welcomes any comments you may have on the preliminary draft EPR Addendum

Metrolin is circulating a confidential preliminary draft EPR Addendum and associated draft technical environmental reports for the YNSE to Indigenous Nations federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:

- Appendi A Study Area Mapping
- Appendix B: Natural Environment
- Appendi C Socio Economic and Land Use
- Appendix D: Stage 1 Archaeological Assessment
- Appendi E Cultural Heritage
- Appendix F: Air Quality
- Appendix G: Noise & Vibration
- Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thanks,

Nittanee Galerna
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galerna@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Liza Sheppard,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind York Region about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Brian Titherington, York Region; Pamella Rae, York Region; Hedyeh Hafezizadeh, York Region; Christopher Scott, York Region; Carrie Slattery, York Region; Rose Suppa, York Region; Linda Filippi, York Region; Nimisha Raja, York Region

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000030_A	MX-TRANSMIT-000275

Re: RE: MX-TRANSMIT-000275: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To (9)	Hedyeh Hafezizadeh - York (Hedyeh.Hafezizadeh@york.ca)
	Christopher Scott - York (Christopher.Scott@york.ca)
	Pamella Rae - York (Pamella.Rae@york.ca)
	YNSE DCC - York (YNSE-DCC@york.ca)
	Rose Suppa - York (Rose.Suppa@york.ca)
	Carrie Slattery - York (Carrie.slattery@york.ca)
	Linda Filippi - York Region (linda.filippi@york.ca)
	Liza Sheppard - York Region (liza.sheppard@york.ca)
	Nimisha Raja - York Region (Nimisha.Raja@york.ca)
Cc (3)	Li Chen - Metrolinx
	YNSE Document_Control - Metrolinx
	Ms Nittanee Galema - Metrolinx
Sent	Wednesday, December 1, 2021 9:43:40 AM EST (GMT -05:00)
Status	N/A

MESSAGE

Hi Nimisha,

The EPA team is kindly asking YR to share comments by Monday, December 6th.

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 11/30/21 3:15:15 PM EST (GMT -05:00)
To: YNSE DCC, Hedyeh Hafezizadeh, Pamella Rae, Christopher Scott, Carrie Slattery, Rose Suppa, Linda Filippi, Nimisha Raja, Liza Sheppard
Cc: Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-GC-000030
Subject: Re: RE: MX-TRANSMIT-000275: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Hi Nimisha,
Please see below from the Metrolinx EPA team:

Hi Nimisha,

Thank you for your email. We understand that you require additional time for your review. We look forward to receiving your comments early next week.

Thank you.

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: Y DCC
Sent: 11/29/21 5:38:47 PM EST (GMT -05:00)
To: Nittanee Galema
Mail Number: york1-EMAIL-000049
Subject: RE: MX-TRANSMIT-000275: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Hi Nittanee,

We require additional time for executive level review of this submittal package – as such, we will submit our consolidated comments early next week.

Project sponsor Stephen Collins has been made aware of this development.

Thank you,
Nimisha

Nimisha Raja
Project Specialist, Infrastructure & Development
YORK REGION RAPID TRANSIT CORPORATION | www.vivanext.com<http://www.vivanext.com/>
3601 Highway 7, Twelfth Floor, Markham, ON L3R 0M3
T. 905 886 6767 Ext. 71023 | 1 877 464 9675 | F. 905 886 6969 | C. 416 712 8938

[twitter_blue] Follow us on Twitter<http://twitter.com/vivanext> [Facebook_blue] Find us on

Facebook<http://www.facebook.com/vivaNext#!/vivaNext?v=wall>
P Our vehicles are blue, but we think green. Consider the environment before you print.
If you have received this message in error, please notify the sender immediately advising of the error and then delete the message. Thank you.

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: Thursday, October 28, 2021 10:40 PM
To: YNSE-DCC <YNSE-DCC@york.ca>
Subject: MX-TRANSMIT-000275: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<p9X3IjdnH5NNYf64hIJJSB>

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, forward it to isitsafe@york.ca<mailto:isitsafe@york.ca> then delete it from your inbox. If you think you may have clicked on a phishing link, report it to the IT Service Desk, ext. 71111, and notify your supervisor immediately.

Dear YNSE,

You have received a new Transmittal: MX-TRANSMIT-000275
Project:

YNSE
Type:
Transmittal
Mail Number:
MX-TRANSMIT-000275
To:
Liza Sheppard, York Region
Cc:
Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx
YNSE DCC, York
Hedyeh Hafezizadeh, York
Pamella Rae, York
Christopher Scott, York
Carrie Slattery, York
Rose Suppa, York
Brian Titherington, York
Linda Filippi, York Region
Nimisha Raja, York Region
From:
N Galema, Metrolinx
Sent:
29/10/2021 3:40:19 AM BST (GMT +01:00)
Reason:
Issued for Review
Status:
Outstanding
Response:
Respond by Monday, 29 November 2021
Subject:
Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical

Reports for Review
Project Request From::
Project Request To::
Requestor PM::
Responder PM::

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that York Region is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:
i. Summary cover letter describing the Project scope.
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cultural Heritage
• Appendix F: Air Quality
• Appendix G: Noise & Vibration
• Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com<mailto:Kaylin.Barnes@Metrolinx.com> and Jessica Neto Jessica.Neto@metrolinx.com<mailto:Jessica.Neto@metrolinx.com>

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com<mailto:NittaneeFrances.Galema@metrolinx.com>

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000273	MX-TRANSMIT-000273

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Vince Musacchio - Vaughan (Vince.Musacchio@vaughan.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 10:12:53 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	St
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS-YNSE-EPR-Addendum - City of Vaughan	-	10/28/21	RCS-YNSE-EPR-Addendum - City of Vaughan	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_CoV	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_CoV	Inf On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that City of Vaughan is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:
• Appendi A Study Area Mapping
• Appendix B: Natural Environment
• Appendi C Socio Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendi E Cultural Heritage
• Appendix F: Air Quality
• Appendi G Noise & Vibration
• Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum

Metrolin would like to note the sensitive nature of the information found in these reports 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 Metrolin

Metrol n contacts Kayl n Barnes Kaylin Barnes@Metrolinx com and Jessica Neto Jessica Neto@metrolinx com

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Vince Musacchio,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind the City of Vaughan about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000272	MX-TRANSMIT-000272

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Daniel Olding - Richmond Hill (daniel.olding@richmondhill.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 10:07:34 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	St
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS-YNSE-EPR-Addendum - City of Richmond Hill	-	10/28/21	RCS-YNSE-EPR-Addendum - City of Richmond Hill	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_CoRH	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_CoRH	Inf On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that City of Richmond Hill is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:
• Appendi A Study Area Mapping
• Appendix B: Natural Environment
• Appendi C Socio Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendi E Cultural Heritage
• Appendix F: Air Quality
• Appendi G Noise & Vibration
• Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum

Metrolin would like to note the sensitive nature of the information found in these reports 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 Metrolin

Metrol n contacts Kayl n Barnes Kaylin Barnes@Metrolinx com and Jessica Neto Jessica Neto@metrolinx com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Daniel Olding,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind the City of Richmond Hill about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000031	MX-TRANSMIT-000272

Re: RE: MX-TRANSMIT-000272: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Daniel Olding - Richmond Hill (daniel.olding@richmondhill.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, November 30, 2021 3:21:30 PM EST (GMT -05:00)
Status	N/A

MESSAGE

Hi Daniel,
Please see below form our EPA team:

Hello Daniel,

Thank you for your response and for returning comments within the requested timeframe. We have received your comments on the YNSE EPR Addendum and associated Technical Discipline reports. We are currently working through your comments and revising the draft EPR Addendum and reporting. If our team has any questions, we will reach out to discuss.

Thank you.

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: D Olding
Sent: 11/29/21 9:40:36 PM EST (GMT -05:00)
To: Nittanee Galema
Mail Number: RHill-EMAIL-000005
Subject: RE: MX-TRANSMIT-000272: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Hello,

Attached you will find Richmond Hill's consolidated comments on the Draft EPR Addendum and Draft Technical Reports.

Thanks,

Daniel Olding
Senior Manager, Richmond Hill Centre Subway Project
Office of the City Manager
416 528 0041 | daniel.olding@richmondhill.ca<mailto:daniel.olding@richmondhill.ca> | RichmondHill.ca
[RH Logo with RH Centre]

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: Thursday, October 28, 2021 10:08 PM
To: Daniel Olding <daniel.olding@richmondhill.ca>
Subject: MX-TRANSMIT-000272: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<5zEOq3gjo8uQee64hIJJSB>

!

CAUTION: This email is from an external source (Sender : Nittanee Galema with e-mail address : bounces+daniel.olding=richmondhill.ca@dynect-mailer.net<mailto:bounces+daniel.olding=richmondhill.ca@dynect-mailer.net>) Please do not click links or open attachments unless you recognize the sender.

Dear Daniel,

You have received a new Transmittal: MX-TRANSMIT-000272
Project:

YNSE

Type:

Transmittal

Mail Number:

MX-TRANSMIT-000272

To:

Daniel Olding, Richmond Hill

Cc:

Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx

From:

N Galema, Metrolinx

Sent:

29/10/2021 3:07:34 AM BST (GMT +01:00)

Reason:

Issued for Review

Status:

Outstanding

Response:

Respond by Monday, 29 November 2021

Subject:

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Project Request From::

Project Request To::

Requestor PM::

Responder PM::

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that City of Richmond Hill is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:
i. Summary cover letter describing the Project scope.

ii. Comment/Response form - please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:
* Appendix A: Study Area Mapping
* Appendix B: Natural Environment
* Appendix C: Socio-Economic and Land Use
* Appendix D: Stage 1 Archaeological Assessment
* Appendix E: Cultural Heritage
* Appendix F: Air Quality
* Appendix G: Noise & Vibration
* Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com<mailto:Kaylin.Barnes@Metrolinx.com> and Jessica Neto Jessica.Neto@metrolinx.com<mailto:Jessica.Neto@metrolinx.com>

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com<mailto:NittaneeFrances.Galema@metrolinx.com>

-

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000270	MX-TRANSMIT-000270

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Darryl Lyons - City of Markham (DLyons@markham.ca)
Cc (4)	Amanda Crompton - City of Markham (Amanda.Crompton@markham.ca) Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 9:50:44 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	St
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS-YNSE-EPR-Addendum - City of Markham	-	10/28/21	RCS-YNSE-EPR-Addendum - City of Markham	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_CoM	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_CoM	Infi On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that City of Markham is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolin is circulating a confidential preliminary draft EPR Addendum and associated draft technical environmental reports for the YNSE to Indigenous Nations federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:

- Appendi A Study Area Mapping
- Appendix B: Natural Environment
- Appendi C Socio Economic and Land Use
- Appendix D: Stage 1 Archaeological Assessment
- Appendi E Cultural Heritage
- Appendix F: Air Quality
- Appendi G Noise & Vibration
- Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum

Metrolin would like to note the sensitive nature of the information found in these reports 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 Metrolin

Metrol n contacts Kayl n Barnes Kaylin Barnes@Metrolinx com and Jessica Neto Jessica Neto@metrolinx com

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Darryl Lyons,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind the City of Markham about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Amanda Crompton, City of Markham

Conservation Authorities

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000264	MX-TRANSMIT-000264

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Suzanne Bevan - Toronto & Region Conservation Authority (sbevan@trca.on.ca)
Cc (4)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx Sharon Lingertat - Toronto & Region Conservation Authority (Sharon.Lingertat@trca.ca)
Sent	Thursday, October 28, 2021 8:52:28 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	**11/29/21**
Status	Outstanding

DETAILS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (5)

(0 selected)

File	Document No	Revision	Revision Date	Title	Status
	219214Y-OTP-ENV-ADD-00002	D	10/29/21	Draft_EPR_Addendum_20211028	For Review
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For Review
	RCS-YNSE-EPR-Addendum - TRCA	-	10/28/21	RCS-YNSE-EPR-Addendum - TRCA	For Review
	YNSE_Draft_EPR_ Addendum_Review_20211028_TRCA	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_TRCA	Information Only

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Toronto and Region Conservation Authority is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i. Summary cover letter describing the Project scope and list of documents available for review.
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:

- Appendix A: Study Area Mapping
- Appendix B: Natural Environment

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Suzanne Bevan,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind Toronto Region Conservation Authority (TRCA) about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Sharon Lingertat, TRCA

From: Kaylin Barnes
Sent: November 30, 2021 4:00 PM
To: Suzanne Bevan
Cc: Beth Williston; Steve Heuchert; Adam Miller; Victoria Kramkowski; Jessica Neto; Julia Kun
Subject: RE: TRCA Comments, Draft EPR Addendum, Yonge North Subway Extension, Metrolinx (CFN 64789)

Hi Suzanne,

Thank you for your response and for returning comments within the requested timeframe. We have received your letter and comments on the YNSE EPR Addendum, Appendix A: Study Area Mapping and Appendix B: Natural Environment Impact Assessment report. We are currently working through your comments and revising the draft EPR Addendum and Appendices. If our team has any questions, we will reach out to discuss.

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
METROLINX

From: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Sent: Monday, November 29, 2021 3:29 PM
To: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Cc: Beth Williston <Beth.Williston@trca.ca>; Steve Heuchert <Steve.Heuchert@trca.ca>; Adam Miller <Adam.Miller@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>
Subject: TRCA Comments, Draft EPR Addendum, Yonge North Subway Extension, Metrolinx (CFN 64789)

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 Kaylin,

Please find TRCA comments attached.

Should you have any questions please contact me directly.

Thank you,
Suzanne

Suzanne Bevan, B.Sc. (Hons), ENV SP
Senior Manager
Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

T: (416) 661-6600 ext. 5759
C: (647) 924-5467
E: suzanne.bevan@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

Other Interested Parties

From: Nittanee Galema
To: Julia Kun; Jessica Neto
Subject: TTC RESPONSE - MX-TRANSMIT-000274: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review
Date: Tuesday, February 15, 2022 10:37:51 AM
Attachments: (YNSE) - DRAFT ENVIRONMENTAL PROJECT REPORT ADDENDUM AND DRAFT TECHNICAL REPORTS - TTC Comments - 2022-02-14.xlsx
image001.png

Hi Julia and Jessica,

FYI, TTC officially sent a response for the Oct 28 2021 round of EPR Addendum, saying "Returned with no comment".

I have filed this response in the ProjectWise link below.
TTC Response

Thanks,
Nittanee

NITTANEE GALEMA
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: Majid.Golbon@ttc.ca <Majid.Golbon@ttc.ca>
Sent: February 15, 2022 9:16 AM
To: Nittanee Galema <NittaneeFrances.Galema@metrolinx.com>
Cc: Lukasz Koziol <Lukasz.Koziol@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Alicja.Wisniewska@ttc.ca
Subject: [WARNING: UNSCANNABLE EXTRACTION FAILED]FW: [EXTERNAL] MX-TRANSMIT-000274: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<9ANxq6gl3y0VCf64hIJSB>

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 Nittanee,
Returned with no comment.

Thanks,
Majid

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: Thursday, October 28, 2021 10:31 PM
To: Wisniewska, Alicja <Alicja.Wisniewska@ttc.ca>
Subject: [EXTERNAL] MX-TRANSMIT-000274: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<9ANxq6gl3y0VCf64hIJSB>

Email from outside TTC, proceed with caution

When replying, do not delete the content below this line.

Dear **Alicja**,

You have received a new **Transmittal: MX-TRANSMIT-000274**

Project: YNSE
Type: Transmittal
Mail Number: MX-TRANSMIT-000274
To: Garry Doyle, TTC
Cc: Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx
Majid Golbon, TCC
Eric Chu, TTC
Rachael Gerry, TTC
Raul Hamilton, TTC
Scott Haskill, TTC
Pat Lamanna, TTC
Dominic Tiano, TTC
Alicja Wisniewska, TTC
From: N Galema, Metrolinx
Sent: 29/10/2021 3:31:03 AM BST (GMT +01:00)
Reason: Issued for Review
Status: Outstanding
Response: **Respond by Monday, 29 November 2021**
Subject: **Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review**
Project Request From::
Project Request To::
Requestor PM::
Responder PM::

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Toronto Transit Commission (TTC) is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:
i. Summary cover letter describing the Project scope.
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cultural Heritage
• Appendix F: Air Quality
• Appendix G: Noise & Vibration
• Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

Disclaimer:

The information disclosed is to be considered confidential information under the August 2020 NDA among IO, MX and TTC.

The following documents contain information a) that is scientific, technical, commercial and/or financial information, supplied in confidence, where the disclosure could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of Metrolinx and/or Infrastructure Ontario, b) where the disclosure could reasonably be expected to prejudice the economic interests of an institution or the competitive position of Metrolinx and/or Infrastructure Ontario, c) where the disclosure could reasonably be expected to be injurious to the financial interests of the Government of Ontario or the ability of the Government of Ontario to manage the economy of Ontario and/or d) including the proposed plans, policies or projects of Metrolinx and/or Infrastructure Ontario where the disclosure could reasonably be expected to result in premature disclosure of a pending policy decision or undue financial benefit or loss to a person.

If any of these documents are responsive to a Freedom of Information request, please immediately contact Michael Kitagawa, Metrolinx Legal at michael.kitagawa@metrolinx.com and Christina Ruder, Manager, Freedom of Information at Christina.ruder@metrolinx.com. Do not release any of these documents prior to confirming with Metrolinx Legal.

Uploaded Documents (Zip download all files)

Document No.	Revision	Title	Status	File Name
Appendix_A_Draft_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028	For Review	Appendix_A_Draft_Study_Area_Mapping_20211028.pdf
219214Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
219214Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
219214Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For Review	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028.pdf
219214Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For Review	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028.pdf
219214Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
219214Y-OTP-ENV-RPT-00008	E	Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Assessment_Report_20211028	For Review	Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Assessment_Report_20211028.pdf
219214Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Review	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
219214Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028	For Review	Draft_EPR_Addendum_20211028.pdf
RCS-YNSE-EPR-Addendum - TTC	-	RCS-YNSE-EPR-Addendum - TTC	For Review	RCS-YNSE-EPR-Addendum - TTC.xlsx
YNSE_Draft_EPR_ Addendum_Review_20211028_TTC	-	YNSE_Draft_EPR_ Addendum_Review_20211028_TTC	Information Only	YNSE_Draft_EPR_ Addendum_Review_20211028_TTC.pdf

This is an automatic notification from **Aconex** .
To reply to this message, **hit the Reply button on your email program. Do not edit the subject line.**

Aconex
Project success. Easy as Aconex.
To request an Aconex User Account please contact your local Service Desk by visiting Support Central

This email and any attachments are confidential, subject to copyright and may be privileged. No confidentiality or privilege is lost by an erroneous transmission. If you have received this email in error, please let us know by reply email and delete or destroy this email and all copies. If you are not the intended recipient of this email you must not disseminate, copy or use the information in it.

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review retransmission dissemination or other use of or taking any action in reliance upon this information by persons or entities other than the intended recipient or delegate is strictly prohibited. If you received this in error please contact the sender and delete the material from any computer. The integrity and security of this message cannot be guaranteed on the Internet. The sender accepts no liability for the content of this e-mail or for the consequences of any actions taken on the basis of information provided. The recipient should check this e-mail and any attachments for the presence of viruses. The sender accepts no liability for any damage caused by any virus transmitted by this e-mail. This disclaimer is property of the TTC and must not be altered or circumvented in any manner.

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000274	MX-TRANSMIT-000274

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Garry Doyle - TTC (Garry.Doyle@ttc.ca)
Cc (11)	Li Chen - Metrolinx
	YNSE Document_Control - Metrolinx
	Ms Nittanee Galema - Metrolinx
	Majid Golbon - TCC (Majid.Golbon@ttc.ca)
	Scott Haskill - TTC (scott.haskill@ttc.ca)
	Dominic Tiano - TTC (Dominic.Tiano@ttc.ca)
	Eric Chu - TTC (Eric.Chu@ttc.ca)
	Pat Lamanna - TTC (Pat.Lamanna@ttc.ca)
	Rachael Gerry - TTC (Rachael.Gerry@ttc.ca)
	Alicja Wieniewska - TTC (Alicja.Wieniewska@ttc.ca)
	Raul Hamilton - TTC (Raul.Hamilton@ttc.ca)
Sent	Thursday, October 28, 2021 10:31:03 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETAILS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	Sta
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For

File	Document No	Revision	Revision Date	Title	St
	RCS-YNSE-EPR-Addendum - TTC	-	10/28/21	RCS-YNSE-EPR-Addendum - TTC	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_TTC	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_TTC	Infc On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Toronto Transit Commission (TTC) is listed on the Environmental Assessment Government Review Team (GRT) Metrolin welcomes any comments you may have on the preliminary draft EPR Addendum

Metrolin is circulating a confidential preliminary draft EPR Addendum and associated draft technical environmental reports for the YNSE to Indigenous Nations federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:
i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:
- Appendi A Study Area Mapping
- Appendix B: Natural Environment
- Appendi C Socio Economic and Land Use
- Appendix D: Stage 1 Archaeological Assessment
- Appendi E Cultural Heritage
- Appendix F: Air Quality
- Appendi G Noise & Vibration
- Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

Disclaimer:

The information disclosed is to be considered confidential information under the August 2020 NDA among IO, MX and TTC.

The following documents contain information a) that is scientific, technical, commercial and/or financial information, supplied in confidence, where the disclosure could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of Metrolinx and/or Infrastructure Ontario, b) where the disclosure could reasonably be expected to prejudice the economic interests of an institution or the competitive position of Metrolinx and/or Infrastructure Ontario, c) where the disclosure could reasonably be expected to be injurious to the financial interests of the Government of Ontario or the ability of the Government of Ontario to manage the economy of Ontario and/or d) including the proposed plans, policies or projects of Metrolinx and/or Infrastructure Ontario where the disclosure could reasonably be expected to result in premature disclosure of a pending policy decision or undue financial benefit or loss to a person.

If any of these documents are responsive to a Freedom of Information request, please immediately contact Michael Kitagawa, Metrolinx Legal at michael.kitagawa@metrolinx.com and Christina Ruder, Manager, Freedom of Information at Christina.ruder@metrolinx.com. Do not release any of these documents prior to confirming with Metrolinx Legal.

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Garry Doyle,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind Toronto Transit Commission (TTC) about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Scott Haskill, TTC; Rachael Gerry, TTC; Eric Chu, TTC; Dominic Tiano, TTC; Pat Lamanna, TTC; Alicja Wisniewska, TTC; Raul Hamilton, TTC; Majid Golbon, TTC

From:	Nittanee Galema
To:	Mark Ciavarro; Marcela Miranda; Jackie Ibale; Stephen Collins; Nikhil Lobo; Shameeza Gafoor; Yana Fomin; Sanjay Verma; Benny Lau; Julia Rakocevic; Jenny Wang; Joseph Basaly; Rajesh Kheni; Maria Nikolova; Lukasz Koziol; David Lugtu; Ayman Abdelmalik Ali Shash; Renea Douglas; Kaylin Barnes; Julia Kun; Jessica Neto; Ehsan Eslami; Kseniya Vakhrushkina; Nima Samiee
Cc:	Alexander Pitt; Maria Doyle; Sheila Wadie; Ilona Lehtokoski; Dragana Jaksic; Avais Patel; Babak Mohseni; Beverly Chu; Casey Craig; Dennis Li; Hussain Al Tamimi; Ahmed Naji; Kelvin Ng; Lisa Lovery; Monika Stade; Nasim Bozorgmehr; Negar Ashtari; Selena Black; Sundar Nunna; Taha Syed; Vinay Vanikar; Melda Tanrikulu; Rafael Monfardini; Rosita Shiwnath
Subject:	FW: TTC IT Network Outage
Date:	November 2, 2021 3:24:42 PM
Attachments:	image001.png image002.png image004.png

Hello Team,

Please see below comments regarding TTC IT Network Outage:

As noted in the news over the past few days, TTC is experiencing an outage in their network due to a ransomware attack. It has been confirmed that TTC have not been able to receive any emails, which means that they are unable to receive any notifications from Aconnex on file transmittals since Thursday. Since their network is down, it's not clear if any emails sent to them since Thursday are "waiting in the queue" or if they're lost and need to be resent. Therefore, until we receive confirmation from TTC that their network is up, we should keep a list of transmittals sent to them and prepare to resend them if necessary.

Here is a list of YNSE Transmittals that might have been affected:

MX-TRANSMIT-000274 (for review) EPR Addendum Review
MX-TRANSMIT-000276 (for review) YNSE Finch Tail Track Speed Restriction (DSVR)
MX-TRANSMIT-000277 (for Information)

Kindly relay the message to those I might have missed.

Thank you,
Nittanee

NITTANEE GALEMA
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
Nittanee.Galema@metrolinx.com

From: Emmelaine Agustin <Emmelaine.Agustin@metrolinx.com>
Sent: November 2, 2021 9:55 AM
To: Annie Mieu <Annie.Mieu@metrolinx.com>; Art Profeta <Art.Profeta@metrolinx.com>; Kerrilea

Underwood <Kerrilea.Underwood2@metrolinx.com>; Li Chen <Li.Chen@metrolinx.com>; Marie Mathews <Marie.Mathews@metrolinx.com>; Nittanee Galema <NittaneeFrances.Galema@metrolinx.com>
Cc: Ling Ho <Ling.Ho@metrolinx.com>; Leyette Schoales <Leyette.Schoales@metrolinx.com>; Jeanette Pratt <Jeanette.Pratt@metrolinx.com>
Subject: FW: TTC IT Network Outage

DC Team,

Please inform your project team accordingly including the Sponsors & Submittal Coordinators.

Thanks.

Regards,

EMMELAINE AGUSTIN
Document Control Lead, Subways Program
360 Transit Alliance, a consultant to Metrolinx
Emmelaine.agustin@metrolinx.com

From: Michael Tham <Michael.Tham@metrolinx.com>
Sent: November 1, 2021 9:00 PM
To: Emmelaine Agustin <Emmelaine.Agustin@metrolinx.com>
Cc: Ling Ho <Ling.Ho@metrolinx.com>; Leyette Schoales <Leyette.Schoales@metrolinx.com>; Sanaullah Ahmed <Sanaullah.Ahmed@metrolinx.com>; Daniel Cicero <Daniel.Cicero@metrolinx.com>
Subject: TTC IT Network Outage

Hi Everyone,

As noted in the news over the past few days, TTC is experiencing an outage in their network due to a ransomware attack. It has been confirmed that TTC have not been able to receive any emails, which means that they are unable to receive any notifications from Aconnex on file transmittals since Thursday. Since their network is down, it's not clear if any emails sent to them since Thursday are "waiting in the queue" or if they're lost and need to be resent. Therefore, until we receive confirmation from TTC that their network is up, we should keep a list of transmittals sent to them and prepare to resend them if necessary.

Thanks for your attention to this, happy to discuss further if needed.

Michael Tham, P.Eng.
Deputy Technical Director – Ontario Line

Metrolinx
130 Adelaide Street West, 15th Floor | Toronto | Ontario | M5H 3P5
T: 416.202.1732 C: 416.721.9784



Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000268	MX-TRANSMIT-000268

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Elsy Aceves - Hydro One Networks Inc. (elsy.aceves@HydroOne.com)
Cc (4)	Secondary Land Use - Hydro (SecondaryLandUse@HydroOne.com) Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 9:36:35 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	Sta
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS-YNSE-EPR-Addendum - Hydro One	-	10/28/21	RCS-YNSE-EPR-Addendum - Hydro One	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_HydroOne	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_HydroOne	Infi On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that Hydro One is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolin is circulating a confidential preliminary draft EPR Addendum and associated draft technical environmental reports for the YNSE to Indigenous Nations federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:

- Appendi A Study Area Mapping
- Appendix B: Natural Environment
- Appendi C Socio Economic and Land Use
- Appendix D: Stage 1 Archaeological Assessment
- Appendi E Cultural Heritage
- Appendix F: Air Quality
- Appendi G Noise & Vibration
- Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum

Metrolin would like to note the sensitive nature of the information found in these reports 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 Metrolin

Metrol n contacts Kayl n Barnes Kaylin Barnes@Metrolinx com and Jessica Neto Jessica Neto@metrolinx com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Elsy Aceves,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind Hydro One about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Secondary Land Use Account, Hydro One

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000265	MX-TRANSMIT-000265

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Jeff Booker - 407ETR (jbooker@407etr.com)
Cc (4)	Paul Rutten - 407ETR (PRutten@407ETR.com)
	Li Chen - Metrolinx
	YNSE Document_Control - Metrolinx
	Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 9:09:45 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	Sta
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	For
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	For
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	For
	RCS-YNSE-EPR-Addendum - 407 ETR	-	10/28/21	RCS-YNSE-EPR-Addendum - 407 ETR	For
	YNSE_Draft_EPR_ Addendum_Review_20211028_407ETR	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_407ETR	Infi On

MESSAGE

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that 407 ETR is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolin is circulating a confidential preliminary draft EPR Addendum and associated draft technical environmental reports for the YNSE to Indigenous Nations federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:

i Summary cover letter describing the Project scope
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii Draft EPR Addendum
iv. Draft technical reports include:

- Appendi A Study Area Mapping
- Appendix B: Natural Environment
- Appendi C Socio Economic and Land Use
- Appendix D: Stage 1 Archaeological Assessment
- Appendi E Cultural Heritage
- Appendix F: Air Quality
- Appendi G Noise & Vibration
- Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum

Metrolin would like to note the sensitive nature of the information found in these reports 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 Metrolin

Metrol n contacts Kayl n Barnes Kaylin Barnes@Metrolinx com and Jessica Neto Jessica Neto@metrolinx com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Jeff Booker,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind 407 ETR about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; Paul Ruttan, 407 ETR

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000266	MX-TRANSMIT-000266

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

From	Ms Nittanee Galema - Metrolinx
To	Michael Vallins - CN (Michael.vallins@cn.ca)
Cc (8)	Kristina Boka - CN (kristina.boka@cn.ca) John Hasterlo - CN (John.hasterlo@cn.ca) Luanne Patterson - CN (Luanne.Patterson@cn.ca) France Moreau - CN (France.Moreau@cn.ca) Jay Roberts - CN (Jay.Roberts@cn.ca) Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Thursday, October 28, 2021 9:24:17 PM EDT (GMT -04:00)
Reason	Issued for Review
Respond by	11/29/21
Status	Outstanding

DETA LS

Project Request From:

Project Request To:

Requestor PM:

Responder PM:

DOCUMENT ATTACHMENTS (11)

(0 selected)

File	Document No	Revision	Revision Date	Title	St
	219214Y-OTP-ENV-ADD-00002	D	10/28/21	Draft_EPR_Addendum_20211028	Fo
	219214Y-OTP-ENV-RPT-00003	F	10/28/21	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00005	F	10/28/21	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00006	F	10/28/21	Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00007	F	10/28/21	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00008	E	10/28/21	Appendix_G_Draft_Noise_and_Vibration_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00009	E	10/28/21	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	Fo
	219214Y-OTP-ENV-RPT-00017	B	10/28/21	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028	Fo
	Appendix_A_Draft_Study_Area_Mapping_20211028	-	10/28/21	Appendix_A_Draft_Study_Area_Mapping_20211028	Fo
	RCS-YNSE-EPR-Addendum - CN Rail	-	10/28/21	RCS-YNSE-EPR-Addendum - CN Rail	Fo
	YNSE_Draft_EPR_ Addendum_Review_20211028_CN	-	10/28/21	YNSE_Draft_EPR_ Addendum_Review_20211028_CN	Inf On

MESSAGE

Metrolin is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway E tension (YNSE) for review Recognizing that CN is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies municipalities and conservation authorities for review The following documents have been provided for your information

i. Summary cover letter describing the Project scope.
ii Comment/Response form please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv Draft technical reports include

- Appendix A: Study Area Mapping
- Appendi B Natural Environment
- Appendix C: Socio-Economic and Land Use
- Appendi D Stage 1 Archaeological Assessment
- Appendix E: Cultural Heritage
- Appendi F Air Quality
- Appendix G: Noise & Vibration
- Appendi H Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports please submit your feedback by November 29 2021
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports as the project details assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared with the public Metrolin 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galerna
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galerna@metrolinx.com

METROLINX

October 28, 2021

Reference: Yonge North Subway Extension – Opportunity to Review Confidential Draft Environmental Project Report Addendum

Dear Michael Vallins,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Yonge North Subway Extension (YNSE). The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre 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.

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 a preliminary draft EPR Addendum to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review and comment prior to publication. Please find enclosed an electronic copy of the confidential draft EPR Addendum for review and comment.

Metrolinx would like to remind CN Rail about the sensitive nature of the information found in these reports 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 provide any comments and feedback you may have by November 29, 2021 to the project team at: YorkRegion@metrolinx.com.

Please do not hesitate to reach out if you have any questions or concerns.

Sincerely,



Julia Kun
Environmental Project Manager, Environmental Programs & Assessment (EPA), Metrolinx
E: Julia.Kun@metrolinx.com | T: (416) 648-1102

cc: James Francis, Manager, EPA; Stephen Collins, Program Sponsor; Nikhil Lobo, Sponsor; France Moreau, CN Rail; John Hasterlo, CN Rail; Kristina Boka, CN Rail; Luanne Patterson, CN Rail; Jamie Liu, CN Rail

From: K istina Boka
To: Kayl n Ba nes; Jessica Neto; N ttanee Galema
Cc: Steve DelVecch o; Robert Versteegen
Subject: RE: MX-TRANSMIT-000266: Metrolinx Yonge North Subway Extens on: Confident al Draft Env ronmental Pro ect Report Addendum and Draft Techn cal Reports for Review ACNXREF<j6qwKQHX3Jcipd64hIJJSB>
Date: October 29 2021 9:47:20 AM

EXTERNAL SENDER: Do not cl ck any inks or open any attachments un ess you t ust the sender and know the content s safe.
EXPÉDITEUR EXTERNE: Ne cl quez sur aucun lien et n ouv ez aucune p èce jointe à moins qu i s ne proviennent d'un expédi eur iab e, ou que vous ayez l assurance que le contenu provient d'une source sûre.

Hi Kaylin Jessica and Nittanee

Can you ensure that Steve DelVecchio and Robert Versteegen (copied on this email) are always on the transmission list for YNSE documents? They are key members of the CN team.

Thank you

Kristina

CN

Kristina Boka P Eng. (She/Her)

Manager Design and Construction | Engineering
C: 905-867-4149
What's New at CN | *Quoi de neuf au CN*

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: Thursday October 28 2021 9:24 PM
To: Kristina Boka <Kristina.Boka@cn.ca>
Subject: MX-TRANSMIT-000266: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3Jcipd64hIJJSB>

CAU ON: his email originated from outside CN: DO NOT cl ck inks or open attachments unless you ecognize the sender AND KNOW the content is safe.

AVER ISSEMEN : ce courr el provient d une source externe au CN : NE CLIQUEZ SUR AUCUN ien ou pièce jointe à moins de reconnaitre l'expéd teur et d avoir VÉRIFIÉ la sécurité du contenu.

When replying, do not delete the content below this ine.

Dear **Kristina**,

You have received a new **ransmittal: MX RANSMI 000266**

Project: YNSE
ype: Transm ttal
Mail Number: MX-TRANSMIT-000266
o: M chael Va lins, CN
Cc: Jay Roberts, CN
Kristina Boka CN
John Hasterlo, CN
France Moreau, CN
Luanne Patterson, CN
Li Chen, Metro inx
YNSE Document_Control, Metrolinx
Ms Nittanee Ga ema, Metrolinx
From: N Galema, Metrolinx
Sent: 29/10/2021 2:2 :17 AM BST (GMT 01:00)
Reason: Issued for Review
Status: Outstanding
Response: **Respond by Monday 29 November 2021**
Subject: **Metrol nx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft echnical Reports for Review**
Project Request From::
Project Request o::
Requestor PM::
Responder PM::

Metrolinx s circulating a pre iminary draft of the Environmen al Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) or review. Recogn zing that CN is listed on the Environmen al Assessment Government Review Team (GRT), Metro inx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx s circulating a confident al preliminary draft EPR Addendum, and associa ed draft technical environmental reports for the YNSE to Ind genous Na ions, federal and provincial rev ew agenc es, municipa ities, and conservation authorit es for review. The following documents have been provided for your informat on:
i. Summary cover le ter describing the Project scope.
ii. Comment/Response form – please use th s form if you would like to provide comments on the draft EPR document
i i. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cu tural Heritage
• Appendix F: Air Qual ty
• Appendix G: Noise & Vibration
• Appendix H: Tra fic

Should you w sh o provide comments on the draft EPR Addendum and draft technical reports, p ease submit your feedback by November 29, 2021.
Comments received wi l be reviewed and considered as part of finalizing the echnical reports and EPR Addendum.

Metrolinx would ike to note the sensitive nature of the information found in these reports as the project deta ls assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared w th the public. Metrolinx requests that the content of these draft documents remains con idential at this time. Any inquir es related to the report or project should be direc ed to Metrolinx.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Ga ema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Ade aide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metro inx.com

Uploaded Documents (Zip download all files)

Document No	Revision	t e	Status	File Name
Appendix_A_Dra t_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028	For Rev ew	Appendix_A_Draft_Study_Area_Mapping_20211028.pdf
21921 Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Exis ing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_mpact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Ex sting_Condit ons_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_C_Draft_Socio Economic_and_Land Use_Existing_Conditions_and_mpact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeo ogical_Assessment_20211028	For Rev ew	Appendix_D_Draft_Stage_1_Archae_l_gical_Assessment_20211028.pdf
21921 Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cu tural_Heritage_Report_Exis ing_Cond tions_and_Pre iminary_Impact_Assessment_Report_20211028	For Rev ew	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Prel minary_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Qual ty_Existing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00008	E	Appendix_G_Dra t_Noise_and_Vibrat on_Exis ting_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_G_Draft_N_ise_and_Vibrati_n_Exis ting_C_ndi ti_ns_and_Impact_Assessment_Rep_rt_20211028.pdf
21921 Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Tra fic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_H_Draft__raffic_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028	For Rev ew	Draft_EPR_Addendum_20211028.pdf
YNSE_Draft_EPR_ Addendum_Review_20211028_CN	-	YNSE_Draft_EPR_ Addendum_Rev ew_20211028_CN	Information Only	YNSE_Draft_EPR_Addendum_Review_20211028_CN.pdf
RCS-YNSE-EPR-Addendum - CN Ra l	-	RCS-YNSE-EPR-Addendum - CN Rail	For Rev ew	RCS YNSE EPR Addendum_CN Rail.xlsx

Th s is an automat c notif cation from **Aconex** .
To reply to this message, **h t the Reply button on your email program Do not ed t the subject l ne**

Ac nex
Project success Easy as Aconex
To request an Aconex User Account p ease contact your ocal Service Desk by visiting Support Central

This ema l and any at achmen s are conf den ial, subject to copyr ght and may be priv eged. No con dent a lity or privi ege is cst by an erroneous transm ssion. If you have received this ema l in er or, p ease et us know by reply email and de ete or destroy this ema l and all copies. If you a e not the intended recipient of this email you must not disseminate, copy or use the informat on in t.

From: K.istina.Boka
To: Jess.ca.Neto
Cc: Steve.DelVecch.o; Robert.Versteegen; Kaylin.Barnes; Nittanee.Galema
Subject: RE: MX-TRANSMIT-000266: Metrolinx Yonge North Subway Extens.on: Confident.al Draft Env.ronmental Pro.ect Report Addendum and Draft Techn.cal Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>
Date: October 29 2021 10:31:05 AM
Attachments: image001.png

EXTERNAL SENDER: Do not cl ck any inks or open any attachments unless you t ust the sender and know the content s safe.
EXPÉDITEUR EXTERNE: Ne cl quez sur aucun ien et n ouv ez aucune p èce jointe à moins qu i s ne proviennent d'un expédi eur iab e, ou que vous ayez l assurance que le contenu provient d'une source sûre.

Yes thank you!

From: Jessica Neto <Jessica.Neto@metro inx.com>
Sent: Friday October 29 2021 10:21 AM
To: Kristina Boka <Kristina.Boka@cn.ca>
Cc: Steve DelVecchio <Steve.DelVecchio@cn.ca>; Robert Versteegen <Robert.Versteegen@cn.ca>; Kaylin Barnes <Kaylin.Barnes@metro inx.com>; Nittanee Galema <NittaneeFrances.Galema@metrolinx.com>
Subject: RE: MX-TRANSMIT-000266: Metro inx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>

CAU ON: his email originated from outside CN: DO NOT cl ck inks or open attachments unless you ecognize the sender AND KNOW the content is safe.
AVER ISSEMEN : ce courr el provient d une source externe au CN : NE CLIQUEZ SUR AUCUN ien ou pièce jointe à moins de reconnaitre l'expéd teur et d avoir VÉRIFIÉ la sécurité du contenu.

Hi Kristina

We have added Steve DelVecchio and Robert Versteegen to our ist of contacts to receive future communications.
Thank you for letting us know.

Would you like Metrolinx to send transmittals to Steve and Robert? We could have that arranged and sent on Monday.

Thank you

Jessica Ne o
Junior Project Coordina or, Environmen al Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toron o | Ontar o |

From: Kristina Boka <Kristina.Boka@cn.ca>
Sent: October 29 2021 9:47 AM
To: Kay in Barnes <Kaylin.Barnes@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Nittanee Galema <NittaneeFrances.Galema@metro inx.com>
Cc: Steve DelVecchio <Steve.DelVecchio@cn.ca>; Robert Versteegen <Robert.Versteegen@cn.ca>
Subject: RE: MX-TRANSMIT-000266: Metro inx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>

EXTERNAL SENDER: Do not cl ck any inks or open any attachments unless you t ust the sender and know the content s safe.
EXPÉDITEUR EXTERNE: Ne cl quez sur aucun ien et n ouv ez aucune p èce jointe à moins qu i s ne proviennent d'un expédi eur iab e, ou que vous ayez l assurance que le contenu provient d'une source sûre.

Hi Kaylin Jessica and Nittanee

Can you ensure that Steve DelVecchio and Robert Versteegen (copied on this email) are always on the transmission list for YNSE documents? They are key members of the CN team.

Thank you

Kristina

CN

Kristina Boka P Eng. (She/Her)

Manager Design and Construction | Engineering
C: 905-867-4149
What's New at CN | Quoi de neuf au CN

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: Thursday October 28 2021 9:24 PM
To: Kristina Boka <Kristina.Boka@cn.ca>
Subject: MX-TRANSMIT-000266: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>

CAU ON: his email originated from outside CN: DO NOT cl ck inks or open attachments unless you ecognize the sender AND KNOW the content is safe.
AVER ISSEMEN : ce courr el provient d une source externe au CN : NE CLIQUEZ SUR AUCUN ien ou pièce jointe à moins de reconnaitre l'expéd teur et d avoir VÉRIFIÉ la sécurité du contenu.

When replying, do not delete the content below this ine.

Dear **Kristina**,

You have received a new **ransmittal: MX RANSMI 000266**

Project: YNSE
ype: Transm ttal
Mail Number: MX-TRANSMIT-000266
o: M chael Va lins, CN
Cc: Jay Roberts, CN
Kristina Boka CN
John Hasterlo, CN
France Moreau, CN
Luanne Patterson, CN
Li Chen, Metro inx
YNSE Document Control, Metrolinx
Ms Nittanee Ga ema, Metrolinx
From: N Galema, Metrolinx
Sent: 29/10/2021 2:2 :17 AM BST (GMT 01:00)
Reason: Issued for Review
Status: Outstanding
Response: **Respond by Monday 29 November 2021**
Subject: **Metrol nx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft echnical Reports for Review**
Project Request From::
Project Request o::
Requestor PM::
Responder PM::

Metrolinx s circulating a pre iminary draft of the Environmen al Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) or review. Recogn zing that CN is listed on the Environmen al Assessment Government Review Team (GRT), Metro inx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx s circulating a confident al preliminary draft EPR Addendum, and associa ed draft technical environmental reports for the YNSE to Ind genous Na ions, federal and provincial rev ew agenc es, municipa ities, and conservation authorit es for review. The following documents have been provided for your informat on:
i. Summary cover le ter describing the Project scope.
ii. Comment/Response form – please use th s form if you would like to provide comments on the draft EPR document
i i. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cu tural Heritage
• Appendix F: Air Qual ty
• Appendix G: Noise & Vibration
• Appendix H: Tra fic

Should you w sh o provide comments on the draft EPR Addendum and draft technical reports, p ease submit your feedback by November 29, 2021.
Comments received wi l be reviewed and considered as part of finalizing the echnical reports and EPR Addendum.

Metrolinx would ike to note the sensitive nature of the information found in these reports as the project deta ls assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared w th the public. Metrolinx requests that the content of these draft documents remains con idential at this time. Any inquir es related to the report or project should be direc ed to Metrolinx.

Metrolinx contacts Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jess ca.Neto@metrolinx.com

Thank you,

Nittanee Ga ema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Ade aide St W. | Toronto | ON | M5H 3P5
Nitta eeF a ces.Gale a@ et.o i co

Uploaded Documents (ip d nl ad all files)

Document No	Revision t e	Status	File Name

Appendix_A_Dra t_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028	For Rev ew Appendix_A_Draft_Study_Area_Mapping_20211028.pdf
21921_Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Exis ing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew Appendix_B_Draft_Natural_En ir_nment_Existing_C_ndIti_ns_and_mpact_Assessment_Rep_rt_20211028.pdf
21921_Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Ex sting_Condit ons_and_Impact_Assessment_Report_20211028	For Rev ew Appendix_C_Draft_Socio Economic_and_Land Use_Existing_Conditions_and_mpact_Assessment_Report_20211028.pdf
21921_Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeo ogical_Assessment_20211028	For Rev ew Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028.pdf
21921_Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cu tural_Heritage_Report_Exis ing_Cond tions_and_Pre iminary_Impact_Assessment_Report_20211028	For Rev ew Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Prel minary_Impact_Assessment_Report_20211028.pdf
21921_Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Qual ty_Existing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew Appendix_F_Draft_Air_Quality_Existing_C_ndIti_ns_and_Impact_Assessment_Rep_rt_20211028.pdf
21921_Y-OTP-ENV-RPT-00008	E	Appendix_G_Dra t_Noise_and_Vibrat on_Exis ting_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew Appendix_G_Draft_Noise_and_Vibration_Exis ting_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921_Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Tra ffic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew Appendix_H_Draft_raffic_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921_Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028	For Rev ew Draft_EPR_Addendum_20211028.pdf
YNSE_Draft_EPR_Addendum_Review_20211028_CN	-	YNSE_Draft_EPR_Addendum_Rev ew_20211028_CN	Information Only YNSE_Draft_EPR_Addendum_Review_20211028_CN.pdf
RCS-YNSE-EPR-Addendum - CN Ra l	-	RCS-YNSE-EPR-Addendum - CN Rail	For Rev ew RCS YNSE EPR Addendum_CN Rail.xlsx

Th s is an automat c notif cation from **Ac nex** .
To reply to this message, **h t the Reply button on your email program Do not ed t the subject l ne**

Aconex
Project success Easy as Aconex
To request an Aconex User Account p ease contact your ocal Service Desk by visiting Support Central

This ema l and any at achmen s are conf den ial, subject to copyr ght and may be priv eged. No con ident a ity or priv ege is ost by an erroneous transm ssion. If you have received this ema l in er or, p ease et us know by reply email and de ete or destroy this ema l and all copies. If you a e not the intended recipient of this email you must not disseminate, copy or use the informat on in t.

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: N tnanee Ga ema
To: K istina Boka
Cc: Steve DelVecch o; Robert Versteegen; Kaylin Barnes; Jessica Neto; Li Chen; YNSE Doc Control
Subject: RE: MX-TRANSMIT-000266: Metrolinx Yonge North Subway Extens on: Confident al Draft Env ronmental Pro ect Report Addendum and Draft Techn cal Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>
Date: November 1 2021 10:47:03 AM
Attachments: image002.png
image003.png

Hi Kristina

We have forwarded the Aconex transmittal to Steve DelVecchio and Robert Versteegen as requested below.

We have Steve on the Aconex Submittals group and he will receive all correspondence including report packages I ke this going forward.
I could also add Robert Versteegen to the same Aconex Submittals group so that he can receive future YNSE review packages kindly confirm.

Thank you
Nittanee

NITTANEE GALEMA
Document Controller, Yonge North Subway Extension
Metrolinx
130 Ade aide St W. | Toronto | ON | M5H 3P5
Nittanee.Ga ema@metro inx.com

From: Kristina Boka <Kristina.Boka@cn.ca>
Sent: October 29 2021 10:31 AM
To: Jessica Neto <Jessica.Neto@metrolinx.com>
Cc: Steve DelVecchio <Steve.DelVecchio@cn.ca>; Robert Versteegen <Robert.Versteegen@cn.ca>; Kaylin Barnes <Kaylin.Barnes@metro inx.com>; Nittanee Galema <NittaneeFrances.Galema@metrolinx.com>
Subject: RE: MX-TRANSMIT-000266: Metro inx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>

EXTERNAL SENDER: Do not cl ck any inks or open any attachments un ess you t ust the sender and know the content s safe.
EXPÉDITEUR EXTERNE: Ne cl quez sur aucun ien et n ouv ez aucune p èce jointe à moins qu i s ne proviennent d'un expédi eur iab e, ou que vous ayez l assurance que le contenu provient d'une source sûre.

Yes thank you!

From: Jessica Neto <Jessica Neto@metro inx com>
Sent: Friday October 29 2021 10:21 AM
To: Kristina Boka <Kristina.Boka@cn.ca>
Cc: Steve DelVecchio <Steve.DelVecchio@cn.ca>; Robert Versteegen <Robert.Versteegen@cn.ca>; Kaylin Barnes <Kaylin.Barnes@metrolinx.com>; Nittanee Galema <NittaneeFrances.Galema@metrolinx.com>
Subject: RE: MX-TRANSMIT-000266: Metro inx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>

CAU ON: his email originated from outside CN: DO NOT cl ck inks or open attachments unless you ecognize the sender AND KNOW the content is safe.

AVER ISSEMEN : ce courr el provient d une source externe au CN : NE CLIQUEZ SUR AUCUN ien ou pièce jointe à moins de reconnaitre l'expédi teur et d avoir VÉRIFIÉ la sécurité du contenu.

Hi Kristina

We have added Steve DelVecchio and Robert Versteegen to our ist of contacts to receive future communications.
Thank you for letting us know.

Would you like Metrolinx to send transmittals to Steve and Robert? We could have that arranged and sent on Monday.

Thank you

Jessica Ne o
Junior Project Coordina or, Environmen al Programs & Assessment
Pronouns: She/Her
Metrolinx
10 Bay Street | Toron o | Ontar o |

From: Kristina Boka <Kristina Boka@cn.ca>
Sent: October 29 2021 9:47 AM
To: Kay in Barnes <Kaylin.Barnes@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>; Nittanee Galema <NittaneeFrances.Galema@metro inx.com>
Cc: Steve DelVecchio <Steve.DelVecchio@cn.ca>; Robert Versteegen <Robert.Versteegen@cn.ca>
Subject: RE: MX-TRANSMIT-000266: Metro inx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>

EXTERNAL SENDER: Do not cl ck any inks or open any attachments un ess you t ust the sender and know the content s safe.
EXPÉDITEUR EXTERNE: Ne cl quez sur aucun ien et n ouv ez aucune p èce jointe à moins qu i s ne proviennent d'un expédi eur iab e, ou que vous ayez l assurance que le contenu provient d'une source sûre.

Hi Kaylin Jessica and Nittanee

Can you ensure that Steve DelVecchio and Robert Versteegen (copied on this email) are always on the transmission list for YNSE documents? They are key members of the CN team.

Thank you

Kristina

CN

Kristina Boka P Eng. (She/Her)

Manager Design and Construction | Engineering
C: 905-867-4149
What's New at CN | *Quoi de neuf au CN*

From: auto-reply-uk1@eu.aconex.com <auto-reply-uk1@eu.aconex.com>
Sent: Thursday October 28 2021 9:24 PM
To: Kristina Boka <Kristina.Boka@cn.ca>
Subject: MX-TRANSMIT-000266: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF<j6qwKQHX3cipd64hIJJSB>

CAU ON: his email originated from outside CN: DO NOT cl ck inks or open attachments unless you ecognize the sender AND KNOW the content is safe.

AVER ISSEMEN : ce courr el provient d une source externe au CN : NE CLIQUEZ SUR AUCUN ien ou pièce jointe à moins de reconnaitre l'expédi teur et d avoir VÉRIFIÉ la sécurité du contenu.

When replying, do not delete the content below this ine.

Dear **Kristina**,

You have received a new **ransmittal: MX RANSMI 000266**

Project: YNSE
ype: Transm ttal
Mail Number: MX-TRANSMIT-000266
o: M chael Va ins, CN
Cc: Jay Roberts, CN
Kristina Boka CN
John Hasterlo, CN
France Moreau, CN
Luanne Patterson, CN
Li Chen, Metro inx
YNSE Document_Control, Metrolinx
Ms Nittanee Ga ema, Metrolinx
From: N Galema, Metrolinx
Sent: 29/10/2021 2:2 :17 AM BST (GMT 01:00)
Reason: Issued for Review
Status: Outstanding
Response: **Respond by Monday 29 November 2021**
Subject: **Metrol nx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft echnical Reports for Review**
Project Request From::
Project Request o::
Requestor PM::
Responder PM::

Metrolinx s circulating a pre iminary draft of the Environmen al Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) or review. Recogn zing that CN is listed on the Environmen al Assessment Government Review Team (GRT), Metro inx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx s circulating a confident al preliminary draft EPR Addendum, and associa ed draft technical environmental reports for the YNSE to Ind genous Na ions, federal and provincial rev ew agenc es, municipa ities, and conservation authorit es for review. The following documents have been provided for your informat on:
i. Summary cover le ter describing the Project scope.
ii. Comment/Response form – please use th s form if you would like to provide comments on the draft EPR document
i i. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping

• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cu tural Heritage
• Appendix F: Air Qual ty
• Appendix G: Noise & Vibration
• Appendix H: Tra fic

Should you w sh o provide comments on the draft EPR Addendum and draft technical reports, p ease submit your feedback by November 29, 2021.
Comments received wi l be reviewed and considered as part of finalizing the echnical reports and EPR Addendum.

Metrolinx would ike to note the sensitive nature of the information found in these reports as the project deta ls assessed in these documents, and the draft assessment results, are preliminary and have not yet been shared w th the public. Metrolinx requests that the content of these draft documents remains con idential at this time. Any inquir es related to the report or project should be direc ed to Metrolinx.

Metrolinx contacts Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jess ca.Neto@metrolinx.com

Thank you,

Nittanee Ga ema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Ade aide St W. | Toronto | ON | M5H 3P5
Nitta eeF a ces Gale a@ et o i co

Uploaded Documents (ip d nl ad all files)

Document No	Revision	t e	Status	File Name
Appendix_A_Dra t_Study_Area_Mapping_20211028	-	Appendix_A_Draft_Study_Area_Mapping_20211028	For Rev ew	Appendix_A_Draft_Study_Area_Mapping_20211028.pdf
21921 Y-OTP-ENV-RPT-00007	F	Appendix_B_Draft_Natural_Environment_Exis ing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_mpact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00006	F	Appendix_C_Draft_Socio-Economic_and_Land Use_Ex sting_Condit ons_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_C_Draft_S_ci_Ec_n_mic_and_Land Use_Existing_C_nditi_ns_and_mpact_Assessment_Rep_rt_20211028.pdf
21921 Y-OTP-ENV-RPT-00017	B	Appendix_D_Draft_Stage_1_Archaeo ogical_Assessment_20211028	For Rev ew	Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028.pdf
21921 Y-OTP-ENV-RPT-00005	F	Appendix_E_Draft_Cu tural_Heritage_Report_Exis ing_Cond tions_and_Pre iminary_Impact_Assessment_Report_20211028	For Rev ew	Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Prel minary_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00003	F	Appendix_F_Draft_Air_Qual ty_Existing_Cond tions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-RPT-00008	E	Appendix_G_Dra t_Noise_and_Vibrat on_Exis ting_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_G_Draft_N_ise_and_Vibrati_n_Exis ting_C_nditi_ns_and_Impact_Assessment_Rep_rt_20211028.pdf
21921 Y-OTP-ENV-RPT-00009	E	Appendix_H_Draft_Tra fic_Existing_Conditions_and_Impact_Assessment_Report_20211028	For Rev ew	Appendix_H_Draft_raffic_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf
21921 Y-OTP-ENV-ADD-00002	D	Draft_EPR_Addendum_20211028	For Rev ew	Draft_EPR_Addendum_20211028.pdf
YNSE_Draft_EPR_ Addendum_Review_20211028_CN	-	YNSE_Draft_EPR_ Addendum_Rev ew_20211028_CN	Information Only	YNSE_Draft_EPR_Addendum_Re ie_20211028_CN.pdf
RCS-YNSE-EPR-Addendum - CN Ra l	-	RCS-YNSE-EPR-Addendum - CN Rail	For Rev ew	RCS YNSE EPR Addendum_CN Rail.xlsx

Th s is an automat c notif cation from **Aconex** .
To reply to this message, **h t the Reply button on your email program Do not ed t the subject l ne**

Ac nex
Project success Easy as Aconex
To request an Aconex User Account p ease contact your ocal Service Desk by visiting Support Central

This ema l and any at achmen s are conf den ial, subject to copyr ght and may be priv eged. No con dent a lity or priv ege is ost by an erroneous transm ssion. If you have received this ema l in er or, p ease et us know by reply email and de ete or destroy this ema l and all copies. If you a e not the intended recipient of this email you must not disseminate, copy or use the informat on in t.

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 Comments/Responses

Draft EPR Addendum Circulation

The following Tables contain comments (verbatim) submitted by each group that participated in the Government Review Team for a previous draft of the EPR Addendum, as well as how the comment was considered and responded to by Metrolinx.

Provincial Review Agency Comments Received on Draft EPR Addendum

Ministry of Environment, Conservation and Parks (MECP) Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Hydrogeology	It is noted that no site-specific hydrogeological and geotechnical investigation reports were provided for review. Groundwater and geology related information is included within the Environmental Project Report Addendum (Metrolinx, October 2021). The geological and hydrogeological conditions presented within the report comprise of available published subsurface soil/groundwater information, as well as, site-specific data collected by previous geotechnical investigations (Draft EPR Addendum, 2021). The exiting geological/hydrogeological conditions are presented for each project segment (Segments 1, 2 and 3) in Section 4.2 of the Draft EPR Addendum (2021) and impacts assessment and mitigation measures/monitoring are in Section 5.2. The Draft EPR Addendum (2021) study report has considered potential issues related to groundwater resources that may be encountered during the implementation of the project at a level appropriate for this stage of the project. The report also considered issues related to excess soil and material management during construction, as well as measures addressing the management/disposal of dewatering discharge. It is noted that the potential for groundwater impacts will be further reviewed and documented in the Soil and Groundwater Management Strategy to be developed prior to construction (Draft EPR Addendum, 2021). I agree with the report's conclusions, and provided proposed mitigation measures are properly implemented, the project is not expected to impact groundwater resources and groundwater related environmental features in the area. Recommendations • During the detailed design phase and prior to construction, it should be confirmed if a Permit to Take Water (PTTW) is required for all or parts of the project, or construction dewatering EASR can be an option if the required water taking will not exceed 400,000 L/day. • If detailed design and evaluation confirmed that Permit to Take Water is required, then a Category 3 hydrogeological assessment will have to be completed. The assessment should meet the requirements described in MOE (2008). MOE. 2008. Technical Guidance Document for Hydrogeological Studies in Support of Category 3 Applications for Permit to Take Water, Ministry of the Environment of Ontario, Operations Division, April 2008. Retrieved October 6, 2016 from: https://www.ontario.ca/page/technical-guidance-document-hydrogeological-studies-support-category-3-applications MOECC. Environmental Activity and Sector Registry https://www.ontario.ca/page/environmental-activity-and-sector-registry.	Thank you for your comments and recommendations. Field investigation for Royal Orchard area of the alignment is in progress. Results of hydrogeological assessment for this section is not complete. Preliminary information indicates that EASR or PTTW will be required for all major excavations (EEBs, Stations, shafts and Cross Passages). It will be confirmed if a Permit to Take Water (PTTW) is required for all or parts of the project, or construction dewatering EASR can be an option if the required water taking will not exceed 400,000 L/day. If detailed design and evaluation confirmed that Permit to Take Water is required, then a Category 3 hydrogeological assessment will be completed. The assessment will meet the requirements described in MOE (2008). Based on additional groundwater quality assessment and prior to commencing with the construction, Metrolinx will determine if an Environmental Compliance Approval or a permit to discharge to municipal storm or sanitary sewer is required. Thank you for the additional information related to the highly productive zone northeast of the proposed alignment near Major Mackenzie Drive and Yonge Street. This feature will be further considered during the development of the Groundwater Management and Dewatering Plan that will be developed to guide the handling, management, and disposal of groundwater. The Groundwater Management and Dewatering Plan will be overseen by a Qualified Person and will comply with the *Ontario Water Resources Act* and *O.Reg. 153/04* made under the *Environmental Protection Act*. The Groundwater Management and Dewatering Plan will furthermore outline the groundwater monitoring considerations during the works and provide guidance for groundwater monitoring following the works, where considered applicable. Potential interference effects as a result of construction dewatering within the area of influence, such as, stability of geotechnically sensitive soils, subsidence, and potential damage to structural integrity of buildings and infrastructure will be further considered during future project phases.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		• Based on additional groundwater quality assessment and prior to commencing with the construction, Metrolinx should determine if an Environmental Compliance Approval or a permit to discharge to municipal storm or sanitary sewer is required. • It is recommended that project hydrogeologists consider the presence of highly productive zone northeast of the proposed alignment near Major Mackenzie Drive and Yonge Street approximately 3.5 km north-northeast of the Richmond Hill Centre (north of Highway 7 immediately east of Yonge Street). The area is where the ORM and the underlying Thorncliffe aquifers have been twinned, thereby creating a zone of high productivity. The confining unit for this highly productive zone is the overlying Halton Till, which is approximately 10 m to 15 m thick near Richmond Hill Centre. This highly productive zone may extent south of Major Mackenzie Drive towards the Richmond Hill Centre. If the Halton till cap is removed or thinned significantly near the aquifer zone during construction, above ground heads from the ORM and Thorncliffe may create artesian conditions requiring extensive dewatering during construction and potentially permanent groundwater control to reduce the heads. This situation has occurred at a few sites in York Region to the north and northeast of the Richmond Hill Centre and has resulted in the need for permanent relief wells to be installed to lower groundwater heads below the constructed structures. • Potential interference effects as a result of construction dewatering within the area of influence, such as, stability of geotechnically sensitive soils, subsidence, and potential damage to structural integrity of buildings and infrastructure should also be considered during the detailed design/planning stage.	
2	Natural Environment	There are no watercourses or waterbodies within Segment 1. Along with other natural heritage features, Segment 2 has two watercourse crossings (Don River East Branch and Pomona Creek), and Segment 3 has one watercourse crossing (German Mills Creek). Segment 2 Project works are primarily below grade, and potential impacts are noted as low. Segment 3 includes at grade Project works, like the proposed Train Storage Facility and the German Mills Creek crossing culvert replacement which could impact surface water. Potential impacts to surface water are identified and described in Table B3-4 of the Final Draft Natural Environment Existing Conditions & Impact Assessment Report (2021) and Table-0-1 Summary of Potential Impacts, Mitigation Measures and Monitoring Activities: Natural Environment (Draft EPR Addendum, 2021). These focus on impacts during construction, such as spills and sedimentation, but also consider impacts during site preparation and post construction, such as changes to banks, riparian habitat, and flow. Mitigation measures are considered and include working with the appropriate agencies and guidelines. On-site inspections of measures are noted but a frequency is not described and should be of a regular occurrence. As discussed in the groundwater comments, it is recommended to confirm which approvals are required from applicable agencies prior to construction. Overall, the considerations and measures in place should accommodate the project and proposed changes described in the addendum.	Thank you for summarizing surface water features within the YNSE alignment. This is consistent with our own assessment. The EPR Addendum notes that on-site inspection will be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions as required, and we are in agreement that this should occur at regular intervals and after significant rainfall events. The timing of monitoring and inspections will be formalized during the development of the Construction Management Plan and Environmental Management System for the project during future stages of design. Section 2.2.1 of the EPR Addendum [Construction Staging and Laydown Areas] also notes that potential environmental impacts and mitigation associated with construction staging areas have not been assessed. Therefore, any additional mitigation or monitoring measures that will be necessary to avoid or offset potential impacts related to the physical footprint and/or construction activities to be carried out at construction staging areas will need to be reviewed at the detailed design stage and subsequently implemented. Any associated EPR Addendum requirements will also be identified.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Air Quality			
1	Air Quality Assessment	The AAAQS referenced in Table 5-19 of the Draft EPR Addendum is a typo, which should be noted as CAAQS.	Thank you for your comment. In-text updates have been made.
2	Air Quality Assessment	It is noted in Tables B3-10, B3-11 and B3-12 of the AQIA report that the 1hr and annual NO_2 maximum predicted cumulative concentrations will exceed the CAAQS for all three scenarios. It is suggested to note these NO_2 CAAQS non-conformances in page 3 of Part A of the AQIA report.	Thank you for your comment. The Air Quality Impact Assessment Report has undergone significant revisions since the Draft report was made available to MECP for comment and no longer presents a detailed operational assessment of potential air quality impacts and instead focuses primarily on the construction phase of the Project.
Noise & Vibration			
1	Noise & Vibration Assessment	Measurement data was discounted during inclement weather, which includes times when wind speeds exceeded 25 km/h or during periods of precipitation. Measurement data is usually excluded when wind speeds exceed 15 km/h.	Thank you for your comment. All measurement sound data have been included in the report for review, regardless of wind speed. The baseline measurement data provide an indication of the sound levels present along the route but are not directly used in the analysis.
2	Noise & Vibration Assessment	Summary of Measured Sound Levels contains several ambient sound monitor locations near the CN Rail Bala Subdivision. The MOE/TTC Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway Loop, June 1993, defines ambient to be the noise from road traffic and existing industry. The ambient specifically excludes transient noise from aircraft and railways except for pre-existing TTC rail operations. Was the noise from the CN Bala Subdivision excluded from measured sound levels reported in Table 2-3?	Thank you for your comment. The noise from the CN Bala subdivision was not excluded from the sound levels reported in this Table. Please see response to comment 4 for rationale.
3	Noise & Vibration Assessment	Leg should be Leq. The subway vehicle passby noise should not exceed 80 dBA Leq passby at any point of reception. Are there any points of reception where this 80 dBA Leq passby noise is exceeded?	Thank you for your comment. This typo has been corrected. The subway vehicle passby noise does not exceed 80 dBA Leq at any point of reception.
4	Noise & Vibration Assessment	Why is the YNSE assessment using this MOEE/GO 1995 draft protocol and not the "190410 Metrolinx NV Guideline Rev 6 1500999"? Only Metrolinx rail is allowed in the ambient background sound according to the Metrolinx NV Guideline Rev 6, Table 7.	Thank you for your comment. As this project is located adjacent to an existing railway corridor, one that carries both GO and CN's freight traffic, it would not be representative of the YNSE project's impact to exclude the contribution from these other railway sources.
5	Noise & Vibration Assessment	ISO 9613-2 is the provincially accepted prediction procedure for stationary sources, not ISO 2631.	Thank you for your comment. This typo has been corrected.
6	Noise & Vibration Assessment	Traffic can also be calculated using TNM 2.5 or TNM 3.0. How did the consultant calc traffic using ORNAMENT reference sound powers and CadnaA?	Thank you for your comment. Reference sound levels were calculated in Stamson 5.04 using the ORNAMENT procedure. Refence sound levels were inputted as line sources in CandaA and used to calculate sound levels.
7	Noise & Vibration Assessment	V16 needs vibration reduction of 23 dB, to attenuate ground-borne noise, but the recommended floating slab track can only provide 15 dB vibration reduction. How will YNSE achieve 23 dB vibration reduction? Will YNSE use double tie floating slab track for vibration reduction targets greater than 15 dB? Receptors in which recommended vibration reduction cannot be achieved with conventional floating slab track should be clearly highlighted and marked as double tie floating slab track.	Thank you for your comment. Appropriate vibration isolation such as the TTC double tie floating slab track will be further developed during detailed design. There are a variety of floating slab technologies available that can be used to meet the noted 23 dB vibration reduction.
8	Noise & Vibration Assessment	Will the private house at 129 Kirk Drive, between R37 and R38, be acquired and demolished to make way for EEB5?	Thank you for your comment. The final EEB locations are still under review and may be revised as the design develops. The noise and vibration analysis focuses on noise and vibration sensitive receptors that are expected to remain after the project's construction.

Ministry of Transportation (MTO) Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Executive Summary	Reference to expanded capacity as a result of GO Rail Expansion should be fact checked by Metrolinx (see highlighted below). The same reference is used in the Ontario Line IBC and PDBC, however this does not align with statistics seen by MTO staff which also refer to "double the capacity". Excerpt: "To serve longer-distance trips, the Province of Ontario, through Metrolinx, is now investing more than $20 billion in the GO Expansion program to expand the rail system, with faster and more frequent trains and the capacity to carry three times as many passengers by 2041."	Language has been softened within the Executive Summary to state that the GO Expansion program will expand the rail system, with faster and more frequent trains and the capacity to move significantly more passengers by 2041.
2	Executive Summary	Suggest an subsection labelled Introduction in the Executive Summary section prior to giving background/context. Currently, it is not until the last sentence of the 4th paragraph that the subject of the document, YNSE, is introduced.	Thank you for the suggestion, but it is felt that the amount of background information provided within the Executive Summary is appropriate. No changes to the structure of the Executive Summary are proposed.
3	Executive Summary	Suggest reorganization of the sentence. It reads as though there are 4 projects that have a $5.6B preliminary funding announcement.	Statement has been re-worded to state *"The YNSE is one of four priority transit projects announced by the Province in 2019 for the GTHA and has a preliminary funding announcement of $5.6 billion."* to improve clarity.
4	Executive Summary	Suggest a simplification of the sentence.	Edit made to state *"This subway was designed to satisfy commuter demand that was otherwise taxing the capacity of surface routes"* to improve clarity.
5	Facility Location	Location of TSF described does not align with mapping showing facility south of 16th Avenue - Construction of an at-grade segment of the subway alignment from just south of Langstaff Road to the northern limit of the Train Storage Facility at Moonlight Lane were not assessed in the 2009 EPR or the 2014 EPR Addendum – Moonlight Lane is north of 16th Avenue.	The EPRA Addendum Key Map presents the "Proposed Train Storage Facility Study Area" extending to Moonlight Lane (to the north and beyond 16th Avenue). Tracks extending to the north from the TSF Rail Cars & Shops facility have been considered part of the TSF Facility for the purposes of the TPAP EPR Addendum Study.
6	Facility Location	Map (also shown on page 42) should show location of TSF. Should explain why tracks extend beyond TSF and north of 16th Avenue - The proposed at-grade portion of the subway alignment is approximately 3 km in length beginning just south of Langstaff Road (from the proposed portal structure), with tracks located within and adjacent to the CN rail corridor ROW and terminating just beyond the limit of the proposed TSF (at Moonlight Lane) in the City of Richmond Hill.	Please see the response above. Trackwork extending north from the TSF Rail Cars & Shops facility in the vicinity of 16th Avenue forms part of the YNSE alignment but have been included within the "Proposed Train Storage Facility Study Area". This distinction does not affect the assessment of environmental impacts.
7	Facility Location	Description could explain that the TSF facilities are spread out along the section of the CN rail corridor with buildings south of 16th Avenue and platforms and a smaller structure further south - as shown on the maps in Appendix A.	A statement has been added stating *"Detailed mapping of the YNSE Design Concept that forms the basis of assessment within this EPR Addendum is contained within Appendix A"* to improve comprehension of the project's scope.
8	Noise and Vibration	The document makes it sound like the noise and vibration is likely to cause annoyance, sleep disturbance and human health impacts (e.g. bottom of PDF page 22), but I think it's more that there is the potential for this (as with any construction project) which will need to be confirmed via future noise and vibration assessments which have not yet been done. So may want to make this clearer in the language.	Language has been softened to indicate that *"Environmental noise may cause annoyance, disturb sleep and other activities, without mitigation"*.
9	General	Suggest changing title of 'Eglinton Line' on map to 'Eglinton Crosstown LRT'.	The source for the Figure is captioned - i.e. Infrastructure Ontario 2019. No changes are proposed for non-Metrolinx Figures.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
10	Subway Alignment	Should distinguish between the length of the revenue service alignment (approximately 8 km) and non-revenue track – currently description: *The proposed YNSE subway alignment is approximately 9.5 km in total commencing at the existing Finch Station in the City of Toronto northerly to just beyond the limit of the proposed TSF (at Moonlight Lane) in the City of Richmond Hill.*	A clarification has been added to Section 2 stating *"The proposed revenue portion of the alignment is approximately 8 km in length, while the remaining trackwork services the TSF"*.
11	Finch Station Modifications	Suggest the first sentence be rephrased. It has a syntax error ("being undertaking") implies that the modifications are currently being done, however, the RFQ for this early works package has yet to be released.	The Finch Station Modifications sub-item within Section 2 no longer uses this syntax.
12	Early Works	There are multiple instances where works to be completed as part of a Surface Works Early Works package is being discussed. The scope of the Surface Works Early Works have been collapsed into the Advanced Tunnel and SRS Contracts.	All references to early works have been removed throughout EPR Addendum document.
13	Study Area	Length is inconsistent with previous references to length of alignment - *The YNSE EPR Addendum Study Area, (see Figure 3-2), includes the proposed subway alignment extending approximately 9 kms in length, which begins at the existing Finch Station along the existing Line 1 Yonge– University in the City of Toronto, and traverses northerly through the City of Vaughan (to the west) and City of Markham (to the east), to Moonlight Lane (just north of the proposed TSF) in the City of Richmond Hill, York Region.*	The length of the EPR Addendum Study area includes additional areas beyond the subway alignment; however, edits have been made to improve clarity and ensure consistency with the Project Description in Section 2.
14	General	Reference in first sentence has an error.	Thank you. The Table reference has been updated.
15	Bridge Station Location	Suggest softening language around a 407 Transitway - *The current proposed location of Bridge Station along the YNSE alignment does not intersect with the 2011 407 Transitway alignment; therefore, the transitway alignment will need to be modified accordingly if it is to accommodate the Bridge Station location. This may constitute a future Addendum to MTO's 2011 EPR; Metrolinx will therefore carry out continued consultation with MTO following the YNSE EPR Addendum process to ensure that YNSE and 407 Transitway project design requirements are coordinated, as applicable.*	Noted. Language has been softened to indicate that *"the transitway alignment may need to be modified accordingly if it is to accommodate the Bridge Station location"*.
16	*Ontario Regulation 231/08*	State that this Addendum follows the amendment to *O.Reg.231/08* applicable to YNSE.	A statement has been added to specify that the report is an Addendum to the 2009 EPR to assess the above noted changes to the proposed YNSE Project in accordance with *O. Reg. 231/08*, which is thought to be sufficient.
17	*Ontario Regulation 231/08*	State that this Addendum follows the amendment to *O.Reg.231/08* applicable to YNSE. Clarify this throughout the entire document.	It is felt that it is sufficient to state that the Addendum was completed in accordance with *O. Reg. 231/08*.
18	Alignment Options	The challenge with Option 3 is specified as needing to tunnel under residences near the cemetery, yet the reason for choosing Option 3 is that it avoids the need to tunnel under the cemetery. Another challenge is created with removal of one challenge, while Options 1 and 2 did not identify any challenges in Table 1-1. Need to clarify if it's the added benefits that were the eventual decision to choose Option 3 (with refinements).	It is our opinion that this is currently addressed within Section 1 [Post IBC Analysis] by providing additional rationale behind the selection of Option 3 within the IBC. Please note, however, that the EPR Addendum is not intended to justify the selection of Option 3 within the IBC, but rather assess and mitigate the potential environmental impacts as determined on the basis of the RCD.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
19	*Ontario Regulation 231/08*	The amendment to O.Reg.231/08 for YNSE re. issues resolution process doesn't actually have a timeline associated with it. Clarify what is meant by "(65)" days so as to make it clear to the public.	The process presented is in accordance with the current version of *O. Reg. 231/08* which states: *"(22.7) The proponent shall establish an issues resolution process to attempt to resolve,* *(a) any concerns raised by Indigenous communities or interested persons in a way that does not cause unreasonable delay to the implementation of the transit project; and* *(b) any adverse impacts to the existing aboriginal or treaty rights of the aboriginal peoples of Canada, as recognized and affirmed in section 35 of the Constitution Act, 1982, related to the change. O. Reg. 342/20, s. 12 (8).* *"(22.8) Within 65 days of publishing the notice of environmental project report addendum under clause (5) (b) or subsection (8), the proponent shall,* *(a) complete the issues resolution process described in subsection (22.7)"*
20	General	Last paragraph is not a full sentence.	Thank you. This typo has been corrected.
21	General	Consider consistency with what the project is called. Elsewhere it is referred to as YNSE. "In order to mitigate interface issues with existing CN track components conflicting with the proposed Yonge subway extension"	An edit has been made within Section 2 to change the name of the project to the 'YNSE', consistent with the reminder of the EPR Addendum. 'Yonge Subway Extension' was the name of the project in 2009 and 2014 and references from this period use this terminology.
22	Consultation	Is this referring to the EPR Addendum process? Or is this referring to the YNSE project as a whole? Consider making this clear. If for the whole project, consider making present tense as engagement is ongoing. "The following section provides a brief overview of the consultation and engagement program carried out by Metrolinx as part of the Project:"	Wording has been revised to *"The following section provides a brief overview of the consultation and engagement program carried out by Metrolinx as part of completing the EPR Addendum"* to make a distinction between what is documented within this report and ongoing/future consultation and engagement.
23	Consultation	What project website? Engage Metrolinx? Or the YNSE website? ""Project website in advance of and throughout the EPR Addendum process."	An edit has been made to further clarify that the Project website is www.metrolinx.com/YongeSubwayExtension. A hyperlink URL has been added within Section 6.
24	Consultation	Consider rephrasing, not clear "Participants were able to vote on the questions they would most like answered, and the order the experts take them in was be based on popularity (total votes)."	Section 6 has been edited to state: *"A voting feature was added to questions submitted through Metrolinx Engage and responses were provided to questions in the order of their popularity based on total number of votes. Participants were encouraged to submit and vote on questions both before and during the live meeting session"* to improve clarity.
25	Consultation	How was this known? Is it due to this community being the primary target of the engagement? Or based on the comments from the participants? "The participants were mostly residents of the Royal Orchard community of Thornhill".	Thank you for your comment, revisions made that removed text indicating attendees were residents of a specific community/area.
26	Consultation	Again, how was the determined? "The participants were mostly residents of Richmond Hill;"	Thank you for your comment, revisions made that removed text indicating attendees were residents of a specific community/area.
27	Consultation	Consider rephrasing as not sure if this can be 100% confirmed. "Tunneling below the Royal Orchard neighbourhood will have no direct impacts on the surface."	Language has been softened to state *"Tunneling below the Royal Orchard neighbourhood is not anticipated to result in surface impacts. 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 that unanticipated impacts are identified and addressed in a timely manner".*
28	General	Punctuation. "During this March 30, 2021, meeting, Metrolinx provided an overview of the Project".	Typo has been corrected.
29	Consultation	Consider rephrasing "followed by a presentation by on the Project scope".	Revised to state: *"Metrolinx provided an overview of the work completed to-date on the YNSE Project and its scope"* to improve clarity.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
30	Consultation	Consider breaking up into two sentences. Would provide clarity on the statements. "Main areas of concerns included bus routes and connections to the proposed Bridge Station bus terminal, number of bus bays, clearances for buses and it was requested that the design be looked at in detail to resolve any potential bottleneck at the connection serving all the bus routes."	This statement has been made into two sentences, as suggested.
31	Consultation	Please delete and. "Consultation with elected officials and was carried out throughout the course of the Project through written correspondence and meetings."	Suggested deletion has been made.
32	Transportation Connections	Alignment with GGH Transportation Plan: • As per the public "Towards a Greater Golden Horseshoe Transportation Plan: discussion paper" released by MTO in June 2021, and the Cabinet-approved GGH Transportation Plan which is tracking to a release in January (tbc), the ministry has identified a long term need for a new east-west, cross-regional higher-order transit connection between Burlington and Oshawa that connects existing GO Rail lines outside of Union Station, as part of the GGH transit network for 2051. This new connection is conceptual and is envisioned to generally follow the 407 corridor and would connect to the YNSE. • We noted that in Section 4.3.2.8 in the Draft_EPR_Addendum, it has been acknowledged that o The 407 Transitway's planned Yonge/Richmond Hill Centre Station, as shown in Figure 4-21, is intended to provide a direct connection to the YNSE Project. • The concept of the new east-west cross-regional transit line builds on the 407 Transitways which is being currently planned for as BRT, but will ultimately supersede the 407 Transitway in the form of a rail based, higher order transit as part of the 2051 transit network in the GGH. • In addition, the GGH Transportation Plan has also identified the need for a new transit loop that connects the Ontario Line to new major transit hubs where regional services connect, including Pearson Airport and Richmond Hill Centre. This connection is envisioned to share the same corridor as the above noted east-west cross-regional transit line. • In light of the above, the planning and design for the YNSE should take into consideration future transit needs and not preclude technical connections/opportunities for the two new transit lines identified in the GGH Transportation Plan.	Thank you for this feedback. We are in agreement that the YNSE should not preclude technical connections/opportunities related to the future 407 Transitway (whether that be the currently planned BRT or future rail-based, higher order transit). Metrolinx looks forward to further working with MTO as the Project evolves beyond the current RCD Phase.
33	Transportation Connections	Ridership Forecast: • Transit demand and ridership assumptions were made for the 2041 horizon, changes may be required when considering connections to the potential east-west cross-regional line or Ontario Line Loop which are included in the 2051 transit network within the GGH Transportation Plan.	Thank you for this comment; however, operational Transportation impacts are no longer assessed within the YNSE EPR Addendum.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Natural Environment			
1	Fisheries	Add Fish Community Investigations (if data is missing or older than 10 years).	Thank you for your comment. Fish community data less than 10 years old is available for all three watercourses.
2	Fisheries	Add bullet - SARA Permit	Thank you for your comment; however, we are not anticipating the need for an approval under the *Species at Risk Act*.
3	Fisheries	Bullet regarding DFO: Not all in-water works require an approval by DFO, perhaps change the wording to Authorization or Letter of Advice may be required by DFO.	Thank you for your comment. Suggested text has been added to the report.
4	Fisheries	Following the MTO Fish Guide, are the associated templates completed for review as part of the Natural Environment EC and IA Report? Template D2A/D2B, Proposed Works, Design Considerations, PoEs, etc. As well as Field Collection Sheets, site photographs, etc.? This report contains high level summaries but not the detail typically incorporated into a Fish and Fish Habitat EC and IA report that is reviewed, it is mentioned in the report that this is not the final design and IA. Include the details/missing sections required for review or include a sentence regarding who is to complete them at a later date.	Thank you for your comment. Fish and fish habitat conditions were assessed following the guide; however, the report format does not follow the typical approach taken in a MTO EC/IA report because the assessment is based on a conceptual design. The future Design-Builder will obtain needed approvals for in-water and/or near water construction works, as identified in Applicable Law and through consultation with the relevant authorities such as Fisheries and Oceans Canada.
5	Fisheries	Typically two (2) fish community samplings are conducted as per the MTO Fish Guide based on available data and year of the data, if greater than 10 years.	Thank you for your comment. Fish community data records for the three watercourses in the study area are not less than 10 years old. As such no fish community surveys were undertaken. The fish community fish species records have been updated accordingly.
6	Fisheries	Fish Community Data available within the past 10 years? Include a sentence to this effect, if not, additional sampling required. Not clear the dates and sources of data.	Thank you for your comment. Suggested text has been added to the report.
7	Fisheries	Pomona Creek - Include u/s or d/s and number of meters from the study area that the 2019 records are located.	Thank you for your comment. Data was provided as a line segment as such the location of the records is not known. Point survey data from 1986 was available 1km downstream of the site and that text was added to the report.
8	Fisheries	As part of the background review, NDMNRF should be able to provide whether the watercourse is direct or indirect fish habitat.	Thank you for your comment. Text was deleted with regards to the statement as it is known that the watercourse provides for direct fish habitat.
9	Fisheries	Are the three (3) culverts being replaced and embedded to allow for fish passage? Follow MTO Fish Protocol/Guide and MTO Highway Drainage Design Standards, WC-12 Fish Passage through Culverts.	Thank you for your comment. Details for embedded culverts is beyond the scope of the current conceptual design that forms the basis for assessment; however, all work will be completed per applicable standards.
10	Fisheries	Fish and Fish Habitat Section: Mitigation Measures, include all relevant OPSSs in this section.	Due to the number of OPSSs, text has been updated to recommend following relevant OPSS's within this section.
11	Fisheries	Fish and Fish Habitat Section: Monitoring, add bullet for monitoring associated with any authorizations, permits, licenses and agreements to be completed as required.	Thank you for your comment. Suggested text has been added to the report.
12	Fisheries	Fish and Fish Habitat Section: Mitigation Measures, first bullet - include authorizations.	Thank you for your comment. Suggested text has been added to the report.
13	Fisheries	Redside Dace timing window in the GTA has typically been July 1 to September 15 for allowable in-water work period, and protected by the timing window of September 16 to June 30.	Thank you for your comment. Suggested text has been added to the report.
14	Endangered Species	As per the applicable protocol • Reference should be made to which protocols (e.g. NDMNRF, DFO, CA, etc.) • ECCC SARA permits should be added to the list	Thank you for your comment. Suggested text has been added to the report.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
15	Endangered Species	• Watch language stating "Generally, compliance with provincial legislation will satisfy the requirements under SARA" • Suggest using different language. The more stringent legislation is applied and in this case is the provincial ESA. • Again language regarding D Permit, ensure its defined at the beginning or be clear that it's a social economic benefit to Ontario permit under the ESA	SARA and ESA applicability has been clarified, and D Permit language revised.
16	Endangered Species	• Double check your information regarding ESA changes from 2019 • The ESA changes in 2019 included: o enhancing government oversight and enforcement powers to ensure compliance with the Act o improving transparent notification of new species' listings o allowing for appropriate consultation with academics, communities, organizations and Indigenous peoples across Ontario on species at risk recovery planning o creating new tools to streamline processes and ensure costs incurred by proponents are directed towards actions that will improve outcomes for the species or its habitat • The language included is confusing and not clear. Suggest rewording. • The SAR Trust is not applicable to this project and work as MECP is still developing key components of this work and it hasn't become fully functional yet	Detailed ESA description has been removed.
17	Endangered Species	• First paragraph seems dated and inaccurate, revise to adequately reflect that SAR has been identified and confirmed	Updates have been made to reflect this comment in Section A 1.5.2 of Part A to reflect current SAR status.
18	Endangered Species	• The term "confirmed" gives a false impression that a field survey was completed to confirm in fact SAR was present at the project site	Thank you for your comment. We define confirmed as *"Documented record of a SAR within the defined SAR Desktop Study Area"* within the report.
19	Endangered Species	• Turtles and Turtle Habitat o Monitoring should also be completed to ensure that the fencing is tight (not sagging), no holes, and damage to fencing • Snake Hibernacula o Monitoring should also be completed to ensure that the fencing is tight (not sagging), no holes, and damage to fencing	Impacts and mitigation measures table of the report has been revised to include Wildlife and Wildlife Habitat.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Cultural Heritage			
1	*Ontario Heritage Act*	Metrolinx is a prescribed public body as defined in *Ontario Regulation 157/10* under the *Ontario Heritage Act* (OHA). As such, Metrolinx is subject to the standards and Guidelines for Provincial Heritage Properties (S&Gs). Metrolinx must comply with the S&Gs in the management of properties that it owns or controls. Provincial Heritage Properties (PHPs) are not subject to designation by municipalities or the Minister of Heritage Sport Tourism and Culture Industries (MHSTCI). Municipal Heritage approval and permits are not required. Municipalities are identified under Schedule 2 of *O. Reg. 231/08* under the *Environmental Assessment Act* (EAA) as interested persons and are to be consulted on transit projects that may potentially affect cultural heritage resources, in a way that Metrolinx considers appropriate. This comment is applicable throughout the report and the report language should be revised accordingly.	Thank you for your comment. Noted and language adjusted.
2	*Ontario Heritage Act*	It is recommended that where information on the *Ontario Heritage Act* is provided on page 24, that information on the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) is also provided because Metrolinx is required to comply with the provisions of the S&Gs including seeking Minister of Heritage Sport Tourism and Culture Industries (MHSTCI) Consent for disposition, removal or demolition of a Provincial Heritage Property of Provincial Significance (PHPPS).	Thank you for your comment. Language has been updated.
3	*Ontario Heritage Act*	"Ontario Heritage Trust Database" the Ontario Heritage Trust manages the *Ontario Heritage Act* Register. They also have a database of provincial plaques for cultural heritage resources and their staff should be consulted to confirm properties that the OHT protects either with an OHT Easement Agreement or by OHT ownership. Please clarify what "Ontario Heritage Trust Database" is referring to.	Thank you for your comment. Language clarified. The OHT *Ontario Heritage Act* Register and plaques database were reviewed. The OHT was consulted directly.
4	Permits and Approvals	Alternative Option 1 of B Table 6-2 notes that, "if encroachment is anticipated, then consultation with the MHSTCI and City of Toronto Heritage Preservation Services may be required to determine and obtain any approval or permits required". As previously noted, Metrolinx is a provincial agency and is required to complete consultation/engagement with relevant stakeholders but municipal approval and permits are not required. Additionally, where it is stated that the municipality (City of Toronto Preservation Services) will determine whether further study is required, this statement is incorrect. Under the S&Gs Metrolinx is required to implement its own Cultural Heritage Conservation Policy and Process. As noted above - stakeholders are to be consulted but Metrolinx is responsible and accountable for decisions and implementation of its policy and process. This comment applies to the entire document and language should be revised throughout.	Thank you for your comment. Noted and language adjusted to clarify Metrolinx obligations for municipal engagement/approvals.
5	Mitigation Measures	Alternative Option 2 of B Table 6-2 recommends vibration monitoring to be in place where properties are adjacent construction activities. I recommend revising this to include the preparation of a Vibration Monitoring Plan.	Thank you for your comment. Recommendation has been updated.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
6	Cultural Heritage Evaluation	Where impacts to a property are anticipated that are direct or indirect and adverse, especially if it is anticipated that partial property acquisition is required, is it is recommended that a Cultural Heritage Evaluation Report (CHER) is prepared as soon in the process as feasible. Creating a CHER will avoid unnecessary cultural heritage work if it is determined by Metrolinx's Cultural Heritage Review Committee (CHRC) that a property does not have Cultural Heritage Value or Interest (CHVI). If, on the other hand, the CHER's recommendation is that a property has CHVI, then the CHER, which will have a Statement of Cultural Heritage Value (SCHV) and identified heritage attributes, will be required when preparing a Heritage Impact Assessment (HIA). Metrolinx will need to know what the heritage attributes are so that they can mitigate the impacts to them.	Comment noted. Presently, the YNSE EPR Addendum is based on a conceptual (RCD) level of design. For a number of properties, the impact assessment will include recommendations for CHERs/other technical studies that may be required based on the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.
7	Future Works/Commitments	Recommend revising this language to read that Metrolinx is responsible for completing an CHER as the responsibility is Metrolinx's, not OneT+, under the S&Gs.	Thank you for your comment. Language has been updated.
8	Future Works/Commitments	Where it is stated "If warranted, complete a HIA in accordance with..." Please provide more information on the definition of "warranted". What conditions or requirements would be considered warranted? This statement is too abstract and not very informative otherwise.	The YNSE EPR Addendum is based on a conceptual (RCD) level of design. For a number of properties, the revised impact assessment will include recommendations for CHERs/HIAs/other technical studies that may be required based on the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.
9	Future Works/Commitments	Where it is stated "Implement and comply with monitoring requirements and commitments pertaining to Cultural Heritage Resources/properties as per previously completed Metrolinx and/or GO Transit EPRs and/or ESRs and Addenda and the recommendations contained in any/all of the following documents: Cultural Heritage Reports, CHARs, CHERs HIAs and SCPs" It is recommended that further information is provided. As this table is a summary of general criteria and methods, it would be helpful if the particular monitoring methods that are defined in these documents, and that are relevant to the identified impacts, were identified/summarized here for the readers information. This statement has very little value other than to point out the obvious general requirement to comply with the listed reports. That could be a general blanket statement made in the introduction to this report.	Thank you for your comment. The report has been updated to include a summary of impacts/mitigation measures relevant to the YNSE project.
Air Quality			
1	Air Quality	What was the YNSE air assessment rationale for monitoring only a future scenario of “project completion year + 10 years" (~ 2041)? In comparison, the MTO Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020) includes future build and no-build study scenarios of i) year of inauguration of the complete facility; ii) ten years from inauguration; and iii) twenty years from inauguration	Thank you for your comment. Detailed Air Quality assessment during the Project’s operational phase has been removed from the EPR Addendum and we now refer the reader to the GHG emissions analysis completed as part of the YNSE Initial Business Case.

Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Cultural Heritage	The MHSTCI guidance document on Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment is intended to guide the preparation of reports such as the one circulated as a supporting document to this Addendum, not some future work. It should not be referenced in the context of future mitigation work. Given the required timeline of any CHERs and the fact that the Metrolinx I&E Process has yet to be approved by MHSTCI, we recommend removing reference to both the Metrolinx I&E Process and the Metrolinx Interim Cultural Heritage Management Process. This table will need to be revised based on the comments above and comments made on the Cultural Heritage Report. Ideally, there should be a summary of potential impacts, mitigation measures and monitoring on all types of cultural heritage resources – see MHSTCI guidance on TPAP.	The reference for Metrolinx I&E has been deleted. The table identifying potential impacts and mitigation measures will be included in the EPR Addendum executive summary.
2	Archaeology	It is not clear what "the 2022 Stage 1 archaeological assessment" refers to in the second and third row. As all required Stage 1 archaeological assessment work should be completed during the TPAP process, these references should be used as a placeholder to be replaced in the final version of the EPR Addendum. If this term refers to the draft Stage 1 Archaeological Assessment Report circulated with this draft EPR, that report should be submitted to MHSTCI by the licensed archaeologist, and the draft EPR should reflect its recommendations, noting that this is pending completion of technical review and entry of the report into the Ontario Public Register of Archaeological Reports.	Section 4 of the EPR Addendum corresponds to Existing Conditions and presents the results of an initial gap analysis exercise that informed the preparation of the Stage 1 Archaeological Assessment that is summarized in Section 5 and presented in its entirety in Appendix 'D'.
3	Archaeology	Please clarify whether this section is describing the work that was done in the course of the Stage 1 Archaeological Assessment, under the auspices of the Standards and Guidelines for Consultant Archaeologists. If it is, that process itself should be described, rather than presenting data sources as though they were reviewed as part of the general preparation of the main EPR document.	Section 4 describes the preliminary process that helped inform the Stage 1 Archaeological Assessment that was completed in accordance with the Standards and Guidelines for Consultant Archaeologists contained in Appendix 'D'.
4	Archaeology	It is unclear why each row notes that disturbance must be confirmed through visual inspection, when property inspection was carried out as part of the Stage 1 Archaeological Assessment. These tables/sections should reflect the results of the Stage 1 Archaeological Assessment.	We have noted that disturbance must be confirmed through visual inspection as this Section of the EPR Addendum (Existing Conditions) reflects a preliminary assessment that informed the extent of the Stage 1 Archaeological Assessment summarized in Section 5 and contained in its entirety in Appendix 'D'. Section 5 presents the results of the Stage 1 Archaeological Assessment.
5	Archaeology	These sections make reference to the need for research that would already have been completed through the Stage 1 Archaeological Assessment, such as "The above analysis of general archaeological potential is subject to change following the completion of fieldwork and the results of queries made to both the Ontario Archaeological Sites Database and the Ontario Public Register of Archaeological Reports," and "it is required … to confirm these areas have had their archaeological potential removed by a visual inspection/property inspection completed by a licensed archaeologist". Although these sections remain subject to change based on any revisions that may be required to the Stage 1 Archaeological Assessment during the course of technical review, basic steps such as consultation of the Ontario Archaeological Sites Database should have already been completed and the text should reflect this. Please include a map illustrating the areas of archaeological potential in the study area, such as Figure 8 in the draft Stage 1 Archaeological Assessment Report.	This comment pertains to content within the Existing Conditions section of the EPR Addendum, which presents the results of a preliminary gap analysis that informed the extent of the Stage 1 Archeological Assessment completed for the TPAP - summarized in Section 5 and presented in full within Appendix 'D'.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
6	Cultural Heritage	This section should be revised to reflect the structural revisions we recommended in our comments on the Cultural Heritage Report and better align with MHSTCI guidance. We offer the following sample wording as a basis for this revised section: A Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment was undertaken on [date] by [heritage consultant] for [name of project or study area]. The assessment for this report consisted of data collection, background historic research, review of secondary source material and field review. A total of # (known and potential) cultural heritage landscapes and built heritage resources were identified within or adjacent to the rail corridor as listed below. Cultural Heritage Evaluation Reports were recommended for the # properties that could be directly impacted. All CHERs were undertaken on [date] by [heritage consultant]. The Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment and CHERs are included in Appendix X.	Thank you for the suggested language; however, the approach you describe is inconsistent with the remainder of the EPR Addendum, which presents existing conditions within Section 4 and Impact Assessment, Mitigation and Monitoring Measures in Section 5. The information in the suggested language, such as the numbers of the known/potential CHLs/BHRs, is found in Section 5.
7	Archaeology	This section should be revised for consistency with MHSTCI guidance. We note the following from our guidance document: Impact Assessment and Mitigation Measures – Archaeological Resources • The EPR is to include: o A description and map of the potential impacts to areas of archaeological potential as identified in the archaeological assessment(s). o Include detailed information (map) and commitment for which areas a Stage 2 AA is required and when the Stage 2 AA will be conducted and/or completed. Commitments should be consistent with the recommendations from the AA(s). If a Stage 2AA cannot be completed during TPAP state why not (i.e. could not obtain PTE, etc.) o If Stage 2 AA (and/or Stage 3 AA) has been undertaken, the EPR should disclose that information and the outcomes of the AA(s). NOTE: appropriate mitigation measures cannot be determined until after the presence, limits and CHVI of a site are known which can occur only after a Stage 3AA. Since avoidance and protection of significant archaeological sites is preferred, MTCS recommends that all further stages of AA be completed as early as possible and prior to the completion of detail design to allow for proper project	A description and map of the potential impacts to areas of archaeological potential as identified in the archaeological assessment(s) has been added to Section 5. The EPR Addendum assesses a conceptual design and the exact location and extent of ground disturbing activities which would trigger a Stage 2 assessment will be confirmed during detailed design. What we have instead committed to within Section 5and elsewhere within the EPR is as follows: *"If final limits of the Project footprint are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of design, and in advance of any ground disturbance."*
8	Archaeology	While it is correct for the ESR to include the recommendations in the Archaeological Assessment, they should not be presented as "recommendations" in the ESR, which makes binding commitments. We recommend this section be merged into either 5.4.3 or 5.4.5, and reworded to avoid presenting the findings as recommendations. It should also note that the required subsequent stages of archaeological assessment must be carried out as early as practicable during the detail design stage, and well before the commencement of ground disturbing activities.	'Recommendations' has now been merged with 'Stage 1 Analysis and Conclusions', as suggested. Section 5 and elsewhere within the EPR states: *"If final limits of the Project footprint are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of design, and in advance of any ground disturbance."* This addressed the portion of the comment related to how subsequent stages of archaeological assessment must be carried out as early as practicable during the detail design stage, and well before the commencement of ground disturbing activities.
9	Mitigation and Monitoring Commitments	Section 5.4 appears to be one of the few subject-matter subsections of Section 5 that has "Mitigation Measures and Monitoring" as a numbered subsection, yet it has no content other than a reference to the corresponding table in Section 5.11. We would suggest removing Section 5.4.5 or merging it with Section 5.4.4.	All facets of environmental study within the EPR have a "Mitigation Measures and Monitoring" section as either a numbered 3rd-level heading or unnumbered 4th-level heading. The approach/content currently used in Section 5 is consistent with what is done elsewhere within the EPR and no edits are proposed.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
10	Cultural Heritage	See our comment #6 above. This section should also be revised to reflect the structural revisions we recommended in our comments on the Cultural Heritage Report, and to better align with MHSTCI guidance. This section should include B Table 6-2 from the draft Cultural Heritage Report rather than Tables 5-7 and 5-8 as presented.	Please refer to response to comment 6.
11	Cultural Heritage	These sections undertakes that a Cultural Heritage Evaluation Report (CHER) will be undertaken as a mitigation measure for built heritage resources and cultural heritage landscapes that are to be subject to direct adverse impacts. For resources with direct adverse impacts, the CHER needs to be undertaken during the TPAP process, in order to determine whether the resource is to be treated as a provincial heritage property under Part III of the Ontario Heritage Act and whether Minister's Consent is required. Deferring MHSTCI's Minister's Consent until the detailed design stage would be in contempt of the MHSTCI Minister's authority, and create risks and delays to the project if the consent is not issued or is delayed. As such, CHERs for properties subject to direct adverse impacts should not be spoken of as a future mitigation measure, but rather have been completed by the time the ESR is finalized. CHERs where necessary for properties facing indirect adverse impacts can be carried out after completion of the TPAP, during the detail design stage.	The YNSE EPR is based on a conceptual (RCD) level of design. For a number of properties, the impact assessment will include recommendations for CHERs/other technical studies that may be required based on our best understanding of the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.
12	Archaeology	For areas within the current study area that have been determined to have archaeological potential (fifth bullet, top row) and in proximity to cemeteries (bottom row), it should be specified that all necessary stages of archaeological assessment will be carried out as early practicable in the detail design stage, and well before the commencement of ground disturbing activities.	We believe this comment is addressed through the following wording that appears within Section 5 and elsewhere within the EPR: *"If final limits of the Project footprint are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of design, and in advance of any ground disturbance."* This addressed the portion of the comment related to how subsequent stages of archaeological assessment must be carried out as early as practicable during the detail design stage, and well before the commencement of ground disturbing activities.
13	Cultural Heritage	This table should be revised for greater specificity, referencing the properties to which the commitments apply. For reasons articulated in comment #11 above, the completion of a CHER should not be presented as a mitigation commitment for potential cultural heritage resources facing direct adverse impacts, as the CHER would need to be completed before the ESR is finalized. Note than any property of potential CHVI facing direct impacts should be treated as a potential Provincial Heritage Property or Provincial Heritage Property of Provincial Significance, since the potential for direct impact suggests that Metrolinx will be acquiring the property. For reasons articulated in comment #1 above, please remove references to the MHSTCI guidance document on Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment, the Metrolinx I&E Process and the Metrolinx Interim Cultural Heritage Management Process.	This table will be revised to outline potential impacts and mitigation measures in accordance with the Cultural Heritage Report.
14	Engagement with Technical Stakeholders	6.2.1 Provincial ministries and federal agencies are not stakeholders, but parts of the Government Review Team – see definition of GRT in MECP's code of practice. Please reference accordingly.	Requested edit has been made.
15	Engagement with Technical Stakeholders	This section should be renamed to reflect the comment above. "Technical stakeholders" does not correctly describe members of the Government Review Team.	Section 6 includes organization that are not part of the GRT (e.g. Transportation and Transit Organizations). Technical Stakeholders is felt to be an appropriate label for this amalgamation of GRT and non-GRT members and is in no way intended to diminish the role the GRT plays in developing the EPR Addendum. Section 6 also notes the federal, provincial and municipal review agencies which comprise the GRT.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
16	Engagement with Technical Stakeholders	The final version of the EPR should include here a mention of our review of this draft EPR and supporting documents. Note that "Sport" is not pluralized in the Ministry's name.	MHSTCI's feedback on the Draft EPR will be documented in the EPR Addendum prior to releasing the public Notice of EPR Addendum. The typo in the heading of Section 6 has been corrected.
17	Archaeology	We recommend that this section be named Permits, Approvals and Other Requirements. It should cover the outstanding requirements related to cultural heritage, including: o Archaeological Assessments – although not a permit, it is a requirement under the TPAP and OHA. o General description: archaeological assessments must be undertaken by an archaeologist licensed under the Ontario Heritage Act, who will then submit the report for the MHSTCI's review. Archaeological concerns have not been addressed until reports have addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the project area is complete; and/or 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy. o Approval authorities typically wait to receive the ministry's review letter for an archaeological assessment report before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken. o MHSTCI's Minister's Consent - As previously stated, Minister's Consent should be obtained prior to the MECP notice that the project can proceed. See comment 1 in our letter and previous comments in this table. Recommended wording: Consent from the Minister of Heritage, Sport, Tourism and Culture Industries is required in order to demolish or remove buildings or structures on a provincial heritage property of provincial significance. The Minister may grant consent with or without conditions. [this is a placeholder but will need to be updated to include date of consent and any conditions associated with that consent]	Outstanding requirements with respect to Archaeological assessments are captured as part of the EA commitments in Section 5 outline the potential project impacts, mitigation measures and monitoring activities. No properties requiring Minister's Consent have been identified, however the language regarding Minister's Consent has been added to the Cultural Heritage Report.
18	Cultural Heritage	As noted in comments #11 and 13 above, the completion of a CHER should not be presented as a future commitment for potential cultural heritage resources facing direct adverse impacts, as the CHER would need to be completed before the ESR is finalized. For consistency, "Cultural Heritage Resources" should be replaced with "Built Heritage Resources and Cultural Heritage Landscapes" in the title of Table 7-1.	Please see response to comments 11 and 13 for approach to revising EPR Addendum with respect to CHERs. The Table caption has been changed to *"Identified Future Studies for Built Heritage Resources and Cultural Heritage Landscapes"*, as suggested.
19	Archaeology	In the fifth bullet, "prior to disturbance" should be replaced with "as early as practical in the detail design stage and well before the commencement of ground-disturbing activities."	The suggested edit has been made to Section 7.
20	Archaeology	The content of this section should be merged with that of the third bullet in section 7.3.7.1.	The suggested edit has been made. The previous section has been deleted and its content incorporated into Section 7.
21	Archaeology	It should be noted here that the recommendations of the Stage 2 Archaeological Assessment reports will be followed, including the completion of further stages of archaeological assessment as applicable. Alternatively, this could be added to section 7.3.7.1.	Section 7 has been edited to state that *"The recommendations of Stage 2 Archaeological Assessment reports will be followed, including the completion of further stages of archaeological assessment, as applicable."*

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Cultural Heritage			
1	Consultation	The report should include an Engagement section that describes the feedback received from the community and how it was solicited, reflecting community engagement during the preparation of the Cultural Heritage Report. This would include the comments received through the circulation pursuant to Section B 6.0.	Thank you for your comment. Information gathering has been completed as part of the Cultural Heritage Report. The results of information gathering are included in Section A 5.1. Engagement will be completed for properties requiring standalone CHERs/HIAs per the S&Gs, and as per consultation commitments in the Cultural Heritage Report. All engagement activities in support of the YNSE are documented in Section 6.0 of the EPR Addendum (main report). This section will be updated following the EPR Addendum publication and in advance of the Updated EPR Addendum publication, as per *O. Reg. 231/08* requirements.
2	Project Personnel	Cultural heritage reports need to be completed by qualified persons. As such, the report should include a Project Personnel section that summarizes the qualifications of the staff involved in its preparation, and notes their individual roles in it.	Thank you for your comment. An appendix with suggested information has been added.
3	Report Organization	We suggest that the two-part structure be eliminated in favour of a single report. This will require some re-organization and re-pagination. If the two-part structure is being retained, it would be helpful to provide a single table of contents and bibliography covering both parts.	Thank you for your comment however we are proposing to retain the two-part structure, in conformance with the format used for all other discipline reports.
4	Report Organization	Given the moderate length of the study corridor, and for ease of interpretation, we recommend that the report not divide the study corridor into segments to be described and assessed separately. Please clarify whether some such separation is necessary due to other project considerations and their impact on the organization of the EPR. We also recommend that built heritage resources and cultural heritage landscapes be dealt with together, not in separate sections/tables.	Thank you for your comment. Separation is necessary due to other project considerations and their impact on the organization of the EPR.
5	Report Organization	The addresses in the “Location” field should include the municipality.	Thank you for your comment. Tables have been updated to include municipal information.
6	Study Area	It would be helpful to note here that the Cultural Heritage Study Area includes all properties that overlap the described study zones, not just the parts of them that are within the zones as defined. Figure 5 later makes it clear that this approach was followed.	Thank you for your comment. Note has been added to clarify that full property parcels were considered.
7	Legislative Requirements and Regulations	The only mention of the TPAP and its source regulation in this section is the line “In regard to transit work, *Ontario Regulation (O. Reg.) 231/08: Transit Projects and Metrolinx Undertakings*, of the EA Act outlines the requirements for transit projects undertaken by Metrolinx, a prescribed public body.” In fact, Metrolinx’s status and responsibilities as a prescribed public body come from Part III of the Ontario Heritage Act. Moreover, more detail should be provided on *O. Reg. 231/08* and the TPAP process, given that this study is taking place primarily under its auspices. We offer the following sample wording as a suggestion: Under the TPAP, the proponent is required to consider whether its proposed transit project could a have potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest.”1 The MECP expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance. The MECP’s Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide) provides guidance to proponents on how to meet the requirements of *O.Reg 231/08*. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPAP to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review and comment prior to issuing a Notice of	Thank you for your comment and the information. Section A 3.2 has been updated to include more information regarding *O. Reg. 231/08*. Please note that the current YNSE EPR Addendum is being completed in accordance with *O. Reg. 231/08* Section 15. 22.1 and all other sections applicable to the *"The transit project for a subway extension extending from within the City of Toronto to within the Regional Municipality of York known as the Yonge Subway Extension and also known as the Yonge North Subway Extension, for which the Minister issued a notice pursuant to clause 12 (1) (a) dated April 6, 2009, subject to any changes to the project made in accordance with this section, whether before or after the coming into force of Ontario Regulation 342/20".*

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		Commencement. Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to: • identify existing baseline environmental conditions; • identify project-specific location or alignment (including construction staging, land requirements); and, • identify expected environmental impacts and proposed measures to mitigate potential negative impacts.	
8	Data Collection and Analysis	It is unclear why these are two separate sections, what their intended difference is and why they list a different set of historical maps consulted. In any case, background research and information should include municipal heritage registries and OHT easements and properties.	Thank you for your comment. Section has been updated to consolidate text.
9	Data Collection and Analysis	The entire Data Collection and Gap Analysis sections are confusing. Given the previous EPR (2009) and EPR Addendum (2014) it would appear the purpose of this Cultural Heritage Report to confirm the findings of the previous technical studies and identify known and potential BHR/CHLs in the newly added (e.g. previously unassessed) portions of the study area. As written, it appears this Cultural Heritage Report is re-doing the work that has already been completed. Overall, these sections could be edited for clarity.	Thank you for your comment. Sections have been updated for clarity.
10	Data Collection and Analysis	This section states that the results of information gathering requests are presented in Section 0 of this report. Please fix the reference.	Thank you for your comment. This reference has been fixed.
11	Historical Data	The purpose of these tables is unclear. Typically, Historical mapping is used to interpret and/or substantiate the potential CHVI of a specific extant property. These tables, however, appear to present a lot-by-lot list of owners as of specific historical dates (i.e. 1860, 1878, 1914, 1933, 1943, 1959, 1970, 1971). A Cultural Heritage Report would typically include historic mapping; however, it is unclear what information these tables are intended to convey. Please revise accordingly. Additionally, if the corresponding maps, e.g. Figures 4.1 to 4.3 (1943) are intended to be illustrative, they should be enlarged for readability.	Thank you for your comment. Figures enlarged for readability. Lot by lot tables retained to demonstrate that analysis of the Study Area was completed.
12	Data Collection and Analysis	The last sentence reads, *"The Ontario Heritage Trust identified one Cultural Easement property called the West House property in the vicinity of the Study Area, located at 7780 Yonge Street."* This should read, *"The Ontario Heritage Trust identified the West House located at 7780 Yonge Street as being protected by a Heritage Easement Agreement in favour of the OHT."*	Thank you for your comment. Text has been updated.
13	Field Investigations	The subsections under A 5.2 are unnecessarily repetitive and should be reviewed and edited to include only concise and relevant information. The overly detailed narrative and dozens of photos should be significantly reduced to provide only clear and relevant information. See Comment #15 below – remove Tables 5-1 to 5-5. Table 5.6. better serves the purpose. Additionally, it would be helpful for the reader to include a corresponding map, at a readable scale, for each Segment.	Thank you for your comment. Section updated/reorganized to eliminate the division between BHRs and CHLs. Maps added to end of each section.
14	Report Organization	We recommend that these tables be removed. Table 5-6 by itself better serves their purpose, and it is not helpful to have resources divided by segment or by type (built heritage resource vs cultural heritage landscape).	Thank you for your comment. Tables have been removed.
15	Impact Assessment	Multiple references are made to properties being designated under Part V of the *Ontario Heritage Act*, which authorizes heritage conservation districts (HCDs). Individual properties cannot be designated under Part V; rather they can be part of an HCD designated under Part V, and may be recognized in the HCD Plan as having a particular status. This should be reworded.	Thank you for your comment. References to HCD designation has been re-worded.
16	Report Organization	These maps should be enlarged to a readable scale, perhaps presented on 11x17 landscape pages as with Table 5-6.	Thank you for your comment. Maps enlarged to be 11x17.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
17	Report Organization	See Comment #3 above. We suggest that the two-part structure be eliminated in favour of a single report. If the two-part structure is being retained, Part B should be titled "Preliminary Impact Assessment" rather than "Impact Assessment Report", to differentiate from Heritage Impact Assessments and for consistency with the overall title of Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.	Thank you for your comment. Two-part structure is proposed to remain, in conformance with the format of all other discipline reports.
18	Mitigation and Monitoring Commitments	In several cases, "vibration monitoring" is presented as an "alternative option" (often alongside "minimize encroachment"), with the preferred option being avoidance. Even if avoidance of encroachment is achieved, work near the property may necessitate vibration monitoring, and as such this should be part of the preferred option. For resources facing direct adverse impacts, the CHER needs to be undertaken during the TPAP process, in order to determine whether the resource is to be treated as a provincial heritage property or a provincial heritage property of provincial significance under Part III of the *Ontario Heritage Act*. As such, this report must determine whether a CHER is necessary for each resource facing direct adverse impacts, not leave it as an "alternative option" to be considered based on whether or not avoidance is achieved through detail design. Mitigation measures including a CHER should be clear as to the timing of the CHER and who will be responsible for its completion. Additionally, for any property that is evaluated and determined to meet *O.Reg 10/06* and is a provincial heritage property of provincial significance that may be partially or fully removed or demolished, MHSTCI Minister's consent must be obtained prior to completion of the TPAP. Given the required timeline of any CHERs and the fact that the Metrolinx I&E Process has not been approved, we recommend removing reference to both the Metrolinx I&E Process and the Metrolinx Interim Cultural Heritage Management Process. As per comment #4 above, we recommend that these tables be merged.	Thank you for your comment. Summary tables have been removed to simplify the report. Presently, the YNSE EPR is based on a conceptual (RCD) level of design. For a number of properties, the impact assessment will include recommendations for CHERs/other technical studies that may be required based on the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.
19	Impact Assessment	It is unclear why these tables exist, as the information in them is also in the tables immediately preceding. We suggest removing them.	Summary tables to be removed, as suggested.
20	Impact Assessment	See comment #15 above with respect to "Designated under Part V".	Thank you for your comment. References to HCD designation reworded.
21	Reference Documents	The MHSTCI guidance document on Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment is intended to guide the preparation of reports such as this one, not some future work. It should not be referenced in the context of future mitigation	Thank you for your comment. Table to be updated to include references to the current project. Language and guidelines referenced in the table to be reviewed and references to Metrolinx guidelines to be removed.
22	Impact Assessment	As previously noted, for properties to be directly impacted CHERs must be completed during the TPAP.	Presently, the YNSE EPR is based on a conceptual (RCD) level of design. For a number of properties, the impact assessment will include recommendations for CHERs/other technical studies that may be required based on our best understanding of the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.

Ontario Heritage Trust (OHT) Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Heritage	This property (7780 Yonge St) is also protected by an Ontario Heritage Trust (Trust) Heritage Conservation Easement Agreement (HCEA). The building and the surrounding property is of provincial significance and any changes to the property or the structure are subject to Trust approval.	Thank you for this information. Wording has been added. • Designated under Part IV and Part V of the Ontario Heritage Act as part of the Thornhill Vaughan HCD • Listed on the City of Vaughan's Buildings of Architectural and Historic Value • Protected by an Ontario Heritage Trust (Trust) Heritage Conservation Easement Agreement (HCEA)
2	Heritage	The property should also list heritage conservation easement agreement as part of the "heritage recognition".	Thank you for this information. Wording has been added. • Designated under Part IV and Part V of the Ontario Heritage Act as part of the Thornhill Vaughan HCD • Listed on the City of Vaughan's Buildings of Architectural and Historic Value • Protected by an Ontario Heritage Trust (Trust) Heritage Conservation Easement Agreement (HCEA)
3	Heritage	In regards to potential encroachment of the following property; S2-CHR43 (7780 Yonge Street; Robert West House) the Ontario Heritage Trust must be consulted. There is an easement present on the property and any changes to the property are subject to Trust approval.	Thank you for this information. Wording has been added. To mitigate impacts related to potential encroachment, OneT+ recommends that the Project is designed in a manner that avoids the whole property. If property encroachment/minor property acquisition is required, then encroachment should be as close to the property line as possible while avoiding preliminary heritage attributes. If encroachment is anticipated, consultation with the MHSTCI, Ontario Heritage Trust, and the City of Vaughan may be required to determine whether a) further cultural heritage study is needed, and b) obtain any required approval or permits.
4	Heritage	In regards to vibration monitoring at 7780 Yonge St. reports should be shared with the Ontario Heritage Trust.	OHT will be consulted by Metrolinx with regards to any necessary monitoring at this property.
Cultural Heritage			
1	Heritage	Heritage recognition does not include Ontario Heritage Trust Heritage Conservation Easement Agreement.	Thank you for this information. Level of heritage recognition updated to include this information.
2	Heritage	If the preferred option: Avoidance, is not possible we ask that you reach out to the Trust to discuss alternate options 1 and 2, as both will require Trust review and approval.	Thank you for your comment. Requirement for consultation with OHT added to report.
3	Heritage	The Ontario Heritage Trust should be referenced in this section, along with the municipality and the MHSTCI.	Thank you for your comment. Reference to OHT added.
4	Heritage	Cultural heritage interest or value for this site also includes an Easement Agreement.	Thank you for your comment. Reference to easement added.

Municipal Review Agency Comments Received on Draft EPR Addendum

City of Toronto Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Utilities	Additional information will need to be submitted in later stages of this project regarding Existing utilities in conflict (conflict utility matrix), City of Toronto Utility relocation design requirements (according to Design criteria for Sewers and watermains and Municipal Consent Requirements) and protection in place standards for City of Toronto infrastructure affected by YNSE Project, in Segment 1, during and after construction.	This is acknowledged and we are in agreement that additional information related to existing utilities in conflict will need to be provided during future project phases. Necessary municipal permits/approvals will be obtained.
2	Utilities	CCTV Inspection The Design- Builder shall conduct a pre-inspection, post inspection and a final inspection before handoff at the end of the warranty period. Please be advised that the CCTV inspection shall be in accordance with the City's Standard TS409, as specified in the City's C&A process. CCTV inspection is required for all existing sewers that may be affected during construction, prior to and after construction, to ensure that they have not been negatively impacted by construction. The CCTV inspection report shall be stamped, signed and dated by a professional engineer licenced in the Province of Ontario, and submitted to the City.	This is acknowledged and we are in agreement that CCTV inspections completed to the City's standards are required for potentially impacted sewers. This will be completed during future project phases.
3	Utilities	CCTV Inspection Standard a) CCTV inspection for sewers shall comply with City Standard TS 409. b) Toronto Water Asset ID, for each Toronto Water facility, shall be provided in the CCTV inspection report. c) An electronic copy of the final CCTV inspection reports and associated videos shall be forwarded to the attention of Toronto Water, Manager, Sewer Asset Planning, Metro Hall, 18th Floor.	Thank you for providing this information applicable to the CCTV Inspection Standards. These steps will be completed for potentially impacted sewers.
4	Utilities	Draft_EPR_Addendum_20211028, in Page 180 states that: "Where new utility crossings are proposed, application for a new utility crossing agreement will be required. Where modifications to an existing utility crossing takes place, updates to an existing utility crossing will be needed". Please note that City of Toronto will need to approve any substandard crossings that are not compliant with the City's "Design Criteria for Sewers and Watermains" Appendix D, before the design is approved and the drawings are Issued For Construction (IFC)	Thank you for this additional information. The City will be provided the opportunity to approve any substandard crossings that are not compliant with the City's "Design Criteria for Sewers and Watermains" Appendix D, before the design is approved and the drawings are Issued For Construction (IFC).
5	Utilities	Commissioning and Acceptance Protocol All handover of municipal infrastructure shall be in conformance with the City Commissioning and Acceptance Protocol.	This is acknowledged and we are in agreement. handover of municipal infrastructure shall be in conformance with the City Commissioning and Acceptance Protocol.
6	Utilities	Engineering Drawings CAD Standards - Municipal Infrastructure a) The CAD standards of the engineering drawings pertaining to Municipal Infrastructure are required to be in accordance with the City's DMOG Graphic Specifications. b) The City's DMOG Graphic Specifications can be found at: https://www.toronto.ca/city-government/data-research-maps/utility-maps-engineering-drawings/	Thank you. It is acknowledged that CAD standards for engineering drawings pertaining to Municipal Infrastructure are required to be in accordance with the City's DMOG Graphic Specifications.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
7	Utilities	As-built drawings for City's linear infrastructure: As-built drawings are required to be in accordance with the geodetic control network used by the City of Toronto. 1. Refer to link below for City's bylaw: https://www.toronto.ca/legdocs/bylaws/2009/law0954.pdf 2. Refer to link below for Engineering Survey Standards for Consultants: https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/?accordion=sewer-and-watermain-standards	Thank you. It is acknowledged that as-built drawings must be in accordance with the geodetic control network used by the City of Toronto.
8	Hydrogeology	Supporting Design Studies Hydrogeological Investigation will be required to determine the quality and quantity of groundwater to be completed if groundwater is proposed to discharge to the City sewage works.	This is acknowledged and we are in agreement. Quality and quantity of any groundwater will be determined prior to any discharge to City sewage works.
9	Hydrogeology	Construction Dewatering If there is any associated construction dewatering that will discharge directly or indirectly to a municipal sewer, then Project Co will need to apply and enter into a Discharge Agreement/Permit with Toronto Water.	This is acknowledged and we are in agreement. Sewer Discharge Approval will be obtained from the City prior to any discharge to City sewage works.
10	Hydrogeology	Dewatering Requirements Please note the following for dewatering requirements: a) Permit to Take Water from the Ministry of Environment, Conservation and Parks (MECP). b) City of Toronto's Discharge Permits & Agreements for Private Water for construction dewatering c) It is the responsibility of the contractor(s) to obtain 'Permit to Take Water' directly from MECP. It is an offence to take water without a permit in place. d) It is the responsibility of the contractor(s) to obtain 'Permit to Discharge to the City Storm or Sanitary Sewer' directly from Toronto Water. It is an offence under the City's Sewers By-law to discharge water to the City's sewers without a permit in place.	Thank you. These requirements for dewatering will be adhered to.
11	Utilities	Protection of Municipal Infrastructure a) For all existing municipal infrastructure to be exposed and proposed to remain during construction of the project, appropriate protection of the infrastructure must be provided. b) Adequate structural support systems must be designed by professional structural engineer licensed in the Province of Ontario. c) It is the responsibility of Metrolinx to ensure that all exposed existing municipal infrastructure is adequately protected during construction, and repair any damage that may occur during construction on their own expense.	Thank you for confirming these requirements. They will be adhered to during construction activities.
12	Hydrogeology	Hydrogeological Study Please note, the hydrogeological study is required if groundwater is discharged to the City sewage works.	Thank you. Hydrogeological studies will be submitted to the City in support of securing sewer discharge approval.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
13	Erosion and Sediment Control Plan	Erosion and Sediment Control Plan Provide Erosion and Sediment Control Plan per City of Toronto standards. All erosion and sediment control best management practices (BMPs) shall be designed, constructed and maintained in all development sites in accordance with the GTA CA's Erosion & Sediment Control Guidelines for Urban Construction (2019) and/or other City of Toronto requirements on a site-by-site basis.	The Erosion and Sediment Control Plan will be developed during future project phases in accordance with the Erosion & Sediment Control Guidelines for Urban Construction (2019) and/or other City of Toronto requirements, and will be provided to the City when required to secure needed permits and approvals.
14	Hydrogeology	Groundwater Level Measurements Note, the seasonally high groundwater level is required during detailed design.	Clarification is requested on what is required for seasonally high groundwater levels during detailed design.
15	Hydrogeology	Construction Dewatering a) It is the responsibility of the contractor(s) to obtain 'Permit to Take Water' directly from MECP. It is an offence to take water without a permit in place. b) It is the responsibility of the contractor(s) to obtain 'Permit to Discharge to the City Storm or Sanitary Sewer' directly from Toronto Water. It is an offence under the City's Sewers By-law to discharge water to the City's sewers without a permit in place.	Acknowledged. Metrolinx will obtain necessary approvals to facilitate construction, including PTTW(s), EASR(s), and Permit(s) to Discharge to the City Storm or Sanitary Sewer
16	Hydrogeology	Groundwater Dewatering Metrolinx is required to confirm whether groundwater dewatering will be required, and the extent of dewatering, if such is required.	Groundwater dewatering is anticipated and estimated volumes will be available at the time Metrolinx submits applications for PTTW(s), EASR(s), and Permit(s) to Discharge to the City Storm or Sanitary Sewer, etc.
17	Hydrogeology	Groundwater The Design-Builder will need to address the Sewers By-law 681 and Private Water Discharge Permits / Agreements for works (retaining walls, bridge structures, building excavations, building foundations, utilities, tunnels, elevator pits, etc.) described in Schedule 9 of the Design-Build Agreement. The feasibility of discharging groundwater into the City's sewers is limited due to water quality and sewer capacity constraints. As such, it is frequently necessary to design underground structures to be water-tight, especially in areas which have a high water table and where the seasonally high water table is located within 1m of the bottom of proposed underground structures. The Design-Builder shall be responsible for coordination, testing, analysis, design, design changes, pre-treatment, storage, pumping, monitoring, fees, and all other work which shall be carried out to secure and comply with short term (e.g. construction dewatering) and long term (e.g. groundwater discharge) private water discharge permits / agreements. - The Design-Builder shall be fully responsible for meeting the Sewers By-law and all aspects of the Private Water Discharge Approval Application (https://www.toronto.ca/wp-content/uploads/2017/11/9699-private-water-application-v1.6-AODA.pdf) - The Design-Builder shall design to minimize the amount of groundwater discharge into the municipal sewer system. - Should the Design-Builder propose discharge to the sewer then Design-Builder shall be responsible for undertaking a sewer capacity analysis to demonstrate that the sewer system has capacity. If the discharge of groundwater to the sewer is the only alternative available, it is preferable to discharge it to a storm sewer system instead of a sanitary sewer system.	Thank you for stating these requirements. All necessary steps will be completed to comply with the City's Sewers By-law 681, and Private Water Discharge Permits / Agreements for Works will be obtained, as required. This work remains ongoing with the cooperation of Toronto Water.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		- If quality and quantity constraints warrant it, the Design-Builder shall be responsible for all work required for approval and operation and maintenance of a discharge management plan, including but not limited to analysis, design, pre-treatment, storage, pumping, on-going testing, automated flow monitoring and controls, and contingency plans. - The Design Builder shall not assume that private water discharge into the City's sewer system shall be feasible. If quality and quantity constraints cannot be addressed, the Design-Builder shall investigate and be responsible for alternative means of discharge. Additionally for Long term Groundwater discharge: - The Design-Builder shall be responsible for hydrogeology analysis and structural water-tight design to eliminate and/or minimize long term groundwater discharge to the extent possible. - If quality and quantity constraints warrant it, Design-Builder shall be responsible for all work required for approval (and operation and maintenance) of a discharge management plan, including but not limited to analysis, design, design changes, and life-cycle cost analysis.	
18	Utilities	Draft_EPR_Addendum_20211028, in Section 5.0, Impact Assessment, Mitigation and Monitoring, 5.11.9 Utilities, Page 363, states that: *"Utilities are still under investigation pending results of the topographic survey and SUE assessment. This section will be updated upon completion of the analysis in a subsequent EPR Addendum submittal".* Please note that City of Toronto will need to the have access to the topographic survey and SUE assessment at the earliest date.	Correct. The version of the EPR Addendum that was reviewed by the City as part of the Government Review Team exercise included a Note to Draft stating *"Utilities are still under investigation pending results of the topographic survey and SUE assessment. This section will be updated upon completion of the analysis in a subsequent EPR Addendum submittal".* The next iteration of the EPR Addendum may be updated with additional information related to the topographic survey and SUE assessment (if available), but detailed findings will not be included in the EPR Addendum under development for public review.
19	Utilities	Table contains the same data from other sources. Table needs to be updated with detailed information regarding specifics of each segment in regards of Utilities monitoring and mitigation measures at planning/design and during and after construction.	This request will be addressed during future design phases during the development of the Utility Infrastructure Relocation Plan. The EPR Addendum was created on the basis of the Reference Concept Design and it premature to present location-specific avoidance/protection/mitigation measures.
20	TRCA Approval	<u>TRCA Approval</u> Any proposed works within TRCA jurisdiction and any direct connections to a watercourse (including the storm sewer outfall works), may require TRCA approval. The proponent is responsible to ensure compliance of the design and approval in accordance with the most current TRCA process.	This is acknowledged and we are in agreement. TRCA has been and will continue to be engaged during detailed design.
21	Permit to Take Water (PTTW)	<u>Permit to Take Water (PTTW)</u> It is the responsibility of the contractor(s) to obtain 'Permit to Take Water' directly from MECP. It is an offence to take water without a permit in place.	Acknowledged. Metrolinx will obtain necessary approvals to facilitate construction, including PTTW(s), EASR(s), and Permit(s) to Discharge to the City Storm or Sanitary Sewer, etc.
22	Environmental Compliance Approval (ECA) for Sewage Works	<u>Environmental Compliance Approval (ECA) for Sewage Works</u> a) Proposed works associated with the sewer infrastructure is subject to Environmental Compliance Approval (ECA) which is regulated under the Provincial *Environmental Protection Act and* the *Ontario Water Resources Act*. b) The latest information related to the application form and the ECA submission and approval processes can be obtained in the Ministry of the Environment, Conservation and Parks (MECP) website. c) Metrolinx is responsible to ensure compliance of the design and approval in accordance with the most current ECA process.	Metrolinx will obtain all required permits/licences/approvals/agreements necessary to complete the Project, including those for Environmental Compliance Approval.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		d) Metrolinx is required to understand the MECP requirements and the timelines to receive the approvals, as well as City's limited delegated authority under the Transfer of Review Program. e) The MECP ECA application is required to be provided in a different submission, after the City's acceptance of the proposed sewer infrastructure works. The MECP ECA application will be reviewed and processed by the City's Transfer of Review Program. f) Metrolinx is required to provide the easements agreements and/or associated documents for the required easements of all the proposed sewer infrastructure works to avoid any delays in the processing of the MECP ECA application by the City's Transfer of Review Program. g) The MECP ECA is required to be received prior to the issuance of the construction permit for the proposed sewer infrastructure works.	
23	Drinking Water Works Permit (DWWP)	Drinking Water Works Permit (DWWP) a) Drinking Water Works Permit Application (DWWP) is required for relocation, alteration and/or installation of watermains works. b) Appropriate application forms together with design reports and details shall be submitted to the City for review and process. c) The DWWP application is required to be provided in a separate submission, after the City's acceptance of the proposed watermains works. The DWWP application will be reviewed and processed by the City's Transfer of Review Program. d) Metrolinx is required to provide the easements agreements and/or associated documents for the required easements of all the proposed watermains works to avoid any delays in the processing of the DWWP application by the City's Transfer of Review Program. e) The DWWP is required to be received prior to the issuance of the construction permit for the proposed watermains works. f) For the re-alignment of existing watermains, with size equals to or exceeds 300 mm, a head loss analysis certification from Metrolinx's contractor(s) is required to be included in the DWWP application, which may substitute the requested hydraulic analysis report in the "Application Submission Checklist", to the discretion of Toronto Water, Water Infrastructure Management (TW WIM).	Metrolinx will obtain all required permits/licences/approvals/agreements necessary to complete the Project, including necessary Drinking Water Works Permit(s).
24	Utilities	Municipal Code Chapter 681 The Toronto Municipal Code Chapter 681, needs to be considered as part of the analysis for stormwater management and storm runoff discharge associated with the project.	Acknowledged. We are in agreement that the project must consider and comply with the City of Toronto Sewers By-law (Municipal Code, Chapter 681).
25	Utilities	City of Toronto Standards *"The City of Toronto Standards for Designing and Constructing City Infrastructure can be found at the City of Toronto website: https://www.toronto.ca/."* Please be advised that the City also provides a list of Guidelines and Standards to be included.	Thank you for providing a link to applicable City standards for Designing and Constructing City Infrastructure . We are in agreement that the project must consider and comply applicable City standards and guidelines.
26	Appendix J	Draft_EPR_Addendum_20211028, Section 7.0 Commitments to Future Work, 7.2 Applicability of Commitments from Previous EPR(s), Page 414 states that: *"The summary table contained in Appendix J presents the commitments to future work as identified in the 2009 EPR and 2014 EPR Addendum respectively. These commitments were reviewed as part of preparing this EPR*	As part of the 2022 EPR Addendum development, 2009 EPR and 2014 EPR Addendum commitments were reviewed and replaced by the 2022 EPR Addendum commitments as per the current project design and current regulatory requirements. As a result, Appendix J has been removed.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		Addendum document in the context of the currently proposed YNSE Project scope to assess their applicability (refer to column "Applicability of Commitments to Current YNSE Project". [NTD – Appendix J will be provided within the Final EPR]." Please note that City of Toronto will want to have access to Appendix J at the earliest possible date.	
27	Stormwater Management	Stormwater Management Report Requirements Please note that the Design criteria was updated, please refer to the New/latest version: City of Toronto Design Criteria for Sewers and Watermains, Second Edition, January 1, 2021, for sanitary sewers, storm sewers, watermains and engineering submission requirements. The report should contain: a) Water balance. b) Water quality, including TSS removal and disinfection, if any. c) Water Quantity, including flood flow management and erosion control. d) Erosion and sediment control during construction. e) Discharge criteria to municipal infrastructure, in accordance with the City's "Design Criteria for Sewers & Watermains". f) Sewer connections.	Thank you for this information. Stormwater Management Report Requirements are noted.
28	Erosion and Sediment Control Plan	Erosion and Sediment Control Plan Please be advised that the Erosion and Sediment Control Guidelines for Urban Construction has been updated. Please reference and use the 2019 version of the document. Provide Erosion and Sediment Control Plan per City of Toronto standards. All erosion and sediment control best management practices (BMPs) shall be designed, constructed and maintained in all development sites in accordance with the GTA CA's Erosion & Sediment Control Guidelines for Urban Construction (2019) and/or other City of Toronto requirements on a site-by-site basis.	The 2019 version of the TRCA Erosion and Sediment Control Guidelines for Urban Construction is already referenced throughout the EPR Addendum.
29	Property Requirements, Land Conveyances, and Easements	Property Requirements, Land Conveyances, and Easements The proponent shall be responsible to ensure that all necessary properties and easements that are required for the project are clearly identified on the drawings and acquired through negotiation with the property owners. Be advised if there will be land conveyance or easement that includes TW infrastructure, the following link is applicable: https://www.toronto.ca/legdocs/mmis/2015/pw/bgrd/backgroundfile-74422.pdf	Thank you for this information. Property impacts will be refined as the design progresses and will be shown on drawings.
30	Easements	Easements a) It is the responsibility of Metrolinx to ensure that all necessary properties and easements that are required for the project are clearly identified on the drawings and acquired through negotiation with the property owners. b) It is the responsibility of Metrolinx to submit a reference plan (R-Plan), of the subject easements, to the City's Toronto Water and Transfer of Review Section.	Thank you for this information. Property impacts will be refined as the design progresses and will be shown on drawings. R-Plans and other necessary materials will be provided, once available, on the basis of further advanced design.
31	Reference Documents	Please consider adding the "Reimagining Yonge Street Environmental Assessment" into the list of City of Toronto Planning Studies. https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/reimagining-yonge-street-environmental-assessment-sheppard-avenue-to-finch-avenue/	Thank you for providing this information. Information related to the "Reimagining Yonge Street Environmental Assessment" has been added to Section 4 of the EPR Addendum.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
32	Pedestrian and Cycling Network	*"Cyclists can currently use the curb HOV lanes south of Steeles Avenue as dedicated lanes. Bicycle traffic on Yonge Street is very limited and these dedicated lanes are expected to operate at an acceptable level of service."* This statement is not accurate. The northbound and southbound curb lanes on Yonge Street (north of Steeles in York Region and south of Steeles in the City of Toronto) operate as High Occupancy Vehicle (HOV) lanes during the AM and PM peak periods. During these peak periods, only vehicles with 3 or more people, transit vehicles, taxies, motorcycles and bicycles can use these lanes. So these are in fact not dedicated bike lanes but mixed traffic lanes and should be indicated as such. Very few cyclists use these lanes because they must still ride in mixed traffic.	Thank you for this clarification. Section 4 has been updated to note that there are no dedicated bicycle lanes. References are now made to mixed-traffic lanes instead of dedicated lanes.
33	Traffic Analysis	The section does not speak to how the w/ YNSE growth rates were determined. The tables in this section show minor increases between the w/ YNSE and w/o YNSE scenarios but there are no discussions how the growth rates were calculated for the w/ YNSE model. Please discuss the methodology and calculations used for this model.	The Transportation report has been revised as part of further EPR Addendum development and this section, previously in the draft report, has been removed.
34	Study Area	The study areas do not extend past the Yonge Street corridor for the most part. Should the study area not be expanded to include areas that will be affected by construction or future detouring? Or is construction detouring outside the scope of the EPR?	Construction Staging, associated closures and detours are dependent on the Contractor's methods and means. Future detouring will be presented to the City within Traffic Control and Management Plan(s) that will be developed prior to construction to maintain reasonable access through work zones to the extent possible.
35	Study Area	Ensure that the most up-to-date EEB and TPSS locations are noted in Table-2-1 and throughout the report and all appendices.	The EPR Addendum assesses our best indication of proposed infrastructure, including TPSSs and EEBs, on the basis of the current conceptual design.
36	Study Area	Recommend adding a map to show locations, size, and status of future developments, in order to better illustrate their impacts and consideration for the YNSE project.	Thank you for this suggestion. At this time we are not proposing to include additional mapping/figures to visually illustrate potential future development.
Natural Environment			
1	References and Supporting Documents	Please add this document to the list. Approved by City Council. Includes the adoption of a city-wide target of 40% canopy cover. https://www.toronto.ca/wp-content/uploads/2017/12/8e0e-Strategic-Forest-Management-Plan-2012_22.pdf	Thank you for this additional information. The suggested document has been added to Part A: References and Supporting Documents.
2	Field Investigations	For City of Toronto, non-intrusive investigations will require written authorization from Parks, Recreation and Forestry. Intrusive investigations will require approval from the Corporate Real Estate Management (CREM) based on the existing Omnibus Permission to Enter (OPTE) agreement between the City and Metrolinx.	Noted.
3	Bus Loop	MX/consultant to confirm that development of bus loop along Drewry Avenue is part of the Cummer Station build-out. Otherwise, the bus loop will not be implemented.	Thank you for your comment. Cummer Station is currently a proposed station under consideration and a bus loop would only be implemented if the station is being carried forward into construction.
4	Field Investigations	Are any of the field investigations in Toronto to be conducted in cases where appropriate PTE authorizations were not in place in the first attempt?	Potential future studies/investigations are outlined in Section 7 of the EPR Addnedum. PTEs will be obtained to conduct these, should they be required.
5	Field Investigations	The use of the Ontario Reptile and Amphibian Atlas and TRCA correspondence is noted. Is there a plan to do field investigations for Segments 1,2 and 3 of this project to monitor and measure the occurrences of SAR species?	Future SAR species surveys may be required subject to site-specific impacts to features which may contain SAR/SAR habitat. This will be confirmed during detailed design. Should potential impacts to SAR/SAR habitat be anticipated, SAR-specific surveys will be conducted to confirm SAR habitat presence and all associated regulatory requirements will be met.
6	Mitigation and Monitoring Commitments	For easy reference, include index information in the Environmental Component column. For example, for Natural Heritage, add B.3.1.1 to the column.	Comment noted; however, Section B 3.1.1 is only relevant to Segment 1, while the mitigation table addresses mitigation and monitoring requirements throughout the entire study area. No further changes are proposed.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
7	Mitigation and Monitoring Commitments	During construction, what are the proposed protocols for washing out containers with hazardous materials such as concrete truck rotating shafts on site?	Thank you for your question. A Spill Prevention and Response Plan will be implemented. Materials will be stored and operated in such a manner that prevents any deleterious substances from entering the natural environment. Additional mitigation measures will be implemented as identified in applicable legislation and through consultation with the relevant authorities including the TRCA, MECP, MNDMNRF, and DFO.
8	Potential Impacts on Wildlife Habitat	The reference to Section A 1.1.1 is not found. Please advise.	Text has been revised to the appropriate section(s) within the report.
9	Impact Assessment Study Area Mapping	Will a change in the final layout of the proposed bus terminal be significant enough to trigger an update to the EPR Addendum?	Thank you for your question. Changes to the proposed plan that may arise in the future will be reviewed by Metrolinx and any resulting regulatory requirements will be met
10	Official Plan	The ROW on the north side of Steeles falls under City of Toronto's jurisdiction. Please revise to reflect this.	Thank you for this information. The suggested text has been added.
11	Vegetation Removals & Compensation	The proposed location of the bus loop on Drewry will result in a large number of tree removals from this woodlot, which is very unique in this area. Have all other options for the bus loop been explored?	Thank you for your comment. Cummer Station is currently a proposed station under consideration and a bus loop would only be implemented, if the station is being carried forward. The location of the bus loop within the RCD meets functional requirements but is subject to change (should Cummer Station be confirmed as a station) as detailed design progresses. Any vegetation removals associated with the project construction will be reduced to the extent feasible. Metrolinx will continue to engage City of Toronto through project detailed design.
12	Vegetation Removals & Compensation	There are a number of large trees just north of the proposed TPPS-1 location. Will these trees be affected by construction? Have all other options been explored?	The conceptual location of TPSS-1 meets functional requirements, but is subject to change. Impacts to specific trees and associated protection measures will be confirmed during future stages of design. Any vegetation removals associated with the project construction will be reduced to the extent feasible. Metrolinx will continue to engage City of Toronto through project detailed design.
Land Use & Socio-Economic			
1	Communications	PF&R to be included in Communications Protocol as project specifications are drafted.	Comment noted. The City will be engaged during the development of project specifications and the PSOS/PA Technical Document.
2	Project Agreement	Construction impact mitigation strategy for parks (Centre Park, Olive Square and Finch Parkette) to be captured in the project agreement.	Comment noted. The City will be engaged during the development of project specifications and the PSOS/PA Technical Document
3	Property Impacts	To assist in municipal planning endeavours, MX should share property impact plans as early as the plans are available.	Comment noted.
Air Quality			
1	Mitigation and Monitoring Requirements	During the development of a detailed Construction Air Quality Management Plan (AQMP), determine whether or not Centre Park lies within the impact zone and considered a sensitive receptor to air quality impacts.	Centre Park (15 Centre Avenue, North York) is a 1.1 hectare park featuring a ball diamond and playground. The Park is centrally located between the Cummer and Steeles stations and near a proposed emergency exit building. The park is not considered a sensitive receptor however nearby residential and institutional uses are. The construction AQMP will include measures to mitigate impacts at these nearby sensitive receptors.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Cultural Heritage			
1	Future Heritage Studies	Extent of property impacts are to be confirmed through a forthcoming Cultural Heritage Assessment Report, evaluating 5800 Yonge Street and 5925 Yonge Street to determine Cultural Heritage Value or Interest. Heritage Planning, City of Toronto has yet to receive or review this report. Cultural Heritage Evaluation Reports and Heritage Impact Assessments may be warranted for these properties, which will evaluate the cultural heritage value and recommend mitigation measures that are to be followed to minimize impact. The properties at 5925 Yonge Street and 15 Patricia Avenue are individually listed on the City of Toronto Heritage Register. No properties are individually designated under the *Ontario Heritage Act* (OHA) and permission under Section 33 of the OHA would not be required.	The preliminary impact assessment outlined in the YNSE EPR Addendum will include recommendations for CHERs/other technical studies that may be required. These studies will be completed prior to works commencing. Metrolinx remains committed to consulting City of Toronto regarding potential impacts and mitigation measures for heritage properties as project planning and design progress.
2	Heritage Review	Please confirm when the abovementioned reports can be expected to be submitted for Heritage Planning's review.	Any required technical studies, which may include CHERs and HIAs, will be completed once detailed design information is available to confirm property-specific impacts to the known/potential heritage resources, where specific impacts cannot be identified at this time, and well ahead of construction commencement.
Noise & Vibration			
1	Mitigation and Monitoring Requirements	During the development of a detailed Construction Management Plan, determine whether or not Centre Park lies within the Zone of Influence (ZOI) for potential noise and vibration impacts. And if so, mitigation measures as identified in this document should be implemented.	At this time, Centre Park is not anticipated to be within the construction Zone of Influence; however, this will be verified during future stages of design and incorporated into AQMP, if required.
Traffic			
1	Study Area	*"EEB-1: located at the south-east corner of Yonge St. and Newton Drive/Pleasant Ave."* We have recently been informed that the EEB locations have changed. Please confirm that the following changes will occur: • EEB 1 is now located in Finch Extraction Shaft with construction to follow extraction shaft staging; and, • EEB 2 (formerly EEB-1) has moved south to a new location at Centre Avenue.	Please refer to Appendix A mapping for assessed locations of EEB-1 and EEB-2, which correspond to north of the existing Finch Station and at Centre Avenue, respectively.
2	Traffic Management	Similar to how the TMC is presented, please provide some background information on the signal timing plans, dates and how they were analyzed in the models given that these locations operate under the adaptive SCOOT control.	Noted. A table summarizing the timing plan dates and their controller type will be included in the report. SCOOT controls have been coded as regular signals by following their standard phases and splits in the timing card.
3	Growth Modelling	The methodology and calculations used to process the 2011 data to 2019 existing conditions using the EMME models do not appear to be accurate. An average annual growth rate of 1.9% seems very high and would mean that traffic grew by 15% over the past 8 years. We defer to York Region Staff provide an appropriate methodology and/or a recommended growth rate.	The average annual growth of 1.9% that was applied is generally consistent with the 2% growth rate recommended in York Region's Transportation Impact Study Guidelines.
4	Data Collection	Was the desktop data collection supplemented by actual in field data collection and verification? In field work should constitute the bulk of the lane configuration, geometry and speed verifications.	No in-field visits were undertaken. Data collection relied on up to date satellite imagery and Street View imagery.
5	Road Network	Yonge Street has two general purpose lanes and one HOV lane. Three directional lanes total. The report indicates three general purpose lane plus an HOV lane. Please review.	Noted. The lane configuration / cross section will be reviewed and confirmed.
6	Traffic Analysis	For the Finch Station, the analysis summary should be consistent for the AM and PM peak periods. The same intersections should be shown in both summary tables with all the critical movements identified.	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design. Traffic Control and Management Plan(s) will be developed prior to construction during future stages of design.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
7	Traffic Analysis	For the Steeles Station, the analysis summary should be consistent for the AM and PM peak periods. The same intersections should be shown in both summary tables with all the critical movements identified.	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design. Traffic Control and Management Plan(s) will be developed prior to construction during future stages of design.
8	Pedestrian and Cycling Network	*"Cyclists can currently use the curb HOV lanes south of Steeles Avenue as dedicated lanes. Bicycle traffic on Yonge Street is very limited and these dedicated lanes are expected to operate at an acceptable level of service."* This statement is not accurate. The northbound and southbound curb lanes on Yonge Street (north of Steeles in York Region and south of Steeles in the City of Toronto) operate as High Occupancy Vehicle (HOV) lanes during the AM and PM peak periods. During these peak periods, only vehicles with 3 or more people, transit vehicles, taxies, motorcycles and bicycles can use these lanes. So these are in fact not dedicated bike lanes but mixed traffic lanes and should be indicated as such. Very few cyclists use these lanes because they must still ride in mixed traffic.	This statement will be updated in the report to reflect the mixed traffic HOV lane.
9	Mitigation and Monitoring Commitments	The mitigation measures summarized in the table are too general and may not apply to all intersections and traffic movements that are experiencing capacity, delay and queuing issues. Why were specific mitigation measures not proposed and analyzed for the traffic zones around each Station area? Who will be responsible for future monitoring and commitments? Metrolinx or the municipality?	We feel the mitigation measures proposed are appropriate for a conceptual RCD. Traffic Control and Management Plan(s) will be developed prior to construction during future stages of design that will include more specific measures to reduce potential impacts on adjacent road networks and traffic patterns. Metrolinx remains ultimately responsible for the monitoring of future commitments; however, the City is welcome to provide relevant observations/comments/suggestions/concerns in this regard.
10	Traffic Analysis	Were the signals and/or cycle lengths optimized for the future conditions (2041) for with and without YNSE analysis?	Future signal timings were adjusted for optimal performance.
11	Traffic Analysis	Unbalanced volumes were not provided in the appendix. There is no way to see how the volumes defer between the unbalanced and balanced.	Unbalanced volumes are now included within Appendix D of the Transportation Report.
12	Traffic Analysis	Based on the review, the only difference in traffic analysis between with and without YNSE was the growth rate. The analysis does not provide much insight into the traffic operations for the two conditions.	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
13	Existing Conditions	Existing conditions synchro reports (Appendix E) missing.	Existing Conditions Synchro Reports are now contained within Appendix C of the Transportation Impact Assessment Report
14	Growth Modelling	2041 AM Peak with YNSE detail synchro reports missing from appendix.	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
15	Growth Modelling	Confirm whether population and employment projections for new trips generated by future developments are included in the future (2041) conditions (i.e. population and employment forecasts).	Population and employment projections for future trips have relied on insights and outputs from the regional demand model (Emme).
16	Study Area	Recommend expanding study area beyond the impact assessment buffer of each station to include TPSS/EEB locations or along the entire Yonge St segment.	Thank you for this suggestion; however we have continued to assess an impact assessment of each station that does not include ancillary features such as TPSS and EEBs.
17	Impact Assessment	Clarify any permanent (operations and maintenance) impacts to traffic, transit, pedestrian, and cyclists. The potential impacts indicated in the report are mostly temporary and construction related.	The report will be reviewed again and updated to indicate the permanent impacts to road users as applicable.
18	Mitigation and Monitoring Commitments	Recommend noting any TDM or mitigation measures that can encourage mode shift away from auto to other active transportation modes. For example, Metrolinx should commit to designing better public realm experiences to encourage transit, pedestrian, and cycling activities.	Thank you for these feedback it will be further considered during the development of the Traffic Control and Management Plan(s).

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
19	Mitigation and Monitoring Commitments	Confirm that any proposed traffic signal timing optimization will be considered from the pedestrian and cycling perspective (as it could have negative impacts in terms of longer wait/crossing times) in addition to the traffic movement perspective.	Clearance intervals and timings will follow all applicable guidelines which takes all road users - including active transportation into consideration.
20	Mitigation and Monitoring Commitments	As part of the development of a detailed Traffic Control and Management Plan, all parks, (city) community recreation centres and trails (including multi-use paths) are to remain fully operational and accessible. During the proposed works, Project Co. to use Communication Protocols to communicate with PF&R regarding any traffic changes that impact park access as per the project agreement.	Comments noted. All efforts will be made to keep parks, community recreation centres and trails/MUTs fully operational and accessible. Any impacts to current park access will be communicated to the City.

York Region Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Scope	The project scope has yet to be defined for the station locations and bus terminals. Also the alignment includes two new stations at Hight Tech and Bridge. These project elements would need to be included in the EPR.	The Project Scope that was assessed within the EPR Addendum is presented in full in Section 2 and is summarized within Table 2-1. It includes the proposed High Tech and Bridge Stations which, similar to all stations assessed within the Addendum.
2	Scope	Parking and PPUDO strategies are not discussed or shown.	Project scope components, including PPUDO, are outlined in Section 2. Commuter parking for transit passengers is not currently part of the YNSE project scope. Given the interest from stakeholders in exploring parking options, a comprehensive parking analysis is being conducted to evaluate potential parking demand, traffic impacts and coordination opportunities with future developments. The parking analysis will provide parking strategies that acknowledge that the end goal is to reduce auto use and increase more active, shared forms of transportation.
3	Scope	What about Langstaff Rd grade separation? Bridge Station can't operate without this connection.	Langstaff Road grade separation is included in the project scope assessed in the EPR Addendum.
4	Traffic Management	16th Ave bridge modifications should be avoided. The YNSE project would be responsible for any modifications as York Region doesn't plan to widen this section of road within their current 10 year Capital Plan.	Thank you for this information. Impacts to the Region's structures, including the one at 16th Avenue, will be minimized to the extent necessary to accommodate the functional needs of the YNSE.
5	Reference Documents	Many other important planning studies are not listed such as South Yonge Streetscape Master Plan, EW Cycling Plan, etc.	Thank you for bringing these additional studies to our attention. Please provide the Project Team with any additional studies you feel should be reviewed and reflected in the EPR Addendum.
6	Traffic Management	RHC Bus Terminal requires temporary modification and pedestrian bridge relocation to allow for YNSE construction. This is not shown or discussed.	These activities are described within Section 2 and are part of the assessment.
7	Pedestrian and Cycling Networks	The YNSE project needs to provide good pedestrian and cycling connections to the stations but these first mile/last mile facilities not discussed and do not align with the other planning studies within the MTSA's (i.e. cycling lanes on Yonge, Steeles, High Tech, Langstaff, MUP, etc.).	The YNSE project is currently at a conceptual level of design and there remain numerous station configurations that could be advanced during future project phases. Compliance with applicable planning studies will be one consideration in selecting preferred configurations.
8	General	What level of detail and evaluation is required in the EPR to support the infrastructure recommendations for the entire project/for station configurations/interface connections? As there is very limited detail in the EPR with respect to these areas.	Infrastructure recommendations for the YNSE originate from the Metrolinx Initial Business Case discussed within Section 1 of the EPR Addendum. This EPR Addendum is based on the project conceptual design, and further work to select specific station configurations and interface connections will be undertaken during detailed design.
9	General	EPR doesn't include detail on the ridership/city building justification for the project. Is this required? Has it changed from the analysis in the original TPAP?	Ridership and city building justifications for the Project are contained within Sections 1 Key Benefits of the Project, Initial Business Case, and Neighbourhood Stations Analysis.
10	Project Timelines	The schedule for the EPR finalization (January 2022) doesn't provide sufficient time for the RCD development of SRS S&P2 (to be submitted January 2022) and significant scope discussions that stakeholders are currently escalating (i.e. Station Configuration, Steeles BRT Integration, open unpaid concourse at Steeles and Clarke, commuter parking, PPUDO, First Mile/Last mile, etc.).	These discussions will continue outside the framework of the TPAP, which is being completed on the basis of the RCD. The Project Agreement will reflect agreed-upon project requirements that will be applicable to future stages of design. Collaboration with municipalities will continue once a Design-Builder/Project Co is selected.
11	Traffic Management	York Region requires the Yonge St traffic & transit on-time performance impact to be mitigated by maintaining 2xSB, 2xNB and LT lanes during construction. MX shall evaluate on-time transit performance scenarios during peak periods utilizing the curb lanes (SB & NB) as a Bus Only lane for implementation at the start of the extended construction period i.e. Q3 2023.	Thank you for these comments. These comments have been noted for the development of the Traffic Control and Management Plan, as well as the Construction Management Plan.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
12	Traffic Lanes	York Region requires the project implement a four lane cross-section with left turn lanes at signalized intersections along Yonge Street between Steeles Avenue and Clark Avenue post construction.	Thank you for these comments. This design matter is outside the scope of the EPR Addendum assessment. They have been noted for the development of the Traffic Control and Management Plan, as well as the Construction Management Plan.
13	General	EPR is at a 90% level? What does GRT stand for?	The Environmental Project Report Addendum that was submitted for the Government Review Team (GRT) was an approximately 90% completed draft.
14	Scope	A Temp/Perm pedestrian bridge is required near RHC bus terminal until Bridge Station is operationalized.	Thank you. This is acknowledged and these activities are described within Section 2 and assessed as part of this EPR Addendum.
15	Scope	I thought this conflict was removed with a design revision. York Region doesn't have this widening work within their 10 year capital plan. Any bridge modifications will be the responsibility of the YNSE project.	No impacts to 16th Avenue bridge are anticipated on the basis of the current RCD.
16	Traffic Lanes	It is 2x GPL and 1xHOV and 1 CLT Lane.	Thank you. Road Network has been edited to state: *"two (2) regular general-purpose lanes and one (1) HOV lane per direction, and one (1) centre left turn lane."*
17	General	"York Region Transit Bus Platform" not YRRTC. Change to "York Region Transit Bus Platform".	Thank you. We have updated the wording to "York Region Transit bus platform".
18	Pedestrian and Cycling Network	Is Mx aware of YR Greenway East West Ped/Cycling Plan?	Metrolinx is aware of the South York Greenway and the York Region Pedestrian and Cycling Master Plan was considered as part of the Socio-economic and Land Use Assessment contained within Appendix C. The York Region Transportation Master Plan discussion is contained within Section A of that document.
19	General	Access to an overview presentation and tour of TTC facilities (by project manager/consultants) is required in order for Emergency Services to provide context on operations and to provide meaningful comments on facilities (related to emergencies and fire access).	Thank you for this feedback. Project Delivery Team can discuss this request for an overview presentation and tour of TTC facilities. Please confirm that this would be a tour of existing TTC facilities to inform future stages of the YNSE design.
20	Traffic Management	Areas of Refuge should be located close to an egress access point to accommodate Emergency Services (near an access point i.e. secondary stairwell, elevator).	Thank you for this feedback. Municipalities and Emergency Services will continue to be involved during the development of detail design, and through the permitting such as Site Plan Approval. These comments will be considered during the refinement of station configurations as the project develops.
21	Traffic Management	Please ensure that mitigation measures are developed to inhibit traffic infiltration in residential neighbourhoods.	Thank you for this feedback. Additional mitigation measures will be developed during the preparation of the Traffic Control and Management Plan to supplement the mitigation proposed within Sections 5 and 7 of the EPR Addendum.
22	Future Commitments	Consider opportunities for public art around Traction Power Substations.	Public art is not a current component of the project scope that is assessed within the EPR Addendum; however, this does not preclude public art from being examined during future design stages.
23	Consultation	Consultation initiatives should include new proposed locations for emergency exit buildings.	Metrolinx has shared available information including the need for these facilities and their functional requirements (the need to space them at relatively set distances along the alignment), and proposed EEB locations are outlined in the forthcoming EPR Addendum which will be available for public review and comment. Engagement with the public and other stakeholders will continue following EPR process, as design progresses and more details emerge.
24	Future Commitments	Consider opportunities for public art as part of Emergency Exit Building design.	Public art is not a current component of the project scope that is assessed within the EPR Addendum; however, this does not preclude public art from being examined during future design stages.
25	General	Consider allowances for parking facilities in the northern segment of the alignment (which is important for commuters from northern YR municipalities).	Commuter parking for transit passengers is not currently part of the YNSE project scope. Given the interest from stakeholders in exploring parking options, a comprehensive parking analysis is being conducted to evaluate potential parking demand, traffic impacts and coordination opportunities with future developments. The parking analysis will provide parking strategies that acknowledge that the end goal is to reduce auto use and increase more active, shared forms of transportation.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
26	Past Consultation	Please consider stakeholder comments collected during the 2009 and 2014 EPR (regarding community impacts).	As part of the 2022 EPR Addendum development, 2009 EPR and 2014 EPR Addendum commitments were reviewed, considered and/or replaced by the 2022 EPR Addendum commitments as per the current project design and current regulatory requirements.
27	Stakeholder List	Please ensure that Ratepayers Associations and Condo Boards (in Vaughan, Markham and Richmond Hill) are consulted.	Thank you for this comment. An open and extensive consultation program was completed to support the both the TPAP and the YNSE project as a whole. These efforts resulted in dedicated engagement with community groups such as the Royal Orchard Ratepayers Association, the Thornhill Ratepayers Association, Willowdale Business Improvement Association, the 8111 Yonge St. Condo Board, among others, as discussed in Section 6 [Engagement with Community Groups].
28	Public Notices	Will an updated Public Notice be issued?	That is correct. The timing and process for this is discussed within Section 6 [Notice of EPR Addendum].
29	Indigenous Engagement	Please include Chippewas of Georgina Island First Nation in consultation initiatives.	Thank you. The Chippewas of Georgina Island First Nation have been engaged, as outlined in Section 6 of the EPR Addendum.
30	Stakeholder List	Vaughan Fire and Rescue Services and Markham Fire and Rescue Services are missing.	Thank you for informing us of this omission. Contacts from these organizations have been added to the YNSE Stakeholder List so that they will receive the Notice of EPR Addendum and be involved in future consultation efforts.
31	Stakeholder List	Initiatives outlined are in regards to the Refined Magenta alignment, not new proposed alignment.	Consultation and outreach activities discussed in Section 6 [Public Consultation] are applicable to the YSNE project as a whole and reflect an alignment that evolved in response to stakeholder feedback and additional technical studies.
32	Stakeholder List	ETR 407 is missing and should be engaged.	Thank you for this comment. We are in agreement. ETR 407 has participated in the in the development of the YNSE and EPR Addendum, such as by participating in the Richmond Hill Centre Terminal Stakeholders Meeting discussed within Section 6. ETR 407 was listed as one of the agencies which received a draft EPR Addendum for review.
33	Elected Officials	YR is noted as the featured municipality where various EOs from other jurisdictions are mentioned – is that an error?	The first column of this Table [Summary of Correspondence with Elected Officials during Public Consultation] has been edited to note that Regional Councillors represent York Region.
34	Future Consultation	Past engagement initiatives are mentioned however, there is no reference to engagement initiatives/plans in commitments to future work, related to updated EPR.	Commitments to future consultation are outlined in Section 6 of the EPR Addendum.
35	Construction Management Plan	Please engage Regional/Municipal partners for communications planning component.	Regional/Municipal partners will continue to be engage, although a Construction Management Plan is no longer proposed.
36	Construction Staging and Laydown Areas	Please engage Regional/Municipal partners for communications planning component.	Thank you. We are in agreement and Regional/Municipal partners will be consulted during future project activities.
37	Traffic Control and Management Plans	Please engage Regional/Municipal partners for communications planning component.	Thank you. We are in agreement and Regional/Municipal partners will be consulted during the development of the Traffic Control and Management Plan.
38	Vegetation Removals & Compensation	Please engage Regional/Municipal partners for communications component (particularly in regards to any removals).	Thank you. We are in agreement and Regional/Municipal partners will be consulted for necessary tree removals. Permits will be obtained for this work that will involve review of the Tree Inventory/ Arborist Report and Vegetation Removals and Compensation Plan.
39	Vegetation Removals & Compensation	Please engage Regional/Municipal partners for communications planning component.	Thank you. We are in agreement and Regional/Municipal partners will be consulted for necessary tree removals. Permits will be obtained for this work that will involve review of the Tree Inventory/ Arborist Report and Vegetation Removals and Compensation Plan.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
40	Utilities	A complete and up to date list of major utilities in the vicinity of the new alignment should be provided. The list of utilities in 2009 EPR is outdated e.g. PowerStream is now Alectra and Allstream is now Zayo. Also, York Telecommunication network should be included as a major utility.	As the project is currently in early design stages, a preliminary list of utilities based on available information is outlined in Section 4. Utilities will be confirmed during detailed design phase and detailed site-specific utility investigations undertaken, and engagement with utility providers will occur, as required.
41	Utilities	The utility information in the Report is missing up-to-date data on existing utilities and potential impacts. 2009 EPR included more detailed information on each type of utility within the project study area, the potential conflicts, and mitigation measures. Given that the alignment has changed, same level of detailed information should be provided for the new project study area and utility conflicts within it. There are critical infrastructures that are in conflict with the new alignment that should be listed in the Report with potential mitigation plans e.g. City of Richmond Hill's 2400 x 1800 mm storm culvert that is in the zone of influence of new subway tracks from south of High Tech station to Bantry and should be relocated as part of the project, and York Region's 1050 mm watermain south of Bridge Station crossing the new subway tracks that could be impacted by the project.	Thank you for providing this comment. At the time of writing this EPR Addendum, Subsurface Utility Engineering (SUE) investigations were underway. Existing utilities within the study area that have been identified to date based on currently available information can be found in Section 4. Utility conflicts will continue to be assessed and mitigated as the project proceed through additional design phases.
42	Utilities	2009 EPR included a section on potential impacts on the tunneled sections. Given the change in alignment, a similar section should be included in the Addendum to discuss potential impacts of tunnelling on utilities in the new corridor. An assessment is currently underway by OneT+ that will identify which utilities could be impacted by tunneling and should be monitored during the project. Please include this information in the Addendum.	Thank you for providing this comment. At the time of writing this EPR Addendum, Subsurface Utility Engineering (SUE) investigations were underway. Existing utilities within the study area that have been identified to date based on currently available information can be found in Section 4. Utility conflicts will continue to be assessed and mitigated as the project proceed through additional design phases.
43	Utilities	Please clarify if "utility crossing agreements" are only referring to utilities crossing CN rail.	All necessary crossing agreements will be obtained.
44	Reference Concept Design	The depth of Royal Orchard station is stated as 130m. RCD (S&P 2) had included a depth of 40 to 45m deep for this station. Please clarify which one is accurate.	130m information is outdated information that has since been corrected in the final version of the EPR Addendum. Potential station depth is per the RCD.
45	General	This section should include minimum required depth of tunneling under residential areas through Royal Orchard community.	Within the current conceptual design, 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. Maximum and minimum tunnel grade requirements must abide by trackwork requirements for train operation within the TTC Design Manual (DM-0204-04 Section 2.1).
46	General	Does the worksite start at Holy Cross Cemetery or Shieldmark Cres? Please clarify as it is stated as the Cemetery in other sections.	The proposed subway vertical profile includes a below-grade alignment from the existing Finch Station to the launch shaft and portal structure, at which time the YNSE will join the existing CN rail corridor at-grade.
47	Traffic Management	For all the stations, the rational for change is stated as "Reduction of number of station entrances minimizes property impacts/ takings, improves access and circulation while responding to future ridership requirements." Please clarify/demonstrate how reduction of station entrances improves access and circulation.	The rationale has been edited to state "Reduction of number of station entrances minimizes property impacts/ takings, *maintains* access and circulation while responding to future ridership requirements.
48	Reference Concept Design	The station information are outdated and should be updated to reflect the latest designs and discussions.	Station information reflects the current RCD while making allowances for the conceptual nature of the design, including the future finalization of station configurations and the placement of ancillary features such as TPSS and EEB locations.
49	Infrastructure Planning	There is no reference to integration of the future Steeles BRT with YNSE and provision of pedestrian concourse with access to 4 corners at Steeles Station. As per the "Steeles Station Area Workshop Findings & Recommendations" memo sent to Mx in October 2021, these are high priority items for municipalities that should be included in the project.	The intent of Table 2-1 is to present YNSE scope items included within the RCD. Optioneering for stations is currently underway to determine a preferred configuration to be advanced during future stages of design. Metrolinx is aware that these are high priority items for municipalities and we look forward to further engagement.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
50	Stormwater Management	Is this a comprehensive list of all culverts that are impacted as part of this project? Please provide a key map for location of these impacted culverts.	Culverts impacted by the project are included in tables within Section 2, summary of design changes. They are also mapped on the EPR Addendum mapping found in Appendix A.
51	General	"Pedestrian Tunnel at Holy Cross Catholic Cemetery" and "Bridge at intersection of CN/GO track and HWY407" are owned by City of Markham and not City of Vaughan as stated in the Table.	Thank you for providing this correction. The change has been made within Table 2-2.
52	Stormwater Management	1- Please include the ownership of the culvert. 2- Include information about design criteria used to size the replacement culvert and its capacity requirements. 3- How do this culvert replacement and cut/fill in the vicinity impact the floodplain? Please provide modelling results that analyzes the impacts upstream of the culvert.	Section 2 reflect the available amount of conceptual design information that is available for the German Mills Creek Culvert replacement. Design work will continue in future project phases, in consultation with the TRCA.
53	General	This section should be updated to reflect the change in Early Works contract and addition of the scope of work to the ATC or SRS contract.	Thank you for this comment. References to early works have been updated and removed throughout the EPR Addendum, as required.
54	Reference Concept Design	The table states that all below grade stations will be constructed using cut-and-cover method. However, based on RCD in Stop & Plot #2, Royal Orchard station will be built using Sequential Mining Method.	Table 2-3 was updated with the information for Royal Orchard Station.
55	Reference Concept Design	It's stated that a Quality Level B desktop study was carried out as part of RCD. Please clarify if the Report is referring to a Quality Level D (desktop study) or Quality Level B (field verifications).	Thank you for bringing this typo to our attention. Section 4 has been updated to indicate a Quality Level D study was completed.
56	Reference Concept Design	It would be helpful to know what scope of utility investigations and relocation plans are completed during RCD by Metrolinx and what is deferred to detailed design to be done by Project Co. As per discussions with Metrolinx and OneT+, some of the utility relocations will be done prior to start of ATC.	This design matter is outside the scope of the EPR Addendum assessment, however; the latest Utility information we have at the time of publication will be included.
57	Utilities	Section 4.0 is missing information regarding the utilities impact assessment that is being carried out by OneT+ and associated mitigation measures	Please see Section 5 for the Utilities Impact Assessment and associated Mitigation Measures.
58	Utilities	Information provided in Tables regarding existing utilities at each station are missing information that are shown in current RCD drawings and in some cases are inaccurate. E.g. Steeles Station is missing YDSS, City of Markham watermain and York Region storm sewer, Clark Station information is inaccurate as there are no City of Toronto assets at this location and York Region, City of Vaughan, and City of Markham's assets are missing. Bridge and High Tech stations, and Train Storage Facility are missing information. Please include more details on the utilities in this section such as size to clarify which infrastructure are listed.	Thank you for your comment, the information was updated to include the latest information captured from the RCD into the assessment. Please note detailed utility investigations are part of the project design phase.
59	Utilities	This section only identifies utilities that are in the vicinity of stations and does not include any utilities that have been identified by municipalities as critical and could be potentially impacted due to tunnelling contract.	The latest Utility information we have at the time of publication will be included. Note detailed utility investigations will be conducted during the project detailed design phase.
60	Utilities	Please include information on YDSS as a critical infrastructure, the potential impacts of construction on it, and the proposed mitigation measures.	YDSS will be referenced in the EPR Addendum.
61	General	No comments (Entire Package).	Thank you. This is acknowledged.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
62	Transportation Master Plan Update	Note: York Region is currently undertaking an update to the Transportation Master Plan, anticipated to be completed in 2022. The update includes a strong emphasis on active and sustainable transportation options, particularly in boulevard.	Thank you for this information. We look forward to reviewing the updated Transportation Master Plan when it is available in 2022.
63	Transportation Master Plan Update	The Region is currently exploring the feasibility of an active transportation pathway in the vicinity of the 407 hydro corridor through the entire east-west lengths of York Region. Several active transportation connections will be made to major mobility hubs such as YNSE.	Thank you for this information. Metrolinx is aware of the South York Greenway and the York Region Pedestrian and Cycling Master Plan was considered as part of the Socio-economic and Land Use Assessment contained within Appendix C. We look forward to further engagement with the Region on how to potentially integrate this project with the YNSE.
64	Transportation Master Plan Update	While cyclists can utilize the HOV lanes along Yonge Street, these are not dedicated lanes for cycling. In the future, our expectation is that cyclists will have a dedicated cycling facility provided in boulevard to utilize.	This is acknowledged. Section 4 [Pedestrian and Cycling Network] has been edited to state: *"Cyclists can currently use the curb HOV lanes south of Steeles Avenue as mixed traffic lanes" to improve clarity.*
65	Pedestrian and Cycling Network	Any impacts to the cycling facility along Clark Avenue should be mitigated with a designated, well delineated cycling facility during construction.	Thank you for providing this feedback. We are in agreement and the EPR Addendum notes that Metrolinx will provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required.
66	Pedestrian and Cycling Network	In addition to cycling, walking network impacts should also be monitored in accordance with the Construction Traffic Control and Management Plan and adjust as necessary during the construction period.	Thank you for this comment. An edit has been made within the Executive Summary, as well as in Section 5.
67	General	Same as Item No. 1.	Thank you for this comment. An edit has been made within Executive Summary, as well as in Section 5.
68	General	16th Avenue Bridge re-built is missing in the list of structural work (same item is missing in Table 2-1).	No impacts to 16th Avenue bridge are anticipated on the basis of the current RCD.
69	Traffic Management	Widening the section of 16th Avenue from Yonge Street to Leslie Street including 16th Avenue Bridge is not included in the 2021 10-Year Road and Transit Capital Construction Program endorsed by Regional Council.	Thank you. This is acknowledged and the section was removed from the final EPR Addendum.
70	Transportation Master Plan	2016 TMP identified a potential Richmond Hill GO Line station at 16th Avenue. This design feature should be considered and protected in the EA addendum.	Thank you for the comment. The current EPR Addendum only assesses proposed infrastructure included within the RCD.
71	Traffic Lanes	Yonge Street north of Steeles Avenue consists of two (2) general-purpose lanes and not three (3) as mentioned in this section. Please confirm the number of lanes assumption used in the traffic analysis.	Section 4 has been updated to state two (2) regular general-purpose lanes and one (1) HOV lane per direction, and one (1) centre left turn lane to match the traffic analysis.
72	Traffic Analysis	Why horizon year 2041 traffic volumes forecast not included in the analysis?	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
73	Traffic Analysis	How the Transit Oriented Community (TOC) land used forecast incorporated in the traffic analysis?	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
74	Traffic Analysis	Both 2041 a.m. and p.m. EBL and NBL queues @ Yonge/Clark way exceed the storage lengths. Any mitigation plans? Tweaking signal timing may not be sufficient.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
75	Growth Modelling	The 2041 demands at Upland, Royal Orchard and Centre seem way exceed the capacities reflected by the queuing and delays. The annual growth rate of 1.9% growth rate seems too high given that there's no extra capacities will be provided by 2041 and the current demand on this section has approached to the capacity. The calculations are not shown in the report or Appendix H.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
76	Traffic Analysis	Please remove "Yonge/407 ETR EB off-ramp - Langstaff" under Column "Intersection". It should be Yonge/High Tech only.	Thank you for this comment "Yonge / 407ETR EB off-ramp - Langstaff" information has been removed from Table 5-83 within the EPR Addendum.
77	Growth Modelling	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
78	Traffic Analysis	Metrolinx is currently working on number of traffic/transportation studies for the proposed stations. It is not clear how the station traffic/transportation studies will be integrated in the traffic analysis presented in the EPR report. Please confirm if the EPR traffic analysis will be updated once the station traffic/transportation studies are available.	Please refer to Section 6.0 [Future Work] within Part B of the Transportation Impact Assessment Report that speaks to the supplementary studies underway.
79	Traffic Analysis	It is not clear what land use projections are used for the traffic analysis.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
80	Infrastructure Planning	Metrolinx to demonstrate proposed work has no conflict between the proposed tunnels and our East Don River Culvert foundation/substructure/piles. Metrolinx shall submit sketches/ General Arrangement drawings to confirm the viability of the proposed work. Metrolinx to review available information and undertake necessary fieldwork to confirm existing conditions as part of the design process. York Region will require Metrolinx to undertake sufficient analysis and submit calculations to confirm structural integrity of the culvert/bridges is not compromised due to proposed tunnels.	Thank you for these comments. This design matter is outside the scope of the EPR Addendum assessment; however, these activities will be completed following finalization of the RCD and during future project phases.
81	General	Please provide location maps of all bridges and culverts, as well as provide a similar table like Table 2-2 to provide a summary of proposed works.	Culverts impacted by the project are included in tables within Section 2, summary of design changes. They are also mapped on the EPR Addendum mapping found in Appendix A.
82	Infrastructure Planning	Metrolinx to demonstrate proposed work at Bridge at intersection of CN tracks and Yonge Street has no conflict between the proposed tunnels and our bridges/culverts foundation/substructure. Metrolinx shall submit sketches/ General Arrangement drawings to confirm the viability of the proposed work. Metrolinx to review available information and undertake necessary fieldwork to confirm existing conditions as part of the design process. York Region will require Metrolinx to undertake sufficient analysis and submit calculations to confirm structural integrity of the culvert/bridges is not compromised due to proposed tunnels.	Thank you for these comments. This design matter is outside the scope of the EPR Addendum assessment; however, these activities will be completed following finalization of the RCD and during future project phases.
83	Municipal Infrastructure	Bridge at intersection of CN/GO track and HWY7 is maintained by York Region.	Thank you. A correction has been made in Table 2-2.
84	Infrastructure Planning	Metrolinx to demonstrate proposed work at Bridge at intersection of CN/GO track and HWY 7 has no conflict between the proposed minor slope modification and our bridges/culverts foundation/substructure. Metrolinx shall submit sketches/ General Arrangement drawings to confirm the viability of the proposed work. Metrolinx to review available information and undertake necessary fieldwork to confirm existing conditions as part of the design process. York Region will require Metrolinx to undertake sufficient analysis and submit calculations to confirm structural integrity of the culvert/bridges is not compromised due to proposed slope modification to accommodate the proposed YNSE track.	Thank you for these comments. This design matter is outside the scope of the EPR Addendum assessment; however, these activities will be completed following finalization of the RCD and during future project phases.
85	General	Richmond Hill Centre Bus Terminal Pedestrian Bridge and Towers are maintained by York Region.	This is noted. Table 2-2 presents the geographic location of the structure, not its ownership. No changes to Table 2-2 are proposed.
86	General	Metrolinx to provide drawings at Richmond Hill Centre Bus Terminal Pedestrian Bridge to show conflict between YNSE alignment and existing structure for review.	Thank you for these comments. This design matter is outside the scope of the EPR Addendum assessment; however, these activities will be completed following finalization of the RCD and during future project phases.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
87	General	16th Avenue Bridge is maintained by York Region.	This is noted. Table 2-2 presents the geographic location of the structure, not its ownership. No changes to Table 2-2 are proposed.
88	Reference Concept Design	Metrolinx to provide drawings at 16th Avenue Bridge to show conflict between alignment and existing structure for review.	Thank you for these comments. This design matter is outside the scope of the EPR Addendum assessment; however, these activities will be completed following finalization of the RCD and during future project phases.
89	General	Table 2-2 is missing structures listed in section 11 on page 19 "Table-2-1 Summary of YNSE Design Components, Changes & Rationale".	The two sections are intended to be read in conjunction to provide a complete presentation of the YNSE Project Scope. This chapter was revised for improved readability.
90	Permits, Licenses and Approvals	Metrolinx to provide draft utility crossing agreement for review.	This agreements matter is outside the scope of the EPR Addendum assessment; however, this will be completed during future project phases.
91	Construction Timelines	Please further clarify what is defined as project completion of the construction works when discussing post construction inspections.	Completion of construction works corresponds to the Contractor's handover to Metrolinx.
92	General	York Region also owns storm sewer and storm sewer lateral assets at proposed Steeles Station.	Thank you for providing this information. It has been noted within Section 4.11 of the EPR Addendum.
93	General	York Region owns storm sewer and storm sewer lateral assets at proposed Clark Station.	Thank you for providing this information. It has been noted within Section 4.11 of the EPR Addendum.
94	Reference Documents	Include under Current EPR Addendum: Station building/plaza integration with the South Yonge Street Corridor Streetscape Master Plan Update (2021); Include bullet under Rationale for Change: South Yonge Street Corridor Streetscape Master Plan (2021) adopted by YR/Richmond Hill, Vaughan, and Markham Councils.	We do not feel this is appropriate information to include in Table 2-2, which is focused on scope elements. Sections 4 and 5 of the EPR Addendum describe how municipal plans and policies have been considered within the EPR Addendum.
95	Utilities	Integrate mitigation measures that address visual impacts of above ground utilities that may include burying, siting, or concealing above ground utilities to create an accessible and seamless public realm in support of the South Yonge Street Corridor Streetscape Master Plan (2021).	Thank you for this comment. Design of all utility related works impacting municipal-owned infrastructure shall be in accordance with the applicable municipal Engineering Design Guideline or Standard.
96	Reference Concept Design	Integrate an architectural design approach to the Portal Structure due to the surrounding context and views from Richmond Hill-Langstaff community.	Thank you for this comment. Visual effects will be reduced through consideration of building materials, architectural design, and surrounding landscape treatments.
97	Visual/Aesthetics	Integrate bridge/structure enhancements where it is visible by pedestrians, cyclists, motorists, or surrounding residents; this could include but not limited to form liners, plaques, public art, etc.	Thank you for this comment. Visual effects will be reduced through consideration of building materials, architectural design, and surrounding landscape treatments.
98	Visual/Aesthetics	Integrate visual mitigation measures to the 5.5m tall noise barrier; this could include not limited to architectural features, fascia treatment/patterning that reduces the visual height, etc.	Thank you for this comment. Visual effects will be reduced through consideration of building materials, architectural design, and surrounding landscape treatments.
99	Vegetation Protection & Compensation	Where space allows, consider planting/vegetation along walls to buffer vibration and noise from surrounding community.	Thank you for this suggestion. Planting, vegetation and restoration will be further considered as part of future design.
Natural Environment			
1	Infrastructure Planning	Station should have connections to the 4 corners of Y+S - refer to memo from YOW re: Yonge and Steeles station - October 19 - includes other recommendations	Optioneering for stations is currently underway to determine a preferred configuration to be advanced during future stages of design. Metrolinx is aware that these are high priority items for municipalities and we look forward to further engagement.
2	General	3 station box locations have been proposed - initial strategies stakeholder workshop has been scheduled for Nov 17 (cancelled) and we await follow up with feedback from initial meeting.	This is acknowledged. The EPR Addendum assesses a conservative study area to account for the station optioneering currently underway.
3	Future Development	Both of these stations reflect one urban growth centre – important to ensure movements of people between the stations – should be reflected in comments under each station.	We are in agreement that it is important to ensure movements of people between the stations and do not dispute that Bridge and High Tech Stations form part of a larger growth centre.
4	Reference Documents	Include: Open source data from Municipal Official Plans – Richmond Hill Centre Secondary Plan.	Thank you for your comment. Suggested text has been added to the report Part A.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Land Use & Socio-Economic			
1	General	Hillcrest Mall location currently states "...is located west of Yonge Street at Carrville Road." and it should be changed to "....is located on the west side of Yonge Street at Carrville Road."	Comment noted. Text has been updated to *"....is located on the west side of Yonge Street at Carrville Road."*
Item No.	**Issue**	**Comments/Issue Raised by Review Agency**	**How the Comment was Considered by Metrolinx**
2	Land Use Designation	Include City of Richmond Hill "...Yonge Street, which is generally designated as a mixed use corridor that permits transit infrastructure in the City of Toronto, City of Markham and in the City of Vaughan's Official Plans."	Comment noted. Text has been updated to *"...Yonge Street, which is generally designated as a mixed use corridor that permits transit infrastructure in the City of Toronto, City of Markham, City of Richmond Hill and in the City of Vaughan's Official Plans."*
3	Mitigation and Monitoring Commitments	"Temporary access paths, walkways, cycling routes and fencing must be monitored" - Change 'should' to 'must be' - same on pages 11, 16, 23, 27, 31, 36, 61.	Comment noted. Text has been updated to *"Regular monitoring (e.g., on-site inspection) of temporary access paths, walkways, cycling routes and fencing to ensure effectiveness"*.
4	General	10 bay bus terminal is proposed - note Yonge Steeles workshop Exec Summary issued to Mx on Oct 19 requests 11 bay bus terminal.	Thank you for your comment. The YNSE EPR Addendum assesses multiple station configurations that are still underdevelopment, some of which provide 11 bus bays at Steels Station.
5	General	Location of station references the 'base case' - however, 2 other strategies were suggested in the Clark Station Strategies Workshop with Stakeholders held on Sept 27 - based on this, the final location has not yet been determined (2 other strategies included were 'Husky' and 'Glen Cameron'.	Thank you for your comment. Proposed designs for stations are still under development. The impact assessments for Stations and EEBs are based on conceptual designs. It is therefore acknowledged that once Station and EEB designs are finalized in the future, they will be reviewed by Metrolinx to determine the need for additional environmental due diligence studies and/or assessment.
6	Monitoring/Future Works Commitments	Under Monitoring/Future works Commitments for Construction which may include but is not limited to reads as 'Temporary access paths and fencing should be monitored' - it should be written as follows: "Temporary access paths, walkways, cycling routes and fencing must be monitored" - also page 46, 51,57.	See response to comment 3 above.
7	Permits, Licenses and Approvals	"Permits relating to work that directly affects Municipal and/or Regional infrastructure.....as well as Road Occupancy Permits for any work within a Municipal and/or Regional right-of-way".	Comment noted. Text has been updated to *"Permits relating to work that directly affects Municipal and/or Regional infrastructure.....as well as Road Occupancy Permits for any work within a Municipal and/or Regional right-of-way".*
8	Permits, Licenses and Approvals	Should include permits related to CN right of way and hydro ROW?	Comment noted. Text has been added to Part B Section 4 to include permits related to CN right of way and hydro ROW.
9	Permits, Licenses and Approvals	Note that Planning and Engineering approvals may be required from municipalities.	Comment noted. Text has been updated to *"This includes planning and engineering approvals, building and demolition permits and other required permits from municipalities".*
10	Future Development	While the areas is suburban in nature, it is an evolving Regional intensification corridor with multiple high-density mixed-use developments (such as World on Yonge, the Vanguard) constructed in the area. Please incorporate this into the section.	Comment noted. Text has been updated to read: *"The area is suburban and automobile-centric in nature, both from a land use and built form perspective. While the areas is suburban in nature, it is an evolving Regional intensification corridor with multiple high-density mixed-use developments constructed in the area."*
11	Future Development	World on Yonge contains a large retail component at the podium of residential towers, including a supermarket and retail mall. The Liberty Suites Hotel is also located as part of this mixed-use development. Consider including this information in this section.	Comment noted. It is now noted that a number of large apartment buildings and mixed-use condominium towers are located along Yonge Street, including the World on Yonge.
12	General	vivaNext Bus Rapid Transit Lanes and Stations along with YRT Conventional Bus Stops along Yonge St should be included.	Thank you for your comment. A summary of the VivaNext BRT expansion program is included in Section A [Regional/Local Planned Transit Connections].

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Cultural Heritage			
1	General	Direct Adverse Impact: "....that negatively affects..."	Thank you for your comment. Text has been updated.
2	General	fourth bullet and 3rd bullet in 2nd para, should be City of Markham same on pgs 60, 61	Thank you for your comment. Text has been updated.
3	General	add in Regional Municipality of York as 6th bullet in top portion and 5th bullet in 2nd section	Thank you for your comment. Text has been updated.
4	General	Should be City of Markham and City of RH.	Thank you for your comment. Text has been updated.
5	Consultation	Please ensure that Thornhill Heritage Foundation, Society for the Preservation of Historical Thornhill are consulted/engaged.	Thank you for your comment. The Society of the Preservation of Historic Thornhill will receive a Notice of EPR Addendum, and consultation/engagement will continue for properties requiring CHERs/HIAs/other technical studies per the S&Gs/EPR Addendum commitments.
Traffic			
1	Assessment Considerations	Does this include the work that is being undertaken through the Bridge Transportation Study and Steeles Transportation Study?	A supplementary study in the area of future Bridge and High Tech stations is underway. As these studies are in progress, it was not feasible to include them in the EPR Addendum.
2	Scope	Doesn't reflect the current station strategies discussion and stakeholder comments: - Steeles BRT integration - public concourse with 4 quadrant access - PPUDO to be included - requires a parking strategy - first mile last mile requires cycling facilities - strategy for micro mobility	Steeles station optioneering is currently on-going. Requirements from all stakeholders are being considered and addressed on an on-going basis. The level of detail included in the assessment of change table is intended to match the detail provided in the 2009 EPR and 2014 Addendum.
3	Access	How does the reduction of entrances improve access and circulation? Disagree with this statement.	This portion of the table has been revised.
4	General	Disagree with this comment.	This portion of the table has been revised.
5	General	Stakeholder request: - open public concourse with access to all four quadrants - first mile last mile requires cycling facilities - what about micro mobility devices - Parking and PPUDO	Station design and optioneering is currently on-going. Requirements from all stakeholders are being considered and addressed on an on-going basis. The scope of the EPR Addendum is to assess only the infrastructure included within the RCD.
6	Cycling and Pedestrian Network	Include an enclosed/elevated pedestrian/cycling north south connection to improve customer experience and minimize vertical movements: - Langstaff Rd grade separation required for subway main entrance - Parking and PPUDO required	Bridge Station study including station design and ancillary is on-going. Requirements from all stakeholders are being considered and addressed on an on-going basis. The scope of the EPR Addendum is to assess only the infrastructure included within the RCD.
7	Scope	- PPUDO strategy required	Bridge Station study including station design and ancillary is on-going. Requirements from all stakeholders are being considered and addressed on an on-going basis. Revised PPUDO design is included in the summary of design changes at High Tech Station. The scope of the EPR Addendum is only the infrastructure included within the RCD.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
8	Scope	Strategy and details for the Ped Bridge Replacement not shown.	Any traffic staging plans associated with the replacement of the pedestrian bridge will be documented during future stages of design. The current design is at a conceptual level and the future Design-Builder Project Co will further develop the strategy and details for the pedestrian bridge replacement.
9	Cycling and Pedestrian Network	YR-TMP and South Yonge Streetscape Master Plan include off street cycling lanes for Yonge – these should be modeled and included in the YNSE project	Corridor level analysis including any modelling for cyclist lanes is not a part of the assessment to support the EPR Addendum, as the EPR Addendum is based on the project RCD. For Steeles station and Bridge station, traffic modelling is on-going and these future cyclist lanes will be considered as applicable.
10	Cycling and Pedestrian Network	YR-TMP and South Yonge Streetscape Master Plan include off street cycling lanes for Yonge – these should be modeled and included in the YNSE project	The analysis has been focused on intersection capacity analysis and corridor level analysis including any modelling for cyclist lanes is not a part of the assessment to support the EPR Addendum, as the EPR Addendum is based on the project RCD. For Steeles station and Bridge station, traffic modelling is on-going and these future cyclist lanes will be considered as applicable.
11	Integration with Viva Infrastructure	Update to include the infrastructure built by viva project including on-street cycling facilities.	The text has been updated in the report.
12	Scope	This doesn't reflect the work/methodology for Bridge Station Transportation Study – Aimsun used for Bridge/High Tech.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
13	Traffic Management Plans	MX to continue its work to develop traffic staging plans that the municipalities can accept; to be used as minimum criteria within PSOS.	Comment noted.
14	Traffic Management Plans	MX to work with YRT to develop a temporary - long term bus stop relocation plan for each stop that is affected.	Thank you for this comment. We are in agreement and any impacts to bus stops during construction will be further identified and mitigated during future stages of design.
15	Mitigation Measures/Future Work Commitments	In regards to "impacts to roads and transit – mitigation measures and commitments to future work," please ensure that mitigation measures are developed to inhibit traffic infiltration in residential neighbourhoods.	Thank you. Mitigation measures to inhibit traffic infiltration in residential neighbourhoods will be included as part pf the Traffic Control and Management Plan(s).
16	Assessment Considerations	Some of Emme plots in York Region are missing. Only 2031 AM with and 2031 PM Without YNSE are presented.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.

City of Vaughan Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1		The mitigation and monitoring measures identified for transportation are generalized for all segments (i.e. all segments refer to Table 5-99) which is not sufficient. Different impacts are expected at each segment/station location depending on the proposed scope of work and the context of the area. Furthermore, we expect mitigation and monitoring measures be described in greater detail for the impacts that have been assessed in the EPR (which must be updated to match the final RCD). For example, a Traffic Control and Management Plan is recommended, but the requirements of this Plan are not detailed, nor are the approval authorities of this Plan identified. Given that our understanding is that the EPR will be binding for Project Co in addition to PSOS requirements, the general nature of proposed mitigation and monitoring measures must be made more specific, both in terms of requirements and also in terms of location. Some mitigation measures to be considered at each location should be identified.	Thank you for this feedback; the mitigation measures presented are appropriate given the conceptual nature of the RCD that forms the basis for assessment. For example, station configurations are in development and Contractor means and methods are not yet known. Transportation Authorities will continue to be engaged during future stages of design and necessary approvals will be obtained, including Site Plan Approval, Road Cut Permits, etc.
2		Please explain the exclusion of Commuter Parking/PPUDO within the EPR. Multiple stakeholders have previously requested that Commuter parking/PPUDO be added to the project as an interim solution to transform the auto focused York Region into a future transit-oriented community understanding that you also need this ridership.	Commuter parking for transit passengers is not currently part of the YNSE project scope (see Table 2-1 of the EPR Addendum). Given the interest from stakeholders in exploring parking options, a comprehensive parking analysis is being conducted to evaluate potential parking demand, traffic impacts and coordination opportunities with future developments. The parking analysis will provide parking strategies that acknowledge that the end goal is to reduce auto use and increase more active, shared forms of transportation.
3	Utilities	Update chart to include "Pre – construction inspections (CCTV, visual report, etc) of all existing storm, sanitary and watermain infrastructure to establish a base line condition of the assets. The information collected shall also include data to monitor any settlement during construction activities in the zone of influence.	Thank you for providing this information applicable to the CCTV Inspection Standards. These steps will be completed for potentially impacted sewers.
4	General	Update to include TOC – Transit Oriented Communities.	Thank you. TOC - Transit Oriented Communities has been added to the list of Acronyms, Abbreviations, and Measurement Units.
5		Update Table to include the correct City. It should be City of Markham and or City of Richmond Hill and not the City of Vaughan.	Thank you for this correct. The Table has been edited to indicate this structure is in Markham.
6	Reference Documents	Update this section to include Vaughan Pedestrian and Bicycle Master Plan. See City's web site 2020 PEDESTRIAN AND BICYCLE MASTER PLAN, https://www.vaughan.ca/projects/projects_and_studies/pedestrian_master_plan/Pages/default.aspx	Thank you for your comment. A new section for the Vaughan Pedestrian and Bicycle Master Plan has been added.
7	Pedestrian and Cycling Network	This section should note the new separated cycling facilities just to the west of Yonge on Clark Avenue West which connects the City's Park Trail to Yonge Street. See http://www.vaughan.ca/ClarkAve	Thank you for providing this feedback. A discussion of the City's Clark Avenue project has been added to Section 4 [Pedestrian and Cycling Network].
8	Pedestrian and Cycling Network	In order to support different modes of travel to the new subway stations, this document should support the inclusion of new/ improved facilities in the boulevard. If curb and sidewalk are going to be removed on Yonge Street as part of this work, we should include the design for a new cycle track, consistent with the South Yonge Street Corridor Streetscape Master Plan, along with the reinstatement of the sidewalk/ curb/ asphalt at the new Station locations and/or EEBs/ TPSSs. Yonge Street has existing cycle track north of Hwy 407/ Hwy 7 which will be extended to Steeles Avenue in the future along with other streetscaping improvements. Clark Station must link to the existing cycle track to the west of Yonge Street.	Thank you for providing these comments. We share a desire to support different modes of travel to and from YNSE stations and looking forward to working with the City to determine how to best integrate YNSE infrastructure with the surrounding transportation network. As noted in Table 2-1, bicycle storage infrastructure is to be included as a scope item of the current RCD. These discussions will continue during future project phases as the project moves beyond a conceptual design.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		The YNSE project presents an opportunity to minimize future traffic disruptions to residents and businesses on Yonge Street by incorporating these improves as part of the project.	
9	Utilities	Update this section within the bullet points to include " Pre - construction inspections (CCTV, visual report, etc) of all existing storm, sanitary and watermain infrastructure to establish a base line condition of the assets. The information collected shall also include data to monitor any settlement during construction activities in the zone of influence.	Thank you for providing this information applicable to the CCTV Inspection Standards. These steps will be completed for potentially impacted sewers.
10	Utilities	Update this section within the bullets points to include settlement & vibration monitoring of all existing storm, sanitary and watermain infrastructure during construction activities.	Thank you for this comment. It is confirmed the Contractor will be required to review vibration criteria for existing storm, sanitary and watermain utilities; incorporate in the vibration ZOI assessment and monitor during construction, as required
11	Utilities	Update the conflict table to include utility ownership at Steeles Station as it may pertain to the City of Vaughan, City of Markham and York Region.	The ownership of utilities at Steeles Station was updated in the conflict table.
12	Utilities	Update the conflict table to include the correct utility ownership at Clark Station as it may pertain to the City of Vaughan, City of Markham and York Region. The City of Toronto does not own any infrastructure that we are aware of at Clark Ave & Yonge Street.	The ownership of utilities at Clark Station was updated in the conflict table.
13	Utilities	Include conflict tables for the EEBs and or TPSSs for the future update to the document.	EEB and TPSS locations have been revised and this information is not available to include within the EPR Addendum.
14	Utilities	This section should be updated to note that there is a 1.2m X 2.4m (City of Vaughan section) underground Concrete Storm structure at this location which will probably require relocation. The storm structures goes from Old Jane Street to John Street. The ownership is shared between the City of Vaughan, Private Site Plan Owner, York Region and the City of Markham, still to be reconfirmed.	Thank you for this information.
15	Utilities	This section needs to be updated to include the monitoring of the existing underground utilities for storm, sanitary and water. The City of Vaughan and Markham have old iron watermain on Yonge Street which has the high potential to fail due to vibrations in the zone of influence.	Thank you for this comment. This commitment is captured within Section 5.12.10, which states that the Contractor Develop is required to implement a detailed Utility Infrastructure Relocation Plan that identifies all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process.
16	Utilities	Update this section within the bullet points to include "Pre - construction inspections (CCTV, visual report, etc) of all existing storm, sanitary and watermain infrastructure to establish a base line condition of the assets. The information collected shall also include data to monitor any settlement during construction activities in the zone of influence."	Thank you for providing this information applicable to the CCTV Inspection Standards. Section 5.12.10 states that additional surveys shall be performed prior to construction to field locate and verify the existing utilities within the Project area and document their condition. These surveys will eb done in accordance with applicable municipal standards.
17	Utilities	Update this section within the bullets points to include settlement & vibration monitoring of all existing storm, sanitary and watermain infrastructure during construction activities.	Thank you for providing this information applicable to the CCTV Inspection Standards. Section 5.12.10 states that additional surveys shall be performed prior to construction to field locate and verify the existing utilities within the Project area and document their condition. These surveys will eb done in accordance with applicable municipal standards.
18	Appendix I – Consultation Record	Include in update.	The version of the EPR Addendum made available for review following the public notice includes the complete Appendix.
19	Appendix I – Consultation Record	Include City of Vaughan Council Report: CITY OF VAUGHAN EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 20, 2021 Item 14, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 20, 2021, as follows: By approving the following:	Thank you for your comment. Metrolinx was not a party to the City of Vaughan Council Report; therefore, this meeting was not included in the Metrolinx-led consultation section within this EPR Addendum.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		1. That the Council of the City of Vaughan state that it is most pleased with the efforts by the Province to move the YNSE project forward with the publication and recommendations of the Initial Business Case; 2. That every effort be made to revise the YNSE Reference Alignment, identified within the supplemental analysis undertaken following the Initial Business Case, to address the problematic issues of the alignment away from Yonge Street, the limitation of "neighbourhood" stations and the lack of a clear plan for commuter parking; 3. That Option 1 as outlined in the Initial Business Case be supported; 4. That the required funds to support Option 1 or a close variation of this option be provided by increasing the funding envelop through the funding support for this project by the Provincial and Federal Governments; 5. That failing to receive further funding that the Clark Ave station be added to the current business plan; and 6. That the appropriate government bodies, including the Offices of the Premier and Prime Minister, be advised of this resolution of Council. By receiving the resolution of Councillor Shefman, dated April 7, 2021. 14. MEMBERS RESOLUTION REGARDING THE YONGE NORTHSUBWAY EXTENSION The Committee of the Whole recommends that further consideration of this matter be deferred to the Council meeting on April 20, 2021, to allow staff to report back with additional information as requested, including the impact of this Member's Resolution. Member's Resolution Submitted by Councillor Shefman Whereas, the extension of the Yonge Street Subway (YNSE -Yonge North Subway Extension) has been designated as a priority rapid transit project by the Province of Ontario, and …/2 CITY OF VAUGHAN EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 20, 2021 Item 14, CW Report 14 – Page 2 Whereas, The Environmental Assessment for the YNSE project was approved by the Province of Ontario in 2009 and Whereas, the YNSE has been in a planning stage for approximately 15 years, and Whereas, the proposed route and stations (Option 1 in the Initial Business Case) identified through a long and detailed planning process, including a formal approved Environmental Assessment and significant public consultation has been considered the most ideal and efficient route for the extension, and Whereas, Metrolinx assigned to manage the delivery of the project in 2019, and Whereas the Initial Business Case and Supplementary Analysis released by Metrolinx on March 18, 2021, is based on a $5.6 billion funding envelop, and Whereas, the Initial Business Case, reflecting the current allotted budget has not recommended certain key elements of the original plan such as stations at Cummer, Clark and Royal Orchard, an alignment that remains on Yonge Street to its terminus north of the 407 highway and a lack of commuter parking in the vicinity of the terminus station. It is therefore recommended: 1. That the Council of the City of Vaughan is most supportive of the efforts by the Province to move the YNSE project forward with the publication and recommendations of the Initial Business Case, and 2. That every effort be made to revise the YNSE Reference Alignment, identified within the supplemental analysis undertaken following the Initial Business Case, to address the	

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		problematic issues of the alignment away from Yonge Street, the limitation of "neighbourhood" stations and the lack of a clear plan for commuter parking, and 3. That Option 1 as outlined in the Initial Business Case be supported, and 4. That the required funds to support Option 1 or a close variation of this option be provided by increasing the funding envelop through the funding support for this project by the Provincial and Federal Governments, and.../3 CITY OF VAUGHAN EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 20, 2021 Item 14, CW Report 14 – Page 3 5. That the appropriate government bodies, including the Offices of the Premier	
20	General	Final copy with all of the updates should be submitted to the City for final review/ comments including the updated Appendixes.	Thank you. The next version of the EPR will be made available following the publication of the Notice of EPR Addendum. There may be further revisions to the document following public review and the issues resolution process.
Land Use & Socio-Economic			
1	Reference Documents	Update this section to include a new section under A 3.10.12.5 Vaughan Pedestrian and Bicycle Master Plan. See City's web site 2020 PEDESTRIAN AND BICYCLE MASTER PLAN, https://www.vaughan.ca/projects/projects_and_studies/pedestrian_master_plan/Pages/default.aspx	Thank you for your comment. A new section "Vaughan Pedestrian and Bicycle Master Plan" has been added.
2	Secondary Plan	When summarizing or referring to the Yonge Steeles Corridor Secondary Plan, it should be recognized that this plan is currently under appeal before the Ontario Land Tribunal (OLT), and therefore reference to the in effect Official Plan should be included which is OPA 210 as amended.	Thank you for this information. Text has been revised to: *"The Yonge Steeles Corridor Secondary Plan was adopted by Vaughan City Council on September 7, 2010 and is currently under appeal before the Ontario Land Tribunal (OLT)."*
3	Reference Documents	When referring to the Vaughan Official Plan 2010 ('VOP 2010') designation "Low-Rise Mixed-Use' please include '-' between 'Mixed' and 'Use'	Comment noted. 'Mixed Use' has been updated to 'mixed-use' throughout report.
4	Land Use Designations	Please confirm the use of the term designated 'Mixed Use' in the document and shown on maps in Appendix A is not a designation reference within any of the Vaughan specific official plans	Thank you for your comment. To provide more consistency among the land use designations presented in Appendix A (Land Use Maps), land use designations were standardized across the various municipalities into eight categories, based on land use type. For example, assigning a land use type of 'Employment/Industrial' instead of Prestige Industrial. Table 3-1 found in Section A 3.8 provides the definitions of generic land uses. Mixed-Use Area is defined as: Characterized by a mix of residential, commercial, institutional, and/or office uses. While density may vary from one location to another, there is a general presumption that these areas seek to encourage density relative to low density residential neighborhoods.
5	General	Last sentence refers to the 'Concord' neighbourhood. Why is Concord included? Please confirm the Concord area boundary.	Comment noted. Reference to Concord has been removed as the Concord Neighbourhood is not part of the Study Area.
6	Official Plan Review	Similar to the York Region reference, this section should recognize the City of Vaughan is currently undertaking an Official Plan Review ('OPR').	Comment noted. Wording added to reflect OPR: *"The City of Vaughan Official Plan was approved in 2010, and the amendments to date are compiled in the 2019 Office Consolidation. The City of Vaughan is currently undertaking an Official Plan Review (OPR)."*
7	Development Applications	Reference to development application 72 Steeles Avenue West should also include 7040 and 7054 Yonge Street as the proposed development includes all three addresses.	Comment noted. Wording added to include 7040 and 7054 Yonge Street as part of the proposed development.
8	Reference Documents	Note that the Vaughan Transportation Plan update is underway, so should reference the current and latest work.	Comment noted. Reference to Vaughan TMP update has been added to Section A.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
9	Reference Documents	Should include and consider City of Vaughan Yonge Steeles Urban Design and Streetscape Study underway for completion in 2022.	Thank you for your comment. As this study is not yet complete, it was not included in the report. A sub-heading was added that summarizes the City of Vaughan Yonge Steeles Urban Design and Streetscape Study.
10	Reference Documents	Should include and consider York Region South Yonge Streetscape Masterplan, updated 2021 from the original plan completed in 2012.	Thank you for your comment. A sub-heading was added that summarizes the York Region South Yonge Streetscape Masterplan.
11	Development Applications	Outlines a list of current development applications underway. Is there and will there be assessment of the impact of subway project on these developments. i.e. land requirements, underground impacts, integration of station entrances, etc?	Thank you for your comment. While this design matter is outside the scope of the EPR Addendum assessment, property impacts will be determined as alignment and station elements are finalized.
12	Land Use Designations	List all properties and land use types (accompanied by a detailed map) impacted by proposed subway infrastructure such as station entrances, tie-backs, EEBs, TPSS.... and what the mitigation measures are.	Thank you for your comment. Detailed impacts to properties will not be shown in the EPR Addendum. Once station configurations are determined, property impacts can then be determined.
13	Mitigation and Monitoring Commitments	Not clear about construction, operational and maintenance impacts on different land uses, public vs private properties, public realm, streetscape conditions. What are the mitigation measures/commitments? Will this more detailed information be provided at the next stage of this EPR?	Proposed designs were still under development at the time of preparing the EPR Addendum. As such, the impact assessments are based on conceptual designs. It is therefore acknowledged that once designs are finalized in the future, they will be reviewed by Metrolinx to determine the need for additional environmental due diligence studies and/or assessment.
14	Property Requirements	Will the final EPR include listing of all public and private properties impacted by the subway project/infrastructure and the approach to secure these lands through permanent, temporary, full, partial acquisition or easements? What consultation and engagement process will be undertaken for these land requirements?	Thank you for your comment. Detailed impacts to properties will not be shown in the EPR Addendum. Proposed designs are still under development at the time of preparing the EPR Addendum. Once elements such as station configurations are determined, property impacts can then be determined.
15	Land Use Designations	Yonge street is designated as Regional intensification corridor close to highway 407 ETR and north of the Yonge street Primary Center and South of Center Street Local Center.	Thank you. This is now noted in has been added to Table 3-2 [Summary of Policy Documents].
16	Reference Documents	Thornhill Heritage conservation plan, is missing from the table.	Thank you for making us aware of this omission. A reference to the Thornhill Heritage Conservation Plan has been added to Table 3-2 [Summary of Policy Documents].
Archaeology			
1	Indigenous Engagement	In 3.4.4 the report states that the 47referred47 consultation is included in Appendix F, from the Curve Lake Nation. However, there was no such document found. Please include for review.	Thank you for your comment. Inclusion of an oral history and traditional knowledge of the Michi Saagiig (Mississauga Anishinaabeg) peoples kindly shared by the Curve Lake First Nation was included in the Appendix.
2	Assessment Considerations	In discussing what parts of the segments still retain archaeological potential this review would have referred the section to refer more specifically to the 9 A- L figures included in the report.	Thank you for your comment. Reference will be made as to which of the Figure series depict each area retaining archaeological potential.
3	Recommendations	Cultural Heritage staff concurs with the recommendations in Section 6.	Thank you for the confirmation. No action required.
4	Mitigation and Monitoring Commitments	Cultural Heritage staff concurs with the recommendations in Section 8.	Thank you for the confirmation. No action required.
Cultural Heritage			
1	Reference Documents	"There should also be a review of the current Thornhill Heritage Conservation District Plan, its Inventory, related GIS mapping, and a consultation with Heritage Staff. Certain properties potentially affected will require review by Heritage Vaughan Committee prior to any works being undertaken. There are available TORs that address these proposed works."	Thank you for your comment. The City of Vaughan HCD Plan was reviewed as part of the background information. Section A 3.5 has been updated to include this document. Section A 3.3 makes reference to MHSTCI guidance documents that Metrolinx must follow as a prescribed public body under *O. Reg. 157/10*.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Noise & Vibration			
1	Reference Documents	Update Section B 2.1.2 Construction Phase Criteria as per City's Web site. BY-LAW NUMBER 121-2021 A By-law to regulate Noise and repeal the previous Noise By-law 062-2018 and its amending by-laws 168-2019 and 105-2020. See https://www.vaughan.ca/cityhall/by_laws/Pages/default.aspx	Thank you for your comment. Comment noted, a set of land use-specific noise limits was used as construction noise criteria for the purposes of the Project construction noise assessment.
Traffic			
1	Traffic Management	The mitigation and monitoring measures identified for transportation are generalized for all segments (i.e. all segments refer to Table 5-99) which is not sufficient. Different impacts are expected at each segment/station location depending on the proposed scope of work and the context of the area. Furthermore, we expect mitigation and monitoring measures be described in greater detail for the impacts that have been assessed in the EPR (which must be updated to match the final RCD). For example, a Traffic Control and Management Plan is recommended, but the requirements of this Plan are not detailed, nor are the approval authorities of this Plan identified. Given that our understanding is that the EPR will be binding for Project Co in addition to PSOS requirements, the general nature of proposed mitigation and monitoring measures must be made more specific, both in terms of requirements and also in terms of location. Some mitigation measures to be considered at each location should be identified.	As noted the design and RCD is still ongoing. The mitigation measures presented are appropriate given the conceptual nature of the RCD that forms the basis for assessment. For example, station configurations are subject to change and Contractor means and methods are not yet known. Transportation Authorities will continue to be engaged during future stages of design and necessary approvals will be obtained. The generalized mitigation measures will be further elaborated and documented into PSOS and also future work commitments in EPR once the RCD is finalized for each location respectively.

City of Richmond Hill Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	General	Thank you for providing the City of Richmond Hill with the opportunity to review the Environmental Project Report Addendum. You will find below six priority issues for Richmond Hill as well as a clarification to the Community Engagement section of the EPR Addendum. Detailed technical comments in support of the priority issues can be found in the individual tabs.	Thank you for your comments and feedback. Please see our responses to your comments in the rows that follow.
2	Train Storage Facility Construction, Long term Operations and Surrounding Communities	Train Storage Facility Construction, Long term Operations and Surrounding Communities The Train Storage Facility, located north of the future High Tech Station, introduces an industrial type facility within existing residential neighbourhoods with a range of impacts such as visual, noise, and vibration. The City understands the need for this facility, however, close consideration needs to be given to the integration of the train storage facility and mitigation of impacts with the surrounding communities not only during the construction but during on-going operations as well. The City is looking to explore opportunities to mitigate impacts through design solutions as part of the YNSE project.	Thank you for your comment and recommendations. The TSF is not a temporary facility; TSF is an independent site with property acquisition being kept at minimum to meet the functional requirements and operational needs of the YNSE. MX and TA have been and will continue to hold workshops outside of the TPAP process with the City of RH to foster integration with City of Richmond Hill priorities. Richmond Hill have provided numerous comments during workshops and response/comment sheets which are being investigated as part of the conceptual design development.
3	North-South Connectivity	North-South Connectivity The City has envisioned and planned for a continuous North-South Multi Use Trail in a greenway setting to the west side of the CN Rail Corridor connecting the emerging high density communities at Yonge and 16th Avenue and Richmond Hill Centre. This connectivity and experience has been protected for by the City's acquisition of a 15 metre wide property west of the CN rail corridor. The footprint of Metrolinx's proposed trackwork and train storage facility on City Lands impacts Richmond Hill's plans to connect our community by constraining the Multi Use Trail to five meters or less for significant stretches and by creating conditions where users of the trail are sandwiched between the high noise attenuation wall and property line fencing. Richmond Hill is requesting that the mitigation of these impacts be addressed by the YNSE project, including measures to realize a linear park and MUP that is attractive and safe for a range of pedestrian and cycling users. Further technical comments are provided in the Land Use & Socio Economic and Natural Environment tabs.	Thank you for your comment and recommendations. The multi-use trail will include protection and space-proofing for a minimum 5 metres and is based on the *City of Richmond Hill Standards and Specification Manual Div. C Section C1.6 Section 2.2.1 Off Road Multi Use Trails*. In the summer and fall of 2021, Metrolinx presented an at-grade conceptual design for the TSF, which was minimized as much as possible, and protects for a multi-use trail (MUT) west of the facility. During these presentations, Metrolinx/Technical Advisor demonstrated visuals and cross sections of the protected width along the YNSE corridor from south of 16th Avenue to High Tech station. Metrolinx is looking forward to further refining the design in consultation with the City.
4	East-West Connectivity	East-West Connectivity The City has envisioned and planned for several pedestrian/cyclist crossings over the CN tracks to connect the emerging communities east and west of the CN corridor. This connectivity has been protected for by the City's acquisition of a 15 metre wide property west of the CN rail corridor between Hwy 7 and 16th Avenue as well as parkland acquisitions east and west of the CN corridor. The footprint of Metrolinx's proposed trackwork and train storage facility on City Lands impacts Richmond Hill's plans to connect our community by adding the necessity of extra bridge span to structures and by constraining the City's ability to locate accessible bridge landings on the west side of the trackwork/train storage facility. Richmond Hill is requesting that the mitigation of these impacts be addressed by the YNSE project. More details on the proposed and planned-for east-west crossing locations are identified in the Land Use & Socio-Economic Impacts tab.	Thank you for your comment and recommendations. Metrolinx recognizes the importance of connectivity and is looking forward to build on previous engagement on this topic and work with the City of Richmond Hill on this matter as part of the project detailed design.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
5	16th Avenue Land Use	16th Ave Land Use While the 16th Avenue Key Development Area Secondary Plan is still in draft, there is draft policy for this area to be carried forward in the updated Official Plan which may be impacted by the future Train Storage Facility. Potential area of impacts include the road network, parkland, built form, parking and future transit facilities. The City requests that the design of the Train Storage Facility first look to protect the plans for this area to the extent possible and then look to mitigate impacts as part of the YNSE project. Further technical comments on this matter can be found in the Land Use & Socio-Economic tab.	Thank you for your comment and recommendations. As demonstrated in October 2021, the at grade TSF footprint has been minimized as much as possible while maintaining a footprint required to meet TTC operational and functional requirements. Metrolinx will continue to work with the City of Richmond Hill as the design progresses.
6	German Mills Culvert Replacement	German Mills Culvert Replacement It is understood that the existing culvert north of 16th Avenue is identified for replacement due to works to support the construction of the Train Storage Facility. There is a considerable amount of technical analysis that is required to ensure that the culvert is designed appropriately and that there are no impacts to flood elevations, peak flows, municipal infrastructure, stormwater facilities or City lands upstream or downstream of the culvert. Further, German Mills Creek is considered to a coldwater fishery and protection of habitat is a requirement for work in such sensitive watercourses. Note that further detailed comments on this issue are provided in Natural Environment tab.	Thank you for your comment and recommendations. The RCD has identified the need for a culvert replacement to accommodate the TSF tail tracks and hydraulic analysis has been completed to provide a preliminary indication of necessary sizing. Further analysis will be completed as the design moves from its current conceptual state, in cooperation with the City and TRCA.
7	Vegetation and Tree Removal Impacts	Vegetation and Tree Removal Impacts The City understands that construction of the YNSE project, including trackwork and the Train Storage Facility north of the future High Tech Station, will require significant vegetation removal on CN and City-owned lands in Richmond Hill. The City would like to understand, as part of the EPR Addendum, how the project intends to compensate for the impact of tree and vegetation removal. Further detailed comments on Vegetation and Tree removal Impacts can be found in the Natural Environment tab.	Thank you for your comment and recommendations. The EPR Addendum outlines the impacts associated with vegetation/tree removal and corresponding mitigation measures, which include compensation in accordance with Metrolinx Vegetation Guideline. At this time, specific locations and quantities of removals are not known. These will be determined as part of detailed design, and efforts will be made to reduce the removals extent as much as possible.
8	Richmond Hill Council Accountability Group	The EPR Addendum report references the Richmond Hill Council Accountability Committee. The proper name of this resident's group is the Richmond Hill Council Accountability Group.	Comment noted. Wording updated to "Richmond Hill Council Accountability Group".
Natural Environment			
1	Vegetation Removal & Compensation	This section notes that there will be clearing and grubbing within the segment in Richmond Hill (from the Bridge Station to north of 16th Avenue, with an exception being at the York Region Rapid Transit Corp. bus platform). A compensation plan has not been included that speaks to any restoration required once clearing, grubbing and construction is completed to ensure the urban canopy is maintained in accordance with the City's Urban Forest Management Plan. The compensation plan should look to enhance Richmond Hill's Greenway System.	Thank you for your comment and recommendations. The EPR Addendum outlines the impacts associated with vegetation/tree removal and corresponding mitigation measures, which include compensation in accordance with Metrolinx Vegetation Guideline. At this time, specific locations and quantities of removals are not known. These will be determined as part of detailed design, and efforts will be made to reduce the removals extent as much as possible.
2	Natural Heritage Features	Section 4.1.4.1: second bullet under the "Natural Heritage Features" should be revised to the following: Richmond Hill Greenway System and Natural Core (as part of the Natural Heritage System). Should this section also discuss the natural hazards (floodplain)?	The table was revised and this reference made obsolete. Floodplain impacts are included in the EPR Addendum in Section 5.11

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
3	Vegetation Removal & Compensation	Section 5.1.3.1: please confirm the location where vegetation will be disturbed and removed. The report needs to elaborate on how the removal of vegetation will be compensated.	Thank you for your comment. Vegetation disturbance and removal along the YNSE alignment will occur as a result of two main activities; proposed construction of the CN temporary diversion track, and the construction of the permanent track along the surface segment of the alignment. The EPR Addendum outlines the impacts associated with vegetation/tree removal and corresponding mitigation measures, which include compensation in accordance with Metrolinx Vegetation Guideline. At this time, specific locations and quantities of removals are not known. These will be determined as part of detailed design, and efforts will be made to reduce the removals extent as much as possible.
4	Potential Impacts to Pomona Creek	Section 5.1.3.2: It is expected that the project provide further details of the potential impacts to Pomona Creek. This section notes this creek crosses the CN Rail ROW approximately 230 meter north of High Tech Road. Based on mapping, it's unclear if there is a culvert where the creek crosses the CN Rail ROW or if this watercourse has been buried.	Section 5.1.3.2 presents the assessment for the assumed tributary to Pomona Creek (an ephemeral drainage feature), based on the current RCD.
5	SAR	Section 5.1.3.3: It is recommended that project investigates fish habitat and species at risk with MECP.	Thank you for your comment. Metrolinx has been working closely with MECP on Species at Risk matters, including sharing data and evaluating probability of species and their habitat occurrence.
6	Official Plan	Appendix B notes Richmond Hill's OP's Natural Core, but not the Greenway System. The OP's Greenway System should be referenced.	Text within the report has been updated to address this comment.
7	Vegetation Protection & Compensation	This section notes trees on municipal/private land, tree protection measures and compensation will meet the relevant City of Toronto Tree Bylaws. There is no reference to the City of Richmond Hill requirements.	Thank you for your comment. Text has been revised that tree protection measures and compensation will meet municipal requirements, where applicable.
8	Multi-use Trail	The proposed North-South Multi-use Trail appears to be diverting off City lands, and located on the townhouse complex property (on the east side of North Heights Drive), and heading north onto the Honda lands. It is expected that project work closely with the City to address integration of subway project components with the MUT within the lands that the City acquired for this purpose.	Thank you for your comment. Metrolinx and the Technical Advisor have been working with the City of Richmond Hill as requested to protect for a multi-use trail. Analysis of the required property for the TSF and analysis for property between the townhouse complex was presented to the City of Richmond Hill. Metrolinx will continue to work with the City of Richmond Hill on this matter as design progresses.
9	Natural Heritage Features	Section 4.1.4.1: first bullet under "Natural Heritage Features" notes York Region Woodland. Please note that Richmond Hill's Official Plan internal mapping identifies this area as "significant woodlands".	Thank you for your comment. Text has been revised.
10	Stormwater Management	At the design stage, the applicant should undertake a hydraulic analysis to determine if the proposed culvert replacement will have any impact to Regulatory and 100 year flood elevations and peak flows downstream of the culvert within City lands (NHS corridor) including adjacent residential properties abutting German Mills Creek. The analysis to include assessment of impacts to municipal infrastructure with the zone of influence such as stormwater management facilities and minor/major systems that discharge or outlet to German Mills Creek.	Thank you for your comment. A hydraulic analysis will be undertaken during future phases to determine if the proposed culvert replacement will have any impact to Regulatory and 100 year flood elevations and peak flows downstream of the culvert within City lands (NHS corridor) including adjacent residential properties abutting German Mills Creek.
11	Stormwater Management	Additional hydraulic information is needed to understand the changes in flows and water levels for all return periods (2 year to 100 year) up and downstream of the crossing to the point of no impact. Flooding changes for all return periods and regulatory flows need to be detailed to determine whether City infrastructure or residential properties are adversely impacted.	Thank you for your comment. As noted above, a hydraulic analysis will be undertaken during future phases of the project to inform the changes in flows and water levels for all return periods (2 year to 100 year) up and downstream of the crossing to the point of no impact.
12	Proposed Culvert(s)	It is unclear whether the larger bridge/culvert structure is being proposed to account for the increase in fill of the rail line, and whether that will cause any increased upstream flooding or downstream flows/velocities. The cut/fill calculations are not provided and this would be helpful.	Thank you for your comment. The upsizing of the German Mills Culvert is required to accommodate the TSF Tail Tracks. A Preliminary hydraulic analysis was completed to determine space-proofing requirements; however, additional analysis will be required during future phases on the basis of a more mature design. As part of this work, Metrolinx will consult with the TRCA.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
13	Stormwater Management	There is no details as to why the proposed structure with the specified dimensions was chosen; the design criteria or goal of the crossing change is not clear with respect to the stormwater parameters.	Proposed dimensions were identified via HEC RAS modeling for the purposes of space-proofing within the RCD but are subject to change during future design.
14	Infrastructure Planning	The existing conveyance capacity of the current crossing has not been provided, which is important to put into context the change with the proposed structure.	Conveyance capacity and other technical items are outside of the EPR Addendum scope, and Metrolinx will work closely with TRCA as part of the structure detailed design.
15	Additional Studies	A geomorphic assessment of the stream channel and valleyland area is needed downstream of the rail crossing until at least the boundary of the City.	Geomorphic assessment and other technical items are outside of the EPR Addendum scope, and Metrolinx will work closely with TRCA during future stages of design.
16	Stormwater Management	The function of the stormwater management facility downstream of the proposed crossing (known as SWMF 26-2) needs to be analyzed to determine whether there are any changes. City staff can provide details about this facility and its existing function. Changes in function will need to be approved by the City.	Detailed SWM design and other technical items are outside of the EPR Addendum scope, and Metrolinx will work closely with the City during future stages of design.
17	Infrastructure Planning	It will have to be clear who owns the proposed structure crossing, whether it will remain in CN's ownership or if it will become the responsibility of Metrolinx or another Provincial agency.	Thank you. We are in agreement.
18	Stormwater Management	The function of other stormwater management facilities upstream and downstream of the crossing will have to be analyzed to determine if there are any changes.	Detailed SWM design and other technical items are outside of the EPR Addendum scope, and Metrolinx will work closely with the City during future stages of design.
19	Infrastructure Planning	It is unclear whether the new tracks over the watercourse and valleyland area are for temporary storage of train cars. If there is any potential for there to be train storage periods, the City would like to see the design of the new rail line infrastructure to mitigate contamination spills (such as oils), and to understand the spills policy that will be in place in the event that a spill takes place and impacts City property or residents.	Thank you for this comment. All equipment shall be operated, stored, and maintained in a manner that prevents the entry of any deleterious substances into waterbodies and a spill tray will be used when completing maintenance. Any spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements.
20	Infrastructure Planning	It is City staff's recommendation that project consider the new crossing be installed at a different angle than existing such that the 90 degree channel curve is reduced for benefits in flow and reduced channel erosion.	Thank you for this recommendation. It will be further explored during future stages of design.
21	Additional Studies	Table 2-2: Metrolinx should undertake an independent OSIM evaluation of each impacted structure as part of the project prior to finalizing the extent of the needed works? If OSIMs have already been performed for each structure please share a copy with the City.	Thank you for this comment. Table 2-2 presents the Project scope for the purpose of the EPR Addendum regardless of the status of OSIM evaluation.
Land Use & Socio-Economic			
1	Secondary Plan	Section 4.3.3.5 describes the Official Plan at a high level and acknowledges that the city is undertaking an OP update. The subsection under the heading Yonge and Carrville/16th KDA, notes that a Draft SP has been prepared for the Yonge and 16th area, and is on hold pending the OP Update. Please note that a specific workshop and stakeholder engagement has taken place with respect to this Secondary Plan and per the Key Directions report it is anticipated that elements of this Secondary Plan will be carried forward including the possibility of a future TTC/GO station serving this area. This is important because if a train storage facility were to be constructed here, City would want to see that it was designed in a way that could (a) convert to a station and (b) not preclude development from happening while the facility is in place.	Thank you for your comment and recommendations. While protection for a future TTC and/or GO Station is not included in the RCD, Metrolinx and the Technical Advisor will continue to work with the City of Richmond Hill to design the at-grade train storage facility to accommodate the secondary plan for the Yonge and 16th Avenue as much as possible.
2	Assessment Considerations	Section 5.11.3 provides an overview of impacts and mitigation measures. What it does not discuss is the impact of construction of the subway and the use of the temporary train storage facility on development, specifically as it relates to achieving municipal goals to accommodate growth within key areas of intensification. More consideration/recognition needs to be given with respect to how the temporary train storage facility can integrate with the redeveloped	Thank you for your comment and recommendations. TSF is considered an independent site with its footprint being kept at minimum to meet the functional requirements and operational needs of the TSF. Metrolinx and the Technical Advisor have been and will continue to hold workshops outside of the TPAP process with the City of RH to foster integration with City of Richmond Hill priorities. RH have provided numerous comments during

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		site, to ensure that build out of the 16th Avenue KDA is not precluded or delayed. And more discussion is needed in terms of how development can be leveraged during the construction stages of the facilities to result in facilities that are integrated with development.	workshops and response/comment sheets which are being investigated as part of the conceptual design development.
3	Key Development Area	Components of the proposed train storage facility structure are located within the City's Yonge Street and Carrville Rd/16th Ave Key Development Area (KDA). The City of Richmond Hill's draft secondary plan for this area identifies the location where a potential future subway station may be located which is east of Yonge Street, and north and south of 16th Avenue (See Schedule 4 of the city's draft secondary plan). To avoid any conflicts, please show the conceptual location / protection area for the future subway station at the Yonge Street and 16th Avenue area.	Thank you for your comment and recommendations. There are several Development/Secondary Plan Areas that intersect with the alignment which are not included in the Study Area mapping. To maintain consistency, the Secondary Plan mapping has been included in the *Carrville/16th Key Development Area Secondary Plan* of the Land Use Report.
4	Secondary Plan	The City of Richmond Hill's draft secondary plan for the Yonge Street and Carrville Rd/16th Ave KDA identifies a collector ring road that would surround the proposed location of the train storage facility east of Northern Heights Drive. This ring road is not shown on the conceptual plan. The EA shall include and protect for the City's planned ring road.	Thank you for your comment and recommendations. The EPR Addendum is based on a concept design which ties into the side road of 16th Avenue on the south side. The RCD does not preclude a collector ring road, as it was designed independent of the ring road, and thus is not shown on the conceptual plan. Metrolinx is looking forward to working with the City of Richmond Hill on this matter as part of the project detailed design.
5	Transportation Master Plan	The City of Richmond Hill has protected for a number of east-west active transportation crossing opportunities through the current Transportation Master Plan, the ongoing Transportation Master Plan Update and the Richmond Hill Centre Secondary Plan. The EA shall include or at the minimum protect for the crossings of interest. Considerations to be given to the following areas: 1) Garden Avenue extension (20m ROW - vehicular and AT) - Note: vehicular function is under consideration 2) Oneida Crescent (north leg) (AT only) 3) Coburg Cres to Revelstoke Cres/Junction Parkette (AT only) 4) Yonge/16th KDA Future Park to Red Maple Parkette (AT only) 5) Observatory Lane to David Dunlap Observatory (AT only) (Detailed Design in 2022)	Thank you for your comment and recommendations. Metrolinx is looking forward to working with the City of Richmond Hill on this matter as part of the project detailed design.
6	Transportation Master Plan	The City of Richmond Hill is currently updating it's Transportation Master Plan. We appreciate Metrolinx protecting for the MUP along the west side of the CN corridor. As part of the draft Active Transportation Network, the City is looking to protect for the MUP connection to extend to the future Observatory Lane/DDO crossing to complete the network. It is recommended that EA accounts for this protection in the future.	Thank you for your comment. The EPR Addendum includes MUP as shown in the current Transportation Master Plan. We look forward to reviewing the updated Transportation Master Plan when it is available in 2022.
7	Future Development	There are potential impacts related to the proposed train storage facility/parking and access on the City's soon to be constructed Great Lands Interim Local Park and its planned expansion. As part of the City's 2022 Capital budget process, Council approved the design and construction of the Great Lake interim local park, which is located on Northern Heights Drive, south of 16th Avenue and the existing Honda lands. The proposed train storage facility/parking and access appears to be located in the vicinity of this park, for which the Council-endorsed 16th KDA Policy Directions and Recommendations Report shows a planned park expansion for the growing 16th KDA, along with an entry point/trail head for the planned north-south multi-use trail. If the land between Great Lands Interim Local Park and the CN rail tracks continues to be needed for the subway train storage facility, parking and access, the YNSE Project needs to confirm how the City's planned parkland expansion will otherwise be provided, and specifically how a safe and attractive trail entry point can be accommodated.	Thank you for your comment and recommendations. With respect to the Great Lands Interim local park, the TSF property requirements and location does not impact the development of the park. The park is located immediately east of Northern Heights Drive (in the south west corner of the Honda lands parking lot). The MUT is protected for around the TSF proposed parking lot with an entry point off 16th Avenue.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Noise & Vibration			
1	Noise Barriers	It is our understanding that a 5.5 m high acoustic barrier is recommended along the west extent of the TSF area from approximately Bantry Avenue to South of 16th Avenue. It is unclear whether noise reflections related to the recommended noise barriers were included in the noise assessment. New barriers constructed on one side of the railway opposite an older neighborhood without barriers may lead to concerns from existing residents about the potential for noise increases due to barrier reflections. This should be included in the noise assessment to understand the potential noise impact of the noise sensitive land uses on the east side of the track.	Thank you for your comment. The noise barriers were modelled as sound absorbing barriers (in order to minimize noise reflections). A statement will be included in the report noting that the barriers when designed should be sound absorbing.
2	Anticipated Noise Impacts & Mitigation	It is recognized that the changes in operational subway sound levels along segment 3 is expected to be minimal between future do-nothing and future with subway scenarios. As a result, noise mitigations are not warranted. However, the sound levels (R40-R47) along this segment are predicted to be in the range of 68-71 dBA in the future due to the increase in Go Transit railway traffic. It is in our opinion that noise mitigation be considered along this segment of the track to mitigate the noise impacts due to the overall increase in rail/subway volumes in this area to protect the residents in this neighborhood.	Thank you for your comment. The existing railway traffic and any gradual and modest increases in such railway traffic are out of the scope of this project. The existing and future sound levels continue to be dominated by the freight traffic in the area. Note that south of Holy Cross Cemetery, the subway is underground and changes to the surface sound levels as a result of the YNSE project are not expected.
3	Assessment Considerations	The noise and vibration study should take into consideration the residential neighborhood north of 16th Avenue, in the proximity of the Observatory Lane. It is in our opinion that a noise and vibration monitoring should also be conducted in that area. The stationary noise assessment should also include a receptor to assess the noise impact in the noted area.	Thank you for your comment. R60 is located north of 16th Avenue and has been analyzed and included in the report. This is the closest and most affected receptor north of 16th Avenue. The neighbourhood near Observatory Lane is more than twice as far away from the TSF as the selected receptor (R60).
4	Assessment Considerations	The project should consider the best time to install the Noise Attenuation Fence on the west side of the future Train Storage Facility to limit impacts on the neighbouring community during construction.	Thank you for your comment. Timing of installation of noise barriers relative to other TSF construction phases/activities will be examined during detailed design, with consideration of technical feasibility, local conditions/site constraints and the potential impacts to the adjacent areas/communities.
Traffic			
1	Transportation Mitigation Measures and Monitoring	Please clarify at what stage/submission City would receive a construction management plan and supporting traffic safety and impact assessment for review and approval within City's jurisdiction.	The TMP will be provided by Project Co. Reference Concept Design (RCD) report studies the traffic operations during all stages of construction as well as future (permanent) conditions. RCD is currently in progress as the station and ancillary structure designs are in optioneering and are on-going.
2	Transportation Mitigation Measures and Monitoring	The traffic analysis results show very significant traffic congestion in 2041 with the YNSE scenario for both east-west and north-south traffic movements at all Richmond Hill intersections including High Tech Road and Yonge Street. City would like to understand what consideration are given to elements identified in the City's Secondary Plans to reduce such future pressures on road networks?	A separate study (Bridge Station Transportation modelling Study) is currently on going which studies the future conditions around both Bridge station and High Tech station. This study conducts and area-wide traffic modelling study which will provide insights into the future traffic operations and is a platform to analyze different options and designs to alleviate the pressure off the network.

City of Markham Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Potential Effects	Depending on each station's decision and design, particularly the Steeles Station, it may pose an additional environmental impact. How will these decisions be addressed in the Environment Project Report? Will it be addressed through a subsequent Environment Project Report Addendum, as required?	Any changes to the project following the TPAP will be assessed in accordance with *O. Reg 231/08* and the process described within Section 3 of the EPR [Approach to Potential Future Changes].
2	Pedestrian & Cycling Networks	Monitoring - Similar to the cycling network, the pedestrian network will also need to be monitored in accordance with the Traffic Control Management Plan. Proper pedestrian access to transit services must be maintained.	Thank you for this comment. An edit has been made within The Executive Summary, as well as in Section 5.
3	Traffic Analysis	Table 4-28 - The intersection of Yonge and John is missing in the transportation analysis and should be included. John Street is a critical collector road in Markham that provides a direct east-west connection between Yonge and Bayview. The future traffic condition at this location will need to be assessed and to identify mitigation measures, as required.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
4	Growth Modelling	Future Traffic Forecast - Given the study horizon is 2041, the transportation analysis should include full-build out of Yonge-Steeles Secondary Plans and Langstaff Gateway Secondary Plan.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
5	Growth Modelling	Future Traffic Forecast - Please clarify how the development proposal for the TOC areas be considered in the subject study? Will this be addressed through a subsequent Environment Project Report Addendum?	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
6	Growth Modelling	Please provide further clarification on the difference in growth rates between with and without YNSE scenarios.	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
7	Infrastructure Planning	Based on our understanding of the Royal Orchard Station area, development potential is limited on the west side of Yonge (in Vaughan). Therefore, it is strongly recommended that the primary entrance be located on the east side of Yonge Street, where intensification is being planned. Ideally, the primary entrance shall be located at the Yonge and Royal Orchard intersection to improve access and exposure.	Thank you for providing this comment. The station remains under consideration but this feedback will be considered. Please reiterate in your review of the RCD.
8	Scope	Please confirm the location of EEB 5 as it is located on top of an existing single detached residential building.	The location of EEB-5 has been revised since the circulation of the GRT draft EPR Addendum.
9	Scope	Langstaff overpass is a critical infrastructure for the Bridge Station and must be included in the scope of the EPR Addendum. The current EPR Addendum did not have any details and discussion on the Langstaff overpass.	Langstaff grade separation is included as part of the project scope (Section 2).
10	Reference Documents	The EPR Addendum should have regard to the proposed multi-modal corridor planned west of the GO Railway Corridor, extending from Langstaff Road to the City of Richmond Hill. This improvement was identified in Markham's Langstaff Gateway Secondary Plan, approved by York Region Council in 2011. The multi-modal corridor shall be fully integrated with the Bridge Station design to encourage and support walking and cycling between the Langstaff Gateway and High Tech communities and access to the various transit services in the area.	Metrolinx and the TA have been working with the Region and the City of Richmond Hill to protect for a minimum 5 metre multi-use path based on City of Richmond Hill Standards and Specification Manual. This is currently included within the RCD and is discussed within Section 5 and elsewhere within the EPR Addendum.
11	Vegetation Protection & Compensation	Please add compensation and/or replanting of vegetation to compensate for all removals of trees and natural heritage features. Compensation should reference Metrolinx's Vegetation Compensation Guideline.	We believe this comment is addressed through an existing commitment within the Table that states: *"Restore disturbed vegetated area with native species suitable for the site in adherence with the Metrolinx (2020) Vegetation Guideline. Plant species used for site restoration should be common to the region and appropriate for the site-specific soil moisture regime".*

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
12	Alignment	At the request of Metrolinx, Markham staff have reviewed the EPR Addendum and provided comments. It should be noted that Staff's review and comment on the EPR Addendum does not signify Markham's support of the revised alignment. At the time of issuing these comments, the revised alignment remains confidential, and as such, Markham Council have not been briefed or afforded the opportunity to comment.	Thank you for providing feedback on the Draft EPR Addendum. We acknowledge that your participation in reviewing the EPR Addendum does not signify Markham's support of the revised alignment. Since receiving these comments, Markham Council has been briefed on the revised alignment.
13	Provincial Planning Policies	Should this section be updated to reflect the Growth Plan, 2019, which provides growth to 2051?	Thank you for this comment. The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.
14	Alignment	The summary should reference the revised alignment, as it currently only references the March 2021 IBC Option 3, which is not the same as contained in the EPR.	These revisions to the alignment (which do indeed form the basis of assessment within the TPAP Addendum) are discussed within Section 1 Alignment Option 3 Refinement and Refined Reference Alignment.
15	General	Should this section reference the July announcement of Clark Station?	This information is contained within Section 1 [Stations Update].
16	General	Delete "proposed"	This revisions has been made as part of further updates to what is now the Executive Summary [Summary of Project Design Changes].
17	General	Revise to read "City of Markham's Yonge North Regional Corridor and Intensification Area".	Thank you. The suggested edits has been made.
18	General	Delete "the" before Development Services. Should read: Commissioner of Development Services	Thank you. The suggested edits has been made.
19	Infrastructure Planning	Segment 1 - Figure 10 Location of EEB2 located within a potential high-rise development site. Please consider integrating EEB in the podium element of the future development.	The location of EEB-2 has been revised since the circulation of the GRT draft EPR Addendum and remains subject to further refinement.
Natural Environment			
1	Vegetation Protection & Compensation	Please add compensation and/or replanting of vegetation to compensate for all removals of trees and natural heritage features. Compensation should reference Metrolinx's Vegetation Compensation Guideline.	Thank you for your comment. Requested text has been added throughout the report.
2	Vegetation Protection & Compensation	After City of Toronto Tree By-laws, please add City of Markham Tree By-laws.	Thank you for your comment. Suggested text has been added to the report Part B.
Land Use & Socio-Economic			
1	Infrastructure Planning	Where land use and other conditions permit, provide station access on all four quadrants and integrate with existing and future developments. This will ensure direct access to station and pedestrian circulation can be managed below grade.	Thank you for your comment. Proposed designs for stations are still under development. The impact assessments for Stations and EEBs are based on conceptual designs. It is therefore acknowledged that once Station and EEB designs are finalized in the future, they will be reviewed by Metrolinx to determine the need for additional environmental due diligence studies and/or assessment.
Cultural Heritage			
1	General	Markham is referred to as the "Town". It has been a City since 2012.	Thank you for your comment. Text has been updated.
2	Cultural Heritage Resource	7951 Yonge Street is proposed to be demolished/removed which is a concern from a heritage perspective. Adaptive re-use should be considered, relocation on site or relocation to another local site must be considered.	Thank you for your comment. A detailed evaluation of the potential impacts to 7951 Yonge Street will be complete at a later phase of the project if direct impacts are anticipated. The report was updated with refined potential impacts and corresponding mitigation measures for this property. A conservative approach was taken, where a range of impacts is assessed, and tiers of mitigation measures included in the Addendum.
3	Cultural Heritage Resource	7681 Yonge St - this is commercial plaza property in Markham. It is incorrectly referred to as 6 John St (no such address) and the report indicates that it is located in Thornhill-Vaughan.	Thank you for your comment. Report has been updated to correct this error.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
4	Cultural Heritage Resource	This is 7859 Yonge St (Ladies Golf Club) and is identified only as golf club and does not mention the actual heritage building on the property which is used as the Club House.	Thank you for your comment. Report has been updated to include information on the Club House.
5	Potential Impacts	A number of properties may have vibration threat due to construction especially given heritage construction and fieldstone foundation and need special review.	Thank you for your comment. The development of a vibration monitoring plan and other measures are included in the report Part B to address this potential impact.
6	Cultural Heritage Resource	More detail will be needed regarding "potential encroachment" and what this means to a number of identified properties.	Thank you for your comment. The design of the proposed work is in a preliminary phase. Further detail on the mitigation measures in the event of property encroachment were added to the impacts, mitigation and monitoring tables found in Part B of the report. Once elements such as station configurations are determined, property impacts can then be confirmed and appropriate mitigation measures and consultation carried out.
Noise & Vibration			
1	Assessment Considerations	What is the depth from ground surface to the bottom of the tunnel in the Royal Orchard area?	Thank you for your comment. Within the current conceptual design, the bottom of the tunnels below the Royal Orchard area 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.
2	Assessment Considerations	Does the noise and vibration analysis account for below-grade basements?	Thank you for your comment. Yes, the criteria for ground-borne noise is based on sleeping areas. The assessment conservatively assumes basements may contain bedrooms.

Conservation Authority Comments Received on Draft EPR Addendum

Toronto & Region Conservation Authority (TRCA) Draft EPR Addendum Comments and Responses

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
EPR Addendum			
1	Watercourse Crossings	There are two more watercourse crossings identified by TRCA that are not mentioned in the report. These watercourses are crossing the Yonge Street at John Street and Elgin Street through two long pipe culverts. Please include these crossings to the Segment 2 section.	These crossings are noted; however, the EPR Addendum focuses on surface water features. The alignment is proposed to be tunnelled below these features.
2	Regulatory Floodplain	Segment 2: The TPSS04-EEB03 is located within the TRCA's regulatory floodplain. This facility should be moved outside the floodplain. If relocation of the facility is unavoidable proper justification for its location should be provided.	The location of TPSS 04 / EEB-03 within the EPR Addendum is based on a conceptual design and is subject to change. The floodplain will be a consideration as the location of these facilities are finalized during future design stages. Applicable TRCA floodproofing requirements will be applied in the event it is necessary to place infrastructure within the TRCA Regulated Area to meet functional requirements.
3	Commitments to Future Works	Segment 2: The culvert replacement adjacent to the EEB03 requires a detailed hydraulic assessment confirming the proposed work will not have any negative impact on the flow conveyance. Please include this as a commitment to the report.	The requirement for detailed hydraulic assessment has been added to Section 7 [Drainage/Stormwater Management].
4	Commitments to Future Works	Segment 3: The culvert replacement at the German Mills Creek and the proposed grading within the regulatory floodplain require a detailed hydraulic assessment to make sure the proposed work will not have any negative impact on the flow conveyance and the regulatory floodplain. Please include this as a commitment to the report.	The requirement for detailed hydraulic assessment has been added to Section 7 [Drainage/Stormwater Management].
5	Stormwater Management	A Stormwater Management assessment should be provided confirming that TRCA's stormwater management criteria are met.	The future Stormwater Management Plan/Design will be made available to TRCA as part of forthcoming detailed design work.
6	Geotechnical	The following presents the high-level review comments at this stage: a) The geotechnical study will be needed to assess the ground condition and to provide the geotechnical recommendations for various elements of the proposed work including tunneling, shafts and structures.	Thank you. We are in agreement and this will be advanced during future project phases.
7	Geotechnical	b) Appropriate geotechnical monitoring measures will be needed to be developed and implemented where the construction is close to the top of slope, or where the tunnelling runs under the regulated areas (including valleys, banks and watercourses). This will be needed to ensure that the proposed works do not negatively impact the regulated areas.	Thank you. We are in agreement and this will be advanced during future project phases.
8	Geotechnical	c) Appropriate construction methodology will be needed to be developed to ensure that the proposed works do not negatively impact the regulated areas including the slopes.	Thank you. We are in agreement and this will be advanced during future project phases.
9	Geotechnical	d) In the case that the stockpiling, staging and storage will be in the regulated areas, must be located with adequate setback from the top of slope, to ensure that the adverse impacts to the slopes will be minimized.	Thank you. We are in agreement and this will be advanced during future project phases.
10	Geotechnical	a) The station is located close to slopes. The grading strategy will be needed to be developed and reviewed by a geotechnical engineer, so that the stability is met.	Thank you. We are in agreement and this will be advanced during future project phases.
11	Geotechnical	b) The setbacks for the stations will need to be adequate from the top of slope against the erosion hazard and slope instability to demonstrate that the proposed works are not at risk of being undermined by slope instability and erosion hazards. All necessary analysis and recommendations will be needed to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.
12	Geotechnical	a) The setbacks for EEB-4 will need to be adequate from the top of slope against the erosion hazard and slope instability to demonstrate that the proposed works are not at risk of being undermined by slope instability and erosion hazards. All necessary analysis and recommendations will be needed to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
13	Geotechnical	b) The grading strategy will be needed to be developed and be reviewed for the area of EEB-4 by a geotechnical engineer so that the stability is met.	Thank you. We are in agreement and this will be advanced during future project phases.
14	Geotechnical	c) All geotechnical design recommendations will need to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.
15	Geotechnical	a) The grading strategy will be needed to be developed and be reviewed by a geotechnical engineer so that the global stability is met.	Thank you. We are in agreement and this will be advanced during future project phases.
16	Geotechnical	b) All geotechnical design recommendations will need to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.
17	Voluntary Project Review (VPR)	Voluntary Project Review Development activities within regulated areas on lands owned by, and/or conducted by, a provincial or federal agency, are exempt from the regulatory approval process under Section 28 of the Conservation Authorities Act and under *Ontario Regulation 166/06 – Toronto and Region Conservation Authority* (TRCA) Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. As such, permits in accordance with *Ontario Regulation 166/06* are not required at the design stage. Notwithstanding, proponents may seek TRCA review through the Voluntary Project Review process. It is noted in Section 7.1 Permits and Approvals that engagement with the TRCA will continue as design and construction planning progress to address matters related to their mandate. Please clarify whether Metrolinx will be seeking VPR approval for any of these works.	Metrolinx will consult with the TRCA with respect to any Project construction activities in regulated areas in relation to *O. Reg. 166/06*.
18	Reference Concept Design and PSOS	Reference Concept Design and PSOS TRCA staff would also appreciate the opportunity to review and comment on the Reference Concept Design (RCD) and Project Specific Output Specification (PSOS) prior to the detailed design stage. Please confirm if these documents will be provided.	As noted above, Metrolinx will consult with the TRCA with respect to any Project construction activities in regulated areas in relation to *O. Reg. 166/06*. At this time, Project is in design development phase and Metrolinx will continue consulting with the TRCA as design development and Project planning, including procurement strategy, progress.
19	Reference Concept Design	Drawing Requirements To facilitate our review of the impacts within our regulated areas; please ensure that plans/drawings that pertain to TRCA Regulation Limits show the following: • TRCA Regulation Limits • Regional Storm Flood Plain lines • Physical extent of existing natural features (vegetation, wetlands, surface water features, contour lines, etc.) • Construction limits (east, west, north, south) • Proponent's property boundaries (if not a municipal project) • TRCA property limits • Municipal Roads, trails, bridges, staircases, and tunnels	Comment noted.
20	Reference Concept Design	General Requirements Please note that as a minimum, details of the project components will be required on design drawings including the following: a) Existing conditions details (as is condition) including profiles and cross sections. b) Details regarding removals and decommissioning of existing infrastructure as required. c) Design detail for new sections/local improvements (cross- and longitudinal sections). d) Method(s) for managing creek flows during construction. e) Watercourse protection. f) Stockpile and construction staging areas, access routes. g) Erosion and sediment control measures during and post construction.	Comment noted.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		h) Site restoration and enhancement opportunities.	
21	Reference Documents	TRCA Guidelines In general, please ensure that the works within TRCA regulated areas are designed in line with these TRCA guidelines that can be downloaded from our website: • TRCA Stormwater Management Criteria (2012) • Low Impact Development Guidelines for Storm Water Management Design • TRCA Erosion and Sediment Control Guidelines for Urban Construction (2019) • TRCA Geotechnical Engineering Design and Submission Plan Guidelines • TRCA Crossing Guidelines • TRCA Post Construction Restoration Guidelines • TRCA Compensation Protocol • TRCA Seed Mix Guidelines • TRCA Environmental Impacts Statement Guidelines	Thank you for providing these guidelines. They will be applied during subsequent design phases as applicable.
22	Detailed Design Drawings	TRCA Standard Notes During detailed design, please ensure that the erosion and sediment control plan drawings include the TRCA standard notes. Please ensure that existing grades are matched within the floodplain post construction and there is no fill in the floodplain.	Thank you. Comment noted.
23	Interim Site Protection Measures	Interim Site Protection Measures In cases where proposed works are phased out over multiple construction seasons, TRCA will require an interim site protection plan: a) Please provide a Site stabilization plan detailing immediate site stabilization measures. b) Effort should be put towards exploring a staged construction approach with temporary site restoration incorporated into the construction staging and sequencing process to the extent possible. c) Please provide method of seeding. Additional erosion control, such as a blanket, is required unless terraseeding (min 50 mm). d) Please include seed mix details, including species (scientific and common names), percentages or quantities, and rates of applications.	Thank you for this feedback Interim Site Protection measures will be further examined during subsequent stages of design and we look forward to further engaging with TRCA during the Voluntary Project Review process.
24	Access and Staging	Access and Staging TRCA will prefer that prior to selection of construction access routes and staging areas, that we be contacted to discuss options. Our preference is to select areas that do not have existing erosion or flood hazards for any staging or access areas.	Thank you. TRCA will continue to be engaged during future design and during the development of construction access and staging. We are in agreement that areas should be prioritized that do not have existing erosion or flood hazards for any staging or access.
25	Utilities	Efforts should be made to coordinate with affected utilities works including relocations to minimize the overall impacts of the project on the existing natural heritage and hazard system. Please note that these works may require separate permits from TRCA.	This is acknowledged and we are in agreement.
26	General	Signing and Stamping All engineering drawings including those for grading, slope reconstruction, retaining walls, temporary shoring, bridge abutments, piers, foundations, culverts, utilities and servicing are required to be submitted as signed and sealed by a Licensed Professional Engineer prior to issuing the VPR.	Comment noted.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
Natural Environment			
1	TRCA Regulated Areas	a) Segment 2: In sections 4.1.3.2 and 5.1.22 of the Draft_EPR_Addendum_20211028, there are two more watercourse crossings identified by TRCA that are not mentioned in the report. These watercourses are crossing the Yonge Street at John Street and Elgin Street through two long pipe culverts. Please include these crossings to the Segment 2 section. b) Segment 2: The TPSS04-EEB03 is located within the TRCA's regulatory floodplain. This facility should be moved outside the floodplain. If relocation of the facility is unavoidable proper justification for its location should be provided. c) Segment 2: The culvert replacement adjacent to the EEB03 requires a detailed hydraulic assessment confirming the proposed work will not have any negative impact on the flow conveyance. Please include this as a commitment to the report. d) Segment 3: The culvert replacement at the German Mills Creek and the proposed grading within the regulatory floodplain require a detailed hydraulic assessment to make sure the proposed work will not have any negative impact on the flow conveyance and the regulatory floodplain. Please include this as a commitment to the report. e) A Stormwater Management assessment should be provided confirming that TRCA's stormwater management criteria are met.	a) These crossings are noted; however, the EPR Addendum focuses on surface water features. The alignment is proposed to be tunnelled below these features. b) See response to Item #2 c) Section 5.12.11 of the EPR Addendum notes that Floodplain impact assessment will be conducted during detailed design following TRCA guidelines once detailed structural information is available. Design optimizations shall be considered to reduce hydraulic impacts. d) See response to item c) above, e) Acknowledged. Section 5.12.11 of the EPR Addendum notes the TRCAs Stormwater Management Criteria will be followed, including those policies related to impervious areas.
2	TRCA Regulated Areas	TRCA Planning Ecology acknowledges the efforts of the project team to select a preferred alignment and installation methodology for the YNSS that minimizes impacts to TRCA regulated areas and to site a majority of the proposed Traction Power Substations (TPSS) and Emergency Exit Buildings (EEB) outside of TRCA regulated areas is commended. Additional impacts associated with construction access, construction stockpiling and staging, utility relocations, groundwater dewatering and discharge, and stormwater management have not been clearly anticipated or identified. The EPR acknowledges that additional work is required during detail design, however, it is encouraged that these potential impacts be identified early in the planning process to ensure that appropriate avoidance and mitigation can be incorporated into the design. Further to this, any additional required study or field verification to support these activities can be undertaken to effectively inform detail design. Please consider additional discussion within Section 5 (Impact Assessment, Mitigation and Monitoring) and / or outline commitments in Section 7.3 (Commitments and Future Studies) to this regard.	Thank you for your comment. Identification of potential project impacts, mitigation measures and monitoring activities has been done in the most comprehensive manner based on the current project design assessed, captured in Section 5. Future studies that may be required are outlined in Section 7. Metrolinx welcomes any comments specific to the future studies, and/or natural environment components assessed, and mitigation measures and monitoring activities identified. Metrolinx looks forward to continuing to work with the TRCA as part of further project planning and design.
3	TRCA Regulated Areas	The proposed YNSE alignment crosses beneath the East Don River and Pomona Mills Creek as well as other TRCA regulated areas. The tunnelling method of installation will, for the most part, prevent disturbance within these areas. That said, access may be required should any emergencies occur during installation. TRCA encourages that emergency contingencies be considered at this stage in the planning process. Please consider potential access requirements in the event of an emergency or spill. Where potential features impacts could result, the emergency contingency plan should detail avoidance and mitigation measures along with restoration objectives.	Thank you for your comment. Section 5 presents preliminary mitigation in this regard that will be supplemented during the development of the Spill Prevention and Response Plan during future project phases, which will allow it to consider and address details such as site access, staging areas, etc.
4	Culvert Replacement	Section 2.2 of the EPR discusses additional project design elements, including the proposed German Mills Creek culvert replacement. A 6.7 m span x 2.44 m rise DECAST culvert is proposed	Thank you for your comment. The need for a fluvial geomorphic assessment of German Mills Creek within the vicinity of the existing culvert was discussed during a November 11, 2021 meeting and we in agreement with

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
		to replace the existing triple-cell corrugated steel pipe culvert. A fluvial geomorphic assessment of German Mills Creek within the vicinity of the existing culvert is recommended. Channel restoration should be based on the principles of natural channel design to meet aquatic objectives. Terrestrial objectives for wildlife passage should also be incorporated into the culvert sizing and design, and as such openness ratios should be outlined. Application of TRCA's Crossing Guidelines for Valley and Stream Corridors is encouraged to support planning and detail design of the culvert replacement.	this requirement. TRCA's Crossing Guidelines for Valley and Stream Corridors will be included within the Project's Data Room as a resource for Project Co and will be considered during the development of further design.
5	Transportation Master Plan Update	Section 4.3.3.2 details York Region Planning Studies. Please note that the Region of York is undertaking a Transportation Master Plan update, which includes a proposed South York Greenway Cycling and Pedestrian Corridor. This corridor may intersect with the YNSE project limits. Consultation with the Region of York is recommended to ensure potential land uses within the study area are clearly identified.	Thank you for your comment. Engagement with York Region is ongoing
6	TRCA Regulated Areas	The EPR outlines anticipated impacts associated with the YNSE alignment. Impacts identified within TRCA regulated areas are summarized as: Segment 1) no anticipated impacts; Segment 2) potential impacts associated with staging of equipment and at grade project activities with relatively small footprints near the East Don River and Pomona Creek; and Segment 3) impacts to vegetation communities at the proposed Train Storage Facility and impacts to German Mills Creek associated with the proposed culvert replacement. Please consider any feasible opportunities to remove structures from TRCA regulated areas and minimize disturbance to vegetation communities and watercourses, particularly associated with the proposed Royal Orchard Station, the proposed Train Storage Facility, and the proposed culvert replacement at German Mills Creek.	Thank you for your comment. YNSE project components that overlap with TRCA regulated areas have been located to meet functional requirements, however refinements are anticipated during detailed design. Metrolinx recognizes the importance of avoiding/minimizing potential impacts to natural environment components and TRCA regulated areas and is looking forward to working with the TRCA as part of further project planning and design.
7	Impact Assessment	Section 5.1 of the EPR provides an impact assessment of the Natural Environment. It is recommended that the discussion associated with the potential impacts of the German Mills Creek culvert replacement be expanded to consider the potential disturbance required to facilitate channel realignment. Impacts as outlined in Figure 3-7c (Segment 3 Ecological Land Classification Impact Assessment) of the Natural Environment Existing Conditions Report may underrepresent potential impacts that could result from any required channel realignment works upstream and downstream of the culvert as well as construction and grading impacts to features within the German Mills Creek corridor.	Thank you for your comment. At this time, it is unknown if channel realignment will be necessary; however, additional potential impacts and mitigation have been added to the Table within the report.
8	Study Area	Table 5.92 proposes mitigation measures associated with potential impacts to natural heritage features. The table states that buffers established during the site preparation phase should be maintained to minimize negative impacts to the natural environment. Please consider updating the report to provide recommended minimum buffers to natural heritage features. This can help inform appropriate setbacks as the design progresses. TRCA acknowledges that impacts may be unavoidable in some circumstances, however where there is flexibility in design, recommended buffers and setbacks should be respected.	Thank you for your comment and suggestion. As each site/construction zone is unique, buffers will be established on a site-specific basis for those sites adjacent to natural heritage features.
9	Erosion and Sediment Control	Table 5.92 notes that stockpiled material or equipment will be stored within construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. TRCA recommends that this be expanded to state that stockpiled material or equipment will be kept at least 30 m from any watercourse or wetland and outside of TRCA's regulatory limits to the extent feasible.	Thank you for your comment. Suggested text has been added to the mitigation and monitoring table.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
10	Hydrogeology	With respect to Section 5.2.2 (Hydrogeology and Groundwater Conditions) and Table 5.93 (Summary of Potential Impacts, Mitigation Measures and Monitoring: Hydrology/Groundwater), the EPR states that potential impacts associated with groundwater dewatering will be assessed as part of hydrogeological field investigations, which are currently underway. Through these investigations, potential impacts to natural heritage features and functions should be considered where features are found within the anticipated zone of influence of dewatering activities. Through the development of a Groundwater Management and Dewatering Plan, please consider the potential impacts of groundwater dewatering on natural heritage features and functions and outline recommended mitigation measures.	Thank you for your comment. Reference to Groundwater Management and Dewatering Plan has been added to Section 5. *"Through the development of a Groundwater Management and Dewatering Plan, the potential impacts of groundwater dewatering on natural heritage features and functions will be considered."*
11	Mitigation and Monitoring Measures	Table 5-100 (Summary of Potential Impacts, Mitigation Measures and Monitoring: Utilities) commits to the development and implementation of a detailed Utility Infrastructure Relocation Plan. It is recommended that utility relocation requirements be identified early in the planning process. This will allow for the identification of sensitive features and functions potentially impacted by the works and any additional study requirements. Early phases of detail design should identify access requirements, construction methodology, mitigation measures, and any required restoration / compensation to support utilities relocation requirements.	Comment noted. Wording has been added to this table indicating that future phases of detail design should identify access requirements, construction methodology, mitigation measures, and any required restoration / compensation to support utilities relocation requirements.
12	Mitigation and Monitoring Measures	f) Section 7.3 of the EPR notes design and engineering commitments. TRCA Planning Ecology offers the following recommendations to this regard: i. Section 7.3.2 acknowledges that further investigation may be required to delineate the boundary of natural features associated with the Natural Heritage System. As design progresses and where impacts to natural hazard and natural heritage features are anticipated, a feature staking exercise with TRCA in attendance is recommended. Through the refinement of feature limits, TRCA may recommend additional avoidance and mitigation strategies not currently outlined in the EPR.	Comment noted.
13	Vegetation Removal & Compensation	ii. The EPR commits to a Tree Inventory and Arborist Report. Where tree removals are anticipated within natural heritage features, average basal area should be calculated. Where feasible, basal area should be calculated for the entire feature, not just the area of potential impact. Basal area calculations will allow for the application of the Metrolinx Vegetation Guideline (2020) as it pertains to any required ecosystem compensation.	Thank you for this comment. We can confirm that necessary calculations will be documented within the Tree Inventory and Arborist Report to allow for the application of the Metrolinx Vegetation Guideline.
14	Hydrogeology	iii. Section 7.3.3 commits to the development of a Groundwater Monitoring Plan. Please include commitments to identifying potential impacts of groundwater dewatering on natural heritage features and functions. Further to this, please acknowledge the need to include monitoring and contingencies for natural heritage feature and functions potentially impacted by groundwater management and disposal.	Thank you for your comment. Reference to Groundwater Management and Dewatering Plan has been added to Section 5 in the EPR. *"Through the development of a Groundwater Management and Dewatering Plan, the potential impacts of groundwater dewatering on natural heritage features and functions will be considered."*
15	Stormwater Management	iv. General commitments related to stormwater management (Section 7.3.4) that will be fulfilled during detail design should outline general commitments to meeting TRCA stormwater management criteria, and in particular, incorporating Low Impact Development measures.	Thank you for your comment. Wording has been added to Section 5.12.11 in the EPR to note that the stormwater management measures should meet TRCA stormwater management criteria, and in particular, should meet TRCA stormwater management criteria and focus on measures to incorporate Low Impact Development measures.
16	Commitments to Future Work	v. The design and engineering commitments should include a commitment to undertaking a fluvial geomorphological assessment of German Mills Creek to support the culvert replacement design.	Thank you for your comment. This commitment was documented during a November 11, 2021 meeting between Metrolinx and TRCA. Floodplain impact assessment will be conducted during detailed design following TRCA guidelines once detailed structural information is available. Design optimizations shall be considered to reduce hydraulic impacts.

Item No.	Issue	Comments/Issue Raised by Review Agency	How the Comment was Considered by Metrolinx
17	Vegetation Removal & Compensation	The EPR outlines that the Metrolinx Vegetation Guideline will be applied as it relates to vegetation removals and any required compensation. It is critical that potential feature impacts and associated compensation be identified early in the planning process in order to identify and secure locations for required planting or ecosystem compensation. Please outline opportunities to demonstrate that anticipated compensation requirements can be met.	Thank you for your comment. As the specific quantities and locations of removals are yet to be determined, it is not feasible at this time to discuss opportunities for anticipated compensation, given that compensation is subject to removal quantities and locations. Metrolinx remains committed to following Metrolinx Vegetation Guideline and meeting all applicable compensation requirements.
18	Vegetation Removal & Compensation	Please more clearly document the approach restore areas disturbed by construction. Post-construction restoration differs from compensation and should be detailed through comprehensive restoration plans. TRCA's Post Construction Restoration Guidelines provides guidance for development of restoration plans while TRCA's Forest Edge Management Guidelines provides further detail on protecting existing vegetation adjacent to construction areas. The identification of post construction restoration principles and objectives will support the detail design of comprehensive restoration plans.	Thank you for your comment. As the project is not yet in the detailed design phase, we are currently not at the level of detail in the design to quantify impacts and develop site-specific restoration plans. The approach to restore areas disturbed by construction will be further developed at a later phase.

Appendix I.12 – Public Notices and Newspaper Ads

Bulk Mailer

METROLINX

Notice of Environmental Project Report Addendum

Yonge North Subway Extension Project

The Project

In 2009, York Region, York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission completed an Environmental Project Report (EPR) for the Yonge Subway Extension under *Ontario Regulation (O. Reg.) 231/08* to identify potential effects and mitigation measures for a 6.8-kilometre Yonge-University line subway extension from the existing Finch Station to Richmond Hill Centre. 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. Since the completion of the 2009 and 2014 studies, additional changes to the Yonge North Subway Extension (the Project) have been identified.

Changes to the Project include an at-grade segment emerging from a portal structure south of Langstaff Road East in the City of Markham to Moonlight Lane in the City of Richmond Hill, travelling along CN's Bala rail corridor; revised number and location of ancillary facilities such as Traction Power Substations and Emergency Exit Buildings; two new stations (Bridge Station and associated bus terminal, and High Tech Station); revised station locations at Steeles Station, potential Royal Orchard Station, and potential Cummer Station; modifications to the existing Finch Station; addition of a bus terminal at Clark Station; revised design and location of the Steeles Station bus terminal; and changes to the location and design of the proposed train storage facility. Changes to the construction method include a tunnel boring machine launch shaft south of Langstaff Road and an extraction shaft at the existing Finch Station. As a result of these changes, the Project will extend approximately 9 km from Finch Station to Moonlight Lane and provide more transit connections.



An EPR Addendum is being undertaken in accordance with Sections 15 and 16 of *O. Reg. 231/08*, amended June 30, 2020, under the *Environmental Assessment Act*, as any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the change and the measures needed to mitigate any negative impacts that the change may have, and construction or installation has not begun within ten years since the completion of the 2009 EPR. No impacts to the project implementation timeline are anticipated.

The EPR Addendum Review Process

Effective **February 10, 2022** an Addendum to the 2009 EPR is available for review on the Project webpage (MetrolinxEngage.com/YongeSubwayExt).

You can also participate in a series of virtual open houses on MetrolinxEngage.com/YongeSubwayExt where you can hear from project experts and ask questions about the report in real time. Please join us February 17, February 23, March 2 and March 10, 2022, from 6:30pm to 8:00pm.

Those who wish to provide comments on the EPR Addendum must do so by **March 14, 2022** and address them to the following email: YongeSubwayExt@metrolinx.com or via the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.

Section 15 of *O. Reg. 231/08*, as amended June 30, 2020, requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous communities during the review period. At the end of the review period, Metrolinx will update the EPR Addendum by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the Project timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the updated EPR Addendum on the Project webpage: MetrolinxEngage.com/YongeSubwayExt and issue a Notice of Updated EPR Addendum.

Within 35 days after receipt of the Notice of Updated EPR Addendum, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx allowing the changes to the YNSE Project in accordance with the updated EPR Addendum, subject to conditions set out in the Minister's notice. The Minister may also inform Metrolinx that no notice will be issued.

The Minister may issue a notice only if:

- the Minister is of the opinion that the way in which Metrolinx addressed a concern raised in the issues resolution process would cause unreasonable delay to the implementation of the Project, and the conditions in the Minister's notice modify the way in which the concern is addressed in the updated EPR Addendum without causing unreasonable delay to the implementation of the Project; or
- the Minister is of the opinion that the change may have an adverse impact on the existing Aboriginal or treaty rights of the Aboriginal peoples of Canada, and the conditions may prevent, mitigate or remedy the adverse impact.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O.Reg. 231/08, as amended June 30, 2020, under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact YongeSubwayExt@metrolinx.com or 416-202-7000.

This Notice was first published on **February 10, 2022**.
Pour plus d'information, veuillez contacter le YongeSubwayExt@metrolinx.com.

Newspaper Ads

METROLINX

اطلاعیه ضمیمه گزارش تأثیر پروژه روی محیط زیست

پروژه توسعه مترولینکس یانگ شمالی

پروژه

در سال ۲۰۰۹، منطقه یورک، شرکت حمل و نقل سریع منطقه یورک (YRT)، شهر تورنتو و کمیسیون ترانزیت تورنتو (TTC) گزارش تأثیر پروژه روی محیط زیست (EPR) را برای توسعه متروی یانگ تحت مقررات انتاریو O.Reg. 231/08، تکمیل کردند تا اثرات بالقوه پروژه را شناسایی و اقدامات لازم برای کاهش این اثرات برای توسعه مترو خط یانگ - یونیورسیتی، به طول ۶/۸ کیلومتر از ایستگاه فعلی فینچ تا مرکز ریچموندهیل (Richmond Hill Centre) را تکمیل کنند.



الحاقیه‌ای به EPR 2009 در سال ۲۰۱۴ برای ارزیابی تغییرات طراحی که شامل تاسیسات نگهداری قطار (TSF) مورد نیاز برای عملیات مترو بود، انجام شد. از زمان تکمیل مطالعات ۲۰۰۹ و ۲۰۱۴، تغییرات جدیدی در توسعه متروی شمالی یانگ (پروژه) به وجود آمده است.

تغییرات در پروژه، شامل یک بخش روی زمین است که از یک پورتال در جنوب خیابان «لنگستاف شرقی» (Langstaff Road East) در شهر مارکهام تا «مون لایت لین» (Moonlight Lane) در شهر ریچموندهیل، در امتداد کریدور ریلی (CN's Bala) کشیده می‌شود، تغییر در تعداد و جابجایی و نگهداری تاسیسات جانبی، مانند پست‌های برق و ساختمان‌های خروج اضطراری؛ دو ایستگاه جدید (ایستگاه Bridge و ترمینال اتوبوسرانی مربوطه، و ایستگاه High Tech)؛

تجدیدنظر در موقعیت ایستگاه استیلز، ایستگاه (بالقوه) «رویال اورچاد» Royal Orchard، و ایستگاه (بالقوه) «کامر» Cummer؛ تغییرات در ایستگاه فینچ فعلی؛ اضافه شدن یک ترمینال اتوبوس در ایستگاه کلارک Clark. طراحی اصلاح شده و مکان ترمینال اتوبوس ایستگاه استیلز؛

و تغییرات در مکان و طراحی پیشنهادی تاسیسات نگهداری قطار.

علاوه بر این تغییرات در روش ساخت و ساز، شامل یک محور ماشین حفاری تونل در جنوب خیابان لنگستاف و یک محور بیرون آوردن ماشین حفاری در ایستگاه فعلی فینچ است. در نتیجه این تغییرات، پروژه تقریبا ۹ کیلومتر از ایستگاه فینچ تا Moonlight Lane گسترش خواهد یافت و ارتباطات ترانزیتی بیشتری را فراهم خواهد کرد.

یک الحاقیه EPR مطابق با بندهای ۱۵ و ۱۶ O. Reg. 231/08 در حال بررسی و انجام است.

طبق اصلاحیه ۳۰ ماه جون ۲۰۲۰، تحت عنوان قانون ارزیابی تأثیرات زیست‌محیطی، هرگونه تغییری که با EPR که قبلا تصویب شده، مغایرت داشته باشد، مستلزم ارزیابی مجدد تأثیرات ناشی از اقدامات لازم برای کاهش هرگونه تأثیر منفی است که ممکن است، از این تغییرات به وجود بیاید و یا از ساخت یا نصب که در طول ده سال از تکمیل EPR در سال ۲۰۰۹ آغاز نشده است.

هیچ تاثیری بر جدول زمانی اجرای پروژه پیش‌بینی نمی‌شود.

فرآیند بررسی ضمیمه EPR

از **۱۰ فوریه ۲۰۲۲**، یک الحاقیه به EPR 2009 برای بررسی در صفحه وبسایت پروژه (MetrolinxEngage.com/YongeSubwayExt) در دسترس است.

همچنین می‌توانید در یک سری گفتگوی آزاد مجازی از ۱۷ فوریه ۲۰۲۲ از ساعت ۶:۳۰ الی ۸ شب در: MetrolinxEngage.com/YongeSubwayExt شرکت کنید. در آنجا می‌توانید سخنان کارشناسان پروژه را بشنوید و سوالات خود را در مورد گزارش مربوطه، همزمان و بطور زنده بپرسید.

کسانی که مایل به ارائه نظرات خود در مورد الحاقیه EPR هستند، باید این کار را تا **۱۴ مارچ ۲۰۲۲** انجام دهند و آنها را به ایمیل زیر ارسال کنند: YongeSubwayExt@metrolinx.com یا از طریق فرم‌های بازخورد آنلاین موجود در: www.metrolinxengage.com/en/yonge-north-subway-extension

بخش ۱۵ از O.Reg. 231/08، اصلاح شده در ۳۰ ماه جون ۲۰۲۰، مترولینکس را ملزم به ایجاد یک فرآیند حل و فصل مسائل مربوطه، برای تلاش برای رفع هرگونه نگرانی مطرح شده توسط عموم یا جوامع بومی در طول دوره بررسی می‌کند.

در پایان دوره بررسی، Metrolinx ضمیمه EPR را با افزودن شرحی از فرآیند حل مشکلات، و آنچه که برای رفع هرگونه نگرانی انجام می‌دهد و اینکه آیا جدول زمانی پروژه در نتیجه رسیدگی به نگرانی‌ها تحت تأثیر قرار می‌گیرد، به‌روزرسانی می‌کند و سپس، Metrolinx ضمیمه EPR به‌روز شده را در صفحه وبسایت پروژه MetrolinxEngage.com/YongeSubwayExt منتشر کرده و اعلامیه‌ای هم درباره پیوست EPR به روز شده، صادر می‌کند.

ظرف ۳۵ روز پس از دریافت اعلامیه به‌روزرسانی‌شده EPR، وزیر محیط‌زیست، حفاظت و پارک‌ها ممکن است دستوری به Metrolinx صادر کند که تغییرات پروژه YNSE را مطابق با الحاقیه به‌روزشده EPR و همچنین مطابق با شرایطی که ممکن است در نامه وزیر بیاید، انجام دهد.

همچنین، ممکن است از طرف وزیر هیچ اطلاعیه‌ای به مترولینکس فرستاده نشود.

از طرف وزارت محیط زیست، حفاظت و پارک‌ها، فقط در صورتی اخطاریه صادر می‌شود که:

• وزیر، بر این عقیده باشد که روشی که مترولینکس برای موضوع مهم و قابل توجه مطرح شده در فرآیند حل و فصل مسائل مربوطه، انتخاب کرده، باعث تاخیر غیرمنطقی در اجرای پروژه بشود و یا شرایط مندرج در اطلاعیه وزیر، روش رسیدگی به موضوع را به گونه‌ای اصلاح کندکه منجر به تاخیر غیرمنطقی در اجرای پروژه شود.

یا

• وزیر بر این عقیده باشد که این تغییرات، ممکن است تأثیر نامطلوبی بر حقوق بومیان یا معاهده موجود با بومیان کانادا داشته باشد و شرایط موجود، ممکن است مانع کاهش و یا اصلاح درعواقب پروژه داشته باشد.

تمام اطلاعات شخصی موجود، مانند: نام، آدرس، شماره تلفن و مکان ملک که ارائه می‌شود، به منظور شفافیت و مشاوره توسط مترولینکس جمع‌آوری، نگهداری و همچنین می‌تواند در اختیار عموم قرار گیرد.

اطلاعات، تحت نظارت O.Reg. 231/08، (اصلاح شده در ۳۰ ماه جون ۲۰۲۰)، جمع‌آوری شده و همانگونه که در بند S37 قانون ارزیابی زیست‌محیطی آمده، به منظور حفظ سوابق امر که باید در دسترس عموم باشد، جمع‌آوری و نگهداری می‌شود مگر اینکه درخواست شود که اطلاعات شخصی شما محرمانه بماند.

برای اطلاعات بیشتر، لطفا با: YongeSubwayExt@metrolinx.com یا با تلفن: ۴۱۶-۲۰۲-۷۰۰۰ تماس بگیرید.

این اعلامیه برای اولین بار در **۱۰ فوریه ۲۰۲۲** منتشر شد.

환경평가 수정안 공고

영 지하철 북부 노선 연장 프로젝트

프로젝트

2009년 요크지역과 요크지역 대중교통위원회(YRT), 토론토시, 토론토대중교통위원회(TTC)는 온타리오주 환경평가법(O. Reg.) 231/08에 의거 6.8km에 이르는 핀치역-리치먼드 힐 센터 지하철 노선 연장계획에 따른 잠재적 영향과 이에 대한 대응 방안이 담긴 환경평가 (EPR)를 완료했다.
이후 지하철 운영에 필요한 전동차 보관시설에 대한 내용이 포함된 설계 변경안에 대한 평가가 2014년 진행돼 관련 내용이 추가됐다.
2009년과 2014년 두차례의 평가가 완료된 후 영 지하철 북부 노선 연장계획에 대한 추가 변경사항이 확인됐다.

이 변경사항에는 마캄시의 랭스태프 로드 이스트 남쪽의 문형지지물(선로가 많아 전철주를 세우기 어려운 곳에 사용되는 지지물)에서 리치먼드힐 시의 문라이트 레인까지 CN철도의 발라 철로를 따라 이어지는 지상 구간 건설; 변전소 및 비상 출구 건물 등의 보조 시설 숫자와 위치 변경; 2곳의 신설 역(브릿지 스톤역과 버스 터미널, 하이테크역); 스틸스역과 건설이 고려 중인 로열 오차드역 및 컴머역의 위치 변경; 기존 핀치역에 대한 수정안; 클락역에 버스터미널 추가 건설; 스틸스역에 있는 버스터미널의 위치 및 설계 변경; 현재 논의 중인 전동차 보관 시설의 위치와 설계 변경안이 포함돼 있다.
이외에도 공법 변경사항으로는 랭스태프 로드 남쪽의 터널을 뚫을 때 사용하는 굴착기 발사 샤프트와 핀치역의 추출 샤프트에 대한 내용이 추가됐다.
새로운 변경안에 따라 지하철 연장 프로젝트는 핀치역에서 문라이트 레인까지 약 9km 늘어나며 다른 대중교통으로의 환승이 더욱 원활해질 전망이다.



변경사항에 대한 새로운 환경평가 수정안에는 2020년 6월30일 개정된 온주환경평가법 231/08에 따라 이전에 승인된 환경평가와 일치하지 않은 사항들로부터 발생할 수 있는 부정적인 영향과 이에 대한 대응조치들이 포함돼야 한다.
다만 지난 2009년 실시된 환경평가 이후 10년간 건설이 진행되지 않았기 때문에 프로젝트 일정에 미치는 영향은 없을 것으로 예상된다.

환경평가 수정안 검토 과정

2009년부터 **2022년 2월 10일** 사이 실시된 환경평가 수정안을 프로젝트 웹페이지(MetrolinxEngage.com/YongeSubwayExt)에서 검토할 수 있다.

또한 2022년 2월 17일 오후 6시 30분부터 8시까지 진행되는 MetrolinxEngage.com/YongeSubwayExt 온라인 공청회에 참여하여 프로젝트와 관련된 전문가의 의견을 실시간으로 듣고 보고서에 대해 질문할 수 있으니, 첫 번째 온라인 공청회에 많은 참여를 권장한다.

환경평가 수정안에 대한 의견은 **2022년 3월 14일** 까지 이메일: YongeSubwayExt@metrolinx.com과 온라인 서식: www.metrolinxengage.com/en/yonge-north-subway-extension을 통해 접수 받는다.

2020년 6월30일 개정된 온타리오환경평가법(O. Reg.) 231/08 제15조에 따르면 메트롤린스는 검토기간 동안 주민들과 원주민 공동체가 제기한 우려 사항들을 해결하기 위한 대응방안을 수립해야 한다. 이후 검토 기간이 끝나면 메트롤린스는 문제 해결을 위해 취한 조치들과 이로 인한 프로젝트 일정에 차질 발생 여부 등의 최신 정보를 환경평가 수정안에 업데이트 해야한다.
최신 정보가 추가된 새 환경평가는 프로젝트 웹페이지: MetrolinxEngage.com/YongeSubwayExt와 환경평가 수정 보고서를 통해 대중에게 공개한다.

수정안을 수령한 후 35일 이내에 환경, 보존 및 공원장관은 수정에 명시된 새로운 내용에 따라 영 지하철 북부 노선 연장 프로젝트의 변경안을 허용한다고 메트롤린스에 통보할 수 있다. 또한 장관실은 메트롤린스에게 관련 통보가 없을 것이란 내용을 알릴 수도 있다.

장관실은 다음의 경우에 한하여 통보문을 보낼 수 있다:

- 메트롤린스가 문제 해결 과정에서 프로젝트의 일정을 불합리하게 지연시키거나 장관실의 의견이 불합리한 일정 지연이 없이 문제 해결방안을 제시할 경우.

- 변경사항들이 원주민의 권리에 부정적인 영향을 미치거나 장관실의 의견이 이같은 부정적 영향을 방지, 완화 또는 해결할 수 있을 경우.

수정안과 관련해 의견을 제공한 모든 개인의 이름과 주소, 전화 번호 및 위치는 투명성을 보장하고 논의를 진행하기 위해 메트롤린스에 의해 수집, 보관 및 공개될 수 있다.

이같은 내용은 2020년6월30일 개정된 온주환경평가법 231/08에 의거하며 정보자유 및 개인정보보호법 37에 따라 개인정보는 일반 대중들이 사용할 수 있도록 수집 및 보관된다.
제출된 개인정보는 기밀 유지를 요청하지 않을 경우 공개 기록으로 남게된다.
자세한 내용은 YongeSubwayExt@metrolinx.com 또는 416-202-7000로 문의할 수 있다.

이 공고는 **2022년 2월 10일** 처음 발행됐다.

METROLINX

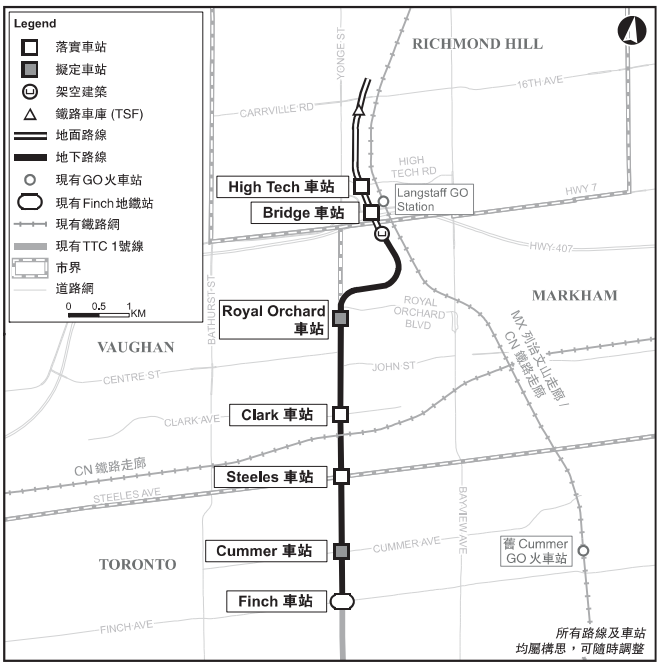
環境項目報告通知附錄

北央街地鐵延伸計劃

項目

2009年，約克區 (York Region)，約克區捷運公司 (York Region Rapid Transit Corporation)，多倫多市和多倫多公車局 (Toronto Transit Commission) 根據安省法規 (O. Reg.) 231/08完成了一項環境項目報告 (EPR)。報告指出了此一長6.8公里，從芬治站(Finch Station) 至列治文山中心 (Richmond Hill Centre) 的央街–大學線地鐵延伸案的可能影響及緩解措施。2009年的EPR曾於2014年進行增補，以評估設計變更，其中包括地鐵運營所需的一個列車存儲設施 (TSF)。自2009年和2014年研究完成以來，北央街地鐵延長線 (項目) 的其他變化已經確定。

項目的變化包括從萬錦市 Langstaff Road East 以南的一個門式架構到列治文山市 Moonlight Lane 的一條地面路段，它將沿加拿大國家鐵路 (CN) 的 Bala 鐵路走廊行駛；修訂牽引變電站和緊急出口建築物等輔助設施的數量和位置；兩個新站 (Bridge Station 和相關的巴士總站，以及 High Tech Station)；Steeles 站、潛在的 Royal Orchard 站和潛在的 Cummer 站站位修改；對現有芬治站的修改；Clark Station 增加一個巴士總站；修改了 Steeles Station 巴士總站的設計和位置；以及擬建的列車存儲設施位置和設計的變化。施工方法的變化包括 Langstaff Road 以南的隧道掘進機啓動井和現有芬治站的提取井。由於這些變化，該項目將從芬治站延伸至 Moonlight Lane 約 9公里，並提供更多的公交連接。



一項 EPR 附錄正在根據環境評估法2020年6月30日修訂的 O. Reg. 231/08 第15和16章進行中。任何與之前核准的 EPR 不符的變化，必須對此一變化可產生的負面影響及減少負面影響所需的措施，或自2009年 EPR完成後10年內未開始的施工或安裝需進行再評估。項目實施時間表預計不會受到影響。

EPR 附錄審查程序

自**2022年2月10日**起，可在項目網頁 (MetrolinxEngage.com/YongeSubwayExt) 上檢視 2009 EPR 的附錄。
您還可以參加一系列於 MetrolinxEngage.com/YongeSubwayExt 舉行的虛擬開放日，屆時可以聽到項目專家的解說並即場提出問題。首場活動於2022年2月17日下午6:30至8:00舉辦。

凡欲對 EPR 附錄發表意見的人士，必須在**2022年3月14日**前進行，並將意見用電郵傳至：YongeSubwayExt@metrolinx.com 或使用 www.metrolinxengage.com/en/yonge–north–subway–extension 線上提供的回饋表格。

2020年6月30日修訂的 O. Reg. 231/08 第15章，要求 Metrolinx 建立一個問題解決程序，以試圖解決公眾或原住民社區在審核附錄期間可能提出的顧慮。在審核附錄期結束後，Metrolinx 將會更新 EPR 附錄，包括增加問題解決程序的說明，Metrolinx 為處理任何顧慮所採取的行動，及項目時間表會否因處理這些顧慮而發生改變。之後，Metrolinx 將會在 MetrolinxEngage.com/YongeSubwayExt 項目網頁上發布更新的 EPR 附錄，並發出更新 EPR 附錄通知 (Notice of Updated EPR Addendum)。

在收到更新 EPR 附錄通知35天內，環境、保育及公園廳長可向 Metrolinx 發出通知，准許其根據更新後的 EPR 附錄對 YNSE 項目作出變更，但仍需遵照廳長通知中所列出的條件。廳長也可能通知 Metrolinx 不發出相關通知。

廳長可能只有在以下情況下才會發出通知：

- 廳長認為 Metrolinx 處理問題解決程序中所提出的顧慮，可能會對項目實施造成不合理的延誤，及廳長通知中的條件修改了在更新EPR附錄中解決問題的方式，而不會對項目的實施造成不合理的延遲；或
- 廳長認為該變更可能對加拿大原住民的現有原住民或條約權利產生不利影響，這些條件可能會防止、減輕或補救不利影響。

Metrolinx 出於透明和諮詢目的，會收集、保留和披露提交意見中包含的所有個人信息，例如姓名、地址、電話號碼和物業位置。以上信息是根據環境評估法 2020年6月30日修訂的 O.Reg. 231/08 條款而收集，或根據《自由資訊和保護隱私法》(Freedom of Information and Protection of Privacy Act,) 的s. 37條款中為公眾創立一項紀錄的目的而收集並保留。您所提交的個人信息將成為大眾可瀏覽的公共紀錄一部份，除非您要求個人信息保密。如欲獲得更多資訊，請聯絡 YongeSubwayExt@metrolinx.com 或撥打 416–202–7000 電話。

本通知於**2022年2月10日**首次發布。

如需更多信息，請聯絡 YongeSubwayExt@metrolinx.com。

METROLINX

اطلاعیه ضمیمه گزارش تأثیر پروژه روی محیط زیست

پروژه توسعه مترولینکس یانگ شمالی

پروژه

در سال ۲۰۰۹، منطقه یورک، شرکت حمل و نقل سریع منطقه یورک (YRT)، شهر تورنتو و کمیسیون ترانزیت تورنتو (TTC) گزارش تأثیر پروژه روی محیط زیست (EPR) را برای توسعه متروی یانگ تحت مقررات انتاریو O.Reg. 231/08، تکمیل کردند تا اثرات بالقوه پروژه را شناسایی و اقدامات لازم برای کاهش این اثرات برای توسعه مترو خط یانگ - یونیورسیتی، به طول ۶٫۸ کیلومتر از ایستگاه فعلی فینچ تا مرکز ریچموندهیل (Richmond Hill Centre) را تکمیل کنند.



الحاقیه‌ای به EPR 2009 در سال ۲۰۱۴ برای ارزیابی تغییرات طراحی که شامل تاسیسات نگهداری قطار (TSF) مورد نیاز برای عملیات مترو بود، انجام شد. از زمان تکمیل مطالعات ۲۰۰۹ و ۲۰۱۴، تغییرات جدیدی در توسعه متروی شمالی یانگ (پروژه) به وجود آمده است.

تغییرات در پروژه، شامل یک بخش روی زمین است که از یک پورتال در جنوب خیابان «لنگستاف شرقی» (Langstaff Road East) در شهر مارکهام تا «مون لایت لین» (Moonlight Lane) در شهر ریچموندهیل، در امتداد کریدور ریلی (CN's Bala) کشیده می‌شود، تغییر در تعداد و جابجایی و نگهداری تاسیسات جانبی، مانند پست‌های برق و ساختمان‌های خروج اضطراری؛ دو ایستگاه جدید (ایستگاه Bridge و ترمینال اتوبوسرانی مربوطه، و ایستگاه High Tech)؛

تجدیدنظر در موقعیت ایستگاه استیلز، ایستگاه (بالقوه) «رویال اورچاد» Royal Orchard، و ایستگاه (بالقوه) «کامر» Cummer؛ تغییرات در ایستگاه فینچ فعلی؛ اضافه شدن یک ترمینال اتوبوس در ایستگاه کلارک Clark. طراحی اصلاح شده و مکان ترمینال اتوبوس ایستگاه استیلز؛

و تغییرات در مکان و طراحی پیشنهادی تاسیسات نگهداری قطار.

علاوه بر این تغییرات در روش ساخت و ساز، شامل یک محور ماشین حفاری تونل در جنوب خیابان لنگستاف و یک محور بیرون آوردن ماشین حفاری در ایستگاه فعلی فینچ است. در نتیجه این تغییرات، پروژه تقریباً ۹ کیلومتر از ایستگاه فینچ تا Moonlight Lane گسترش خواهد یافت و ارتباطات ترانزیتی بیشتری را فراهم خواهد کرد.

یک الحاقیه EPR مطابق با بندهای ۱۵ و ۱۶ O. Reg. 231/08 در حال بررسی و انجام است.

طبق اصلاحیه ۳۰ ماه جون ۲۰۲۰، تحت عنوان قانون ارزیابی تأثیرات زیست‌محیطی، هرگونه تغییری که با EPR که قبلاً تصویب شده، مغایرت داشته باشد، مستلزم ارزیابی مجدد تأثیرات ناشی از اقدامات لازم برای کاهش هرگونه تأثیر منفی است که ممکن است، از این تغییرات به وجود بیاید و یا از ساخت یا نصب که در طول ده سال از تکمیل EPR در سال ۲۰۰۹ آغاز نشده است.

هیچ تاثیری بر جدول زمانی اجرای پروژه پیش‌بینی نمی‌شود.

فرآیند بررسی ضمیمه EPR

از **۱۰ فوریه ۲۰۲۲**، یک الحاقیه به EPR 2009 برای بررسی در صفحه وبسایت پروژه (MetrolinxEngage.com/YongeSubwayExt) در دسترس است.

همچنین می‌توانید در یک سری گفتگوی آزاد مجازی از ۱۷ فوریه ۲۰۲۲ از ساعت ۶:۳۰ الی ۸ شب در: MetrolinxEngage.com/YongeSubwayExt شرکت کنید. در آنجا می‌توانید سخنان کارشناسان پروژه را بشنوید و سوالات خود را در مورد گزارش مربوطه، همزمان و بطور زنده بپرسید.

کسانی که مایل به ارائه نظرات خود در مورد الحاقیه EPR هستند، باید این کار را تا **۱۴ مارچ ۲۰۲۲** انجام دهند و آنها را به ایمیل زیر ارسال کنند: YongeSubwayExt@metrolinx.com یا از طریق فرم‌های بازخورد آنلاین موجود در: www.metrolinxengage.com/en/yonge-north-subway-extension

بخش ۱۵ از O.Reg. 231/08، اصلاح شده در ۳۰ ماه جون ۲۰۲۰، مترولینکس را ملزم به ایجاد یک فرآیند حل و فصل مسائل مربوطه، برای تلاش برای رفع هرگونه نگرانی مطرح شده توسط عموم یا جوامع بومی در طول دوره بررسی می‌کند.

در پایان دوره بررسی، Metrolinx ضمیمه EPR را با افزودن شرحی از فرآیند حل مشکلات، و آنچه که برای رفع هرگونه نگرانی انجام می‌دهد و اینکه آیا جدول زمانی پروژه در نتیجه رسیدگی به نگرانی‌ها تحت تأثیر قرار می‌گیرد، به‌روزرسانی می‌کند و سپس، Metrolinx ضمیمه EPR به‌روز شده را در صفحه وبسایت پروژه MetrolinxEngage.com/YongeSubwayExt منتشر کرده و اعلامیه‌ای هم درباره پیوست EPR به روز شده، صادر می‌کند.

ظرف ۳۵ روز پس از دریافت اعلامیه به‌روزرسانی‌شده EPR، وزیر محیط‌زیست، حفاظت و پارک‌ها ممکن است دستوری به Metrolinx صادر کند که تغییرات پروژه YNSE را مطابق با الحاقیه به‌روزشده EPR و همچنین مطابق با شرایطی که ممکن است در نامه وزیر بیاید، انجام دهد.

همچنین، ممکن است از طرف وزیر هیچ اطلاعیه‌ای به مترولینکس فرستاده نشود.

از طرف وزارت محیط زیست، حفاظت و پارک‌ها، فقط در صورتی اخطاریه صادر می‌شود که:

• وزیر، بر این عقیده باشد که روشی که مترولینکس برای موضوع مهم و قابل توجه مطرح شده در فرآیند حل و فصل مسائل مربوطه، انتخاب کرده، باعث تاخیر غیرمنطقی در اجرای پروژه بشود و یا شرایط مندرج در اطلاعیه وزیر، روش رسیدگی به موضوع را به گونه‌ای اصلاح کندکه منجر به تاخیر غیرمنطقی در اجرای پروژه شود.

یا

• وزیر بر این عقیده باشد که این تغییرات، ممکن است تأثیر نامطلوبی بر حقوق بومیان یا معاهده موجود با بومیان کانادا داشته باشد و شرایط موجود، ممکن است مانع کاهش و یا اصلاح درعواقب پروژه داشته باشد.

تمام اطلاعات شخصی موجود، مانند: نام، آدرس، شماره تلفن و مکان ملک که ارائه می‌شود، به منظور شفافیت و مشاوره توسط مترولینکس جمع‌آوری، نگهداری و همچنین می‌تواند در اختیار عموم قرار گیرد.

اطلاعات، تحت نظارت O.Reg. 231/08، (اصلاح شده در ۳۰ ماه جون ۲۰۲۰)، جمع‌آوری شده و همانگونه که در بند S37 قانون ارزیابی زیست‌محیطی آمده، به منظور حفظ سوابق امر که باید در دسترس عموم باشد، جمع‌آوری و نگهداری می‌شود مگر اینکه درخواست شود که اطلاعات شخصی شما محرمانه بماند.

برای اطلاعات بیشتر، لطفاً با: YongeSubwayExt@metrolinx.com یا با تلفن: ۴۱۶-۲۰۲-۷۰۰۰ تماس بگیرید.

این اعلامیه برای اولین بار در **۱۰ فوریه ۲۰۲۲** منتشر شد.

METROLINX

اطلاعیه ضمیمه گزارش تأثیر پروژه روی محیط زیست

پروژه توسعه مترولینکس یانگ شمالی

پروژه

در سال ۲۰۰۹، منطقه یورک، شرکت حمل و نقل سریع منطقه یورک (YRT)، شهر تورنتو و کمیسیون ترانزیت تورنتو (TTC) گزارش تأثیر پروژه روی محیط زیست (EPR) را برای توسعه متروی یانگ تحت مقررات انتاریو O.Reg. 231/08، تکمیل کردند تا اثرات بالقوه پروژه را شناسایی و اقدامات لازم برای کاهش این اثرات برای توسعه مترو خط یانگ - یونیورسیتی، به طول ۶٫۸ کیلومتر از ایستگاه فعلی فینچ تا مرکز ریچموندهیل (Richmond Hill Centre) را تکمیل کنند.



الحاقیه‌ای به EPR 2009 در سال ۲۰۱۴ برای ارزیابی تغییرات طراحی که شامل تاسیسات نگهداری قطار (TSF) مورد نیاز برای عملیات مترو بود، انجام شد. از زمان تکمیل مطالعات ۲۰۰۹ و ۲۰۱۴، تغییرات جدیدی در توسعه متروی شمالی یانگ (پروژه) به وجود آمده است.

تغییرات در پروژه، شامل یک بخش روی زمین است که از یک پورتال در جنوب خیابان «لنگستاف شرقی» (Langstaff Road East) در شهر مارکهام تا «مون لایت لین» (Moonlight Lane) در شهر ریچموندهیل، در امتداد کریدور ریلی (CN's Bala) کشیده می‌شود، تغییر در تعداد و جابجایی و نگهداری تاسیسات جانبی، مانند پست‌های برق و ساختمان‌های خروج اضطراری؛ دو ایستگاه جدید (ایستگاه Bridge و ترمینال اتوبوسرانی مربوطه، و ایستگاه High Tech)؛

تجدیدنظر در موقعیت ایستگاه استیلز، ایستگاه (بالقوه) «رویال اورچاد» Royal Orchard، و ایستگاه (بالقوه) «کامر» Cummer؛ تغییرات در ایستگاه فینچ فعلی؛ اضافه شدن یک ترمینال اتوبوس در ایستگاه کلارک Clark. طراحی اصلاح شده و مکان ترمینال اتوبوس ایستگاه استیلز؛

و تغییرات در مکان و طراحی پیشنهادی تاسیسات نگهداری قطار.

علاوه بر این تغییرات در روش ساخت و ساز، شامل یک محور ماشین حفاری تونل در جنوب خیابان لنگستاف و یک محور بیرون آوردن ماشین حفاری در ایستگاه فعلی فینچ است. در نتیجه این تغییرات، پروژه تقریباً ۹ کیلومتر از ایستگاه فینچ تا Moonlight Lane گسترش خواهد یافت و ارتباطات ترانزیتی بیشتری را فراهم خواهد کرد.

یک الحاقیه EPR مطابق با بندهای ۱۵ و ۱۶ O. Reg. 231/08 در حال بررسی و انجام است.

طبق اصلاحیه ۳۰ ماه جون ۲۰۲۰، تحت عنوان قانون ارزیابی تأثیرات زیست‌محیطی، هرگونه تغییری که با EPR که قبلاً تصویب شده، مغایرت داشته باشد، مستلزم ارزیابی مجدد تأثیرات ناشی از اقدامات لازم برای کاهش هرگونه تأثیر منفی است که ممکن است، از این تغییرات به وجود بیاید و یا از ساخت یا نصب که در طول ده سال از تکمیل EPR در سال ۲۰۰۹ آغاز نشده است.

هیچ تاثیری بر جدول زمانی اجرای پروژه پیش‌بینی نمی‌شود.

فرآیند بررسی ضمیمه EPR

از **۱۰ فوریه ۲۰۲۲**، یک الحاقیه به EPR 2009 برای بررسی در صفحه وبسایت پروژه (MetrolinxEngage.com/YongeSubwayExt) در دسترس است.

همچنین می‌توانید در یک سری گفتگوی آزاد مجازی از ۱۷ فوریه ۲۰۲۲ از ساعت ۶:۳۰ الی ۸ شب در: MetrolinxEngage.com/YongeSubwayExt شرکت کنید. در آنجا می‌توانید سخنان کارشناسان پروژه را بشنوید و سوالات خود را در مورد گزارش مربوطه، همزمان و بطور زنده بپرسید.

کسانی که مایل به ارائه نظرات خود در مورد الحاقیه EPR هستند، باید این کار را تا **۱۴ مارچ ۲۰۲۲** انجام دهند و آنها را به ایمیل زیر ارسال کنند: YongeSubwayExt@metrolinx.com یا از طریق فرم‌های بازخورد آنلاین موجود در: www.metrolinxengage.com/en/yonge-north-subway-extension

بخش ۱۵ از O.Reg. 231/08، اصلاح شده در ۳۰ ماه جون ۲۰۲۰، مترولینکس را ملزم به ایجاد یک فرآیند حل و فصل مسائل مربوطه، برای تلاش برای رفع هرگونه نگرانی مطرح شده توسط عموم یا جوامع بومی در طول دوره بررسی می‌کند.

در پایان دوره بررسی، Metrolinx ضمیمه EPR را با افزودن شرحی از فرآیند حل مشکلات، و آنچه که برای رفع هرگونه نگرانی انجام می‌دهد و اینکه آیا جدول زمانی پروژه در نتیجه رسیدگی به نگرانی‌ها تحت تأثیر قرار می‌گیرد، به‌روزرسانی می‌کند و سپس، Metrolinx ضمیمه EPR به‌روز شده را در صفحه وبسایت پروژه MetrolinxEngage.com/YongeSubwayExt منتشر کرده و اعلامیه‌ای هم درباره پیوست EPR به روز شده، صادر می‌کند.

ظرف ۳۵ روز پس از دریافت اعلامیه به‌روزرسانی‌شده EPR، وزیر محیط‌زیست، حفاظت و پارک‌ها ممکن است دستوری به Metrolinx صادر کند که تغییرات پروژه YNSE را مطابق با الحاقیه به‌روزشده EPR و همچنین مطابق با شرایطی که ممکن است در نامه وزیر بیاید، انجام دهد.

همچنین، ممکن است از طرف وزیر هیچ اطلاعیه‌ای به مترولینکس فرستاده نشود.

از طرف وزارت محیط زیست، حفاظت و پارک‌ها، فقط در صورتی اخطاریه صادر می‌شود که:

• وزیر، بر این عقیده باشد که روشی که مترولینکس برای موضوع مهم و قابل توجه مطرح شده در فرآیند حل و فصل مسائل مربوطه، انتخاب کرده، باعث تاخیر غیرمنطقی در اجرای پروژه بشود و یا شرایط مندرج در اطلاعیه وزیر، روش رسیدگی به موضوع را به گونه‌ای اصلاح کندکه منجر به تاخیر غیرمنطقی در اجرای پروژه شود.

یا

• وزیر بر این عقیده باشد که این تغییرات، ممکن است تأثیر نامطلوبی بر حقوق بومیان یا معاهده موجود با بومیان کانادا داشته باشد و شرایط موجود، ممکن است مانع کاهش و یا اصلاح درعواقب پروژه داشته باشد.

تمام اطلاعات شخصی موجود، مانند: نام، آدرس، شماره تلفن و مکان ملک که ارائه می‌شود، به منظور شفافیت و مشاوره توسط مترولینکس جمع‌آوری، نگهداری و همچنین می‌تواند در اختیار عموم قرار گیرد.

اطلاعات، تحت نظارت O.Reg. 231/08، (اصلاح شده در ۳۰ ماه جون ۲۰۲۰)، جمع‌آوری شده و همانگونه که در بند S37 قانون ارزیابی زیست‌محیطی آمده، به منظور حفظ سوابق امر که باید در دسترس عموم باشد، جمع‌آوری و نگهداری می‌شود مگر اینکه درخواست شود که اطلاعات شخصی شما محرمانه بماند.

برای اطلاعات بیشتر، لطفاً با: YongeSubwayExt@metrolinx.com یا با تلفن: ۴۱۶-۲۰۲-۷۰۰۰ تماس بگیرید.

این اعلامیه برای اولین بار در **۱۰ فوریه ۲۰۲۲** منتشر شد.

都會聯通 METROLINX

公告: 央街北地鐵延線之環境項目報告附錄
Environmental Project Report Addendum, Yonge North Subway Extension Project

央街北地鐵延線項目

2009年，約克地區、約克捷運公司、多倫多市及多倫多公車局依據安省規例231/08條，擬就央街北地鐵延線環境項目報告(EPR報告)，研判央街-大學地鐵線延伸6.8公里，連接既有芬治車站(Finch Station)與烈治文山中心(Richmond Hill Centre)，可能產生的影響，以及減輕環境負荷的對策。及至2014年，2009年EPR報告增訂附錄，以評估地鐵延線設計修訂案，包括地鐵營運所需列車儲放設施。相繼2009、2014年兩份報告，央街北地鐵延線項目再有認定修改細項。

央街北地鐵延線項目修定案包括：開發地鐵延線地面路段，從萬錦市蘭斯塔夫東路(Langstaff Road East)以南的接觸網結構起，沿著CN拜拉軌道路廊(Bala rail corridor)，通往烈治文山市月光里(Moonlight Lane)；更改附屬設施數量及位址，例如交流電變壓分站、緊急逃生通道；設立兩個新車站(橋頭站及相連巴士總站、高科站，Bridge Station and High Tech Station)；更改士刁車站、潛在皇家莊園車站、潛在坎默車站(Royal Orchard Station, Cummer Station)位址；改建既有芬治車站；在克拉克車站(Clark Station)增建巴士總站；更改士刁巴士總站的設計和位址；修改列車儲放設施的擬議設計及位址。地鐵延線施工法有變更，包括：在蘭斯塔夫路以南設置隧道鑽土機挖進豎井，既有芬治車站設置挖土豎井。央街北地鐵延線延線項目按照上述修訂案施工，貫通芬治車站與月光里，全長約9公里，可銜接更多捷運點。



根據環境評估法，工程規劃如有變更，與原先審批的環境項目報告不一致，而2009年報告完成後，地鐵延線沒有在十年內動工、安裝設施，開發方必須重新評估工程修訂案可能產生的問題，研擬如何減輕修訂案可能對環境產生的不良影響，已依循2020年6月30日安省修訂規例15、16 節第231/08條，完成環境項目報告複審附錄，預計項目執行期不受影響。

環境項目報告附錄審查程序:

從**2022年2月10日**起，民眾可在央街北地鐵延線網頁閱覽 2009年環境項目報告的附錄，網頁：MetrolinxEngage.com/YongeSubwayExt。

您也可以參與2022年2月17日晚上6:30到8:00時的網上公開說明會，屆時登入MetrolinxEngage.com/YongeSubwayExt，聽央街北地鐵延線專家解說地鐵延線項目，實時發問，了解報告。

民眾如欲發表意見書，評論環境項目報告附錄，須在2022年3月14日前提交，意見書可透過電郵YongeSubwayExt@metrolinx.com投遞，或是填寫網上反饋表格 www.metrolinxengage.com/en/yonge-north-subway-extension。

根據2022年 6 月30 日安省修訂規例15 節第231/08條，都會聯通需要建立調解程序，設法在審察環境項目報告附錄期間釋除公眾/原住民的疑慮。審察期滿，都會聯通須更新環境項目報告附錄，說明調解程序所涉事項、如何解決相關問題，此舉會否影響央街北地鐵延線施工期。都會聯通並會在央街北地鐵延線網頁MetrolinxEngage.com/YongeSubwayExt刊登環境項目報告更新附錄，以及發公告，通告附錄已經更新。

安省環境、保育及公園廳長收到環境項目報告附錄更新公告後，可在35天內發出有條件通知書，知會都會聯通，該廳在開列條件下，准許央街北地鐵延線依據環境項目報告更新附錄，修訂開發計劃。廳長也可能通知都會聯通，該廳不會發出通知書。

安省環境、保育及公園廳長僅在下述情況下發通知書:

＊廳長認定，都會聯通處理民眾提出的問題，所用手法影響央街北地鐵延線項目施工，造成不合理的延誤，就會在通知書中列出條件，提示它改變手法，處理民眾就環境項目報告更新附錄提出的問題，不致延誤地鐵延線施工。

＊廳長認定，修訂案為現有原住民帶來負面影響，或是不利原住民條約，就會明列條件，指示如何避免、減少或是彌補缺失。

民眾在意見書披露的個人資料，諸如姓名、地址、電話號碼，以及物業位址，都會聯通都會收集、貯存及公開，確保透明度，並作諮詢用途。收集相關個人資料，乃依據環境影響評估法，經2020年 6 月30日安省修訂規例第 231/08條授權，或是依據資訊自由及隱私保護法第37節，收集及貯存個人資料，以建立公共資料庫，供民眾審閱。意見書所列個人資料，一概收錄公眾檔案庫，民眾可查閱，除非當事人聲明個人資料保密。查詢詳情， 請聯繫YongeSubwayExt@metrolinx.com，或是撥電416-202-7000 。

本公告於**2022年2月10日**首次刊登

METROLINX

Notice of Environmental Project Report Addendum

Yonge North Subway Extension Project

The Project

In 2009, York Region, York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission completed an Environmental Project Report (EPR) for the Yonge Subway Extension under *Ontario Regulation (O. Reg.) 231/08* to identify potential effects and mitigation measures for a 6.8-kilometre Yonge-University line subway extension from the existing Finch Station to Richmond Hill Centre. 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. Since the completion of the 2009 and 2014 studies, additional changes to the Yonge North Subway Extension (the Project) have been identified.

Changes to the Project include an at-grade segment emerging from a portal structure south of Langstaff Road East in the City of Markham to Moonlight Lane in the City of Richmond Hill, travelling along CN's Bala rail corridor; revised number and location of ancillary facilities such as Traction Power Substations and Emergency Exit Buildings; two new stations (Bridge Station and associated bus terminal, and High Tech Station); revised station locations at Steeles Station, potential Royal Orchard Station, and potential Cummer Station; modifications to the existing Finch Station; addition of a bus terminal at Clark Station; revised design and location of the Steeles Station bus terminal; and changes to the location and design of the proposed train storage facility. Changes to the construction method include a tunnel boring machine launch shaft south of Langstaff Road and an extraction shaft at the existing Finch Station. As a result of these changes, the Project will extend approximately 9 km from Finch Station to Moonlight Lane and provide more transit connections.



An EPR Addendum is being undertaken in accordance with Sections 15 and 16 of O. Reg. 231/08, amended June 30, 2020, under the *Environmental Assessment Act,* as any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the change and the measures needed to mitigate any negative impacts that the change may shave, and construction or installation has not begun within ten years since the completion of the 2009 EPR. No impacts to the project implementation timeline are anticipated.

The EPR Addendum Review Process

Effective **February 10, 2022** an Addendum to the 2009 EPR is available for review on the Project webpage (MetrolinxEngage.com/YongeSubwayExt).

You can also participate in a series of virtual open houses on MetrolinxEngage.com/YongeSubwayExt where you can hear from project experts and ask questions about the report in real time. Please join us February 17, February 23, March 2 and March 10, 2022 from 6:30pm to 8:00pm.

Those who wish to provide comments on the EPR Addendum must do so by **March 14, 2022** and address them to the following email: YongeSubwayExt@metrolinx.com or via the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.

Section 15 of *O. Reg. 231/08*, as amended June 30, 2020, requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous communities during the review period. At the end of the review period, Metrolinx will update the EPR Addendum by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the Project timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the updated EPR Addendum on the Project webpage: MetrolinxEngage.com/YongeSubwayExt and issue a Notice of Updated EPR Addendum.

Within 35 days after receipt of the Notice of Updated EPR Addendum, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx allowing the changes to the YNSE Project in accordance with the updated EPR Addendum, subject to conditions set out in the Minister's notice. The Minister may also inform Metrolinx that no notice will be issued.

The Minister may issue a notice only if:

- the Minister is of the opinion that the way in which Metrolinx addressed a concern raised in the issues resolution process would cause unreasonable delay to the implementation of the Project, and the conditions in the Minister's notice modify the way in which the concern is addressed in the updated EPR Addendum without causing unreasonable delay to the implementation of the Project; or
- the Minister is of the opinion that the change may have an adverse impact on the existing Aboriginal or treaty rights of the Aboriginal peoples of Canada, and the conditions may prevent, mitigate or remedy the adverse impact.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O.Reg. 231/08, as amended June 30, 2020, under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact YongeSubwayExt@metrolinx.com or 416-202-7000.

This Notice was first published on **February 10, 2022**

Pour plus d'information, veuillez contacter le YongeSubwayExt@metrolinx.com.

METROLINX

Notice of Environmental Project Report Addendum

Yonge North Subway Extension Project

The Project

In 2009, York Region, York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission completed an Environmental Project Report (EPR) for the Yonge Subway Extension under *Ontario Regulation (O. Reg.) 231/08* to identify potential effects and mitigation measures for a 6.8-kilometre Yonge-University line subway extension from the existing Finch Station to Richmond Hill Centre. 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. Since the completion of the 2009 and 2014 studies, additional changes to the Yonge North Subway Extension (the Project) have been identified.

Changes to the Project include an at-grade segment emerging from a portal structure south of Langstaff Road East in the City of Markham to Moonlight Lane in the City of Richmond Hill, travelling along CN's Bala rail corridor; revised number and location of ancillary facilities such as Traction Power Substations and Emergency Exit Buildings; two new stations (Bridge Station and associated bus terminal, and High Tech Station); revised station locations at Steeles Station, potential Royal Orchard Station, and potential Cummer Station; modifications to the existing Finch Station; addition of a bus terminal at Clark Station; revised design and location of the Steeles Station bus terminal; and changes to the location and design of the proposed train storage facility. Changes to the construction method include a tunnel boring machine launch shaft south of Langstaff Road and an extraction shaft at the existing Finch Station. As a result of these changes, the Project will extend approximately 9 km from Finch Station to Moonlight Lane and provide more transit connections.

An EPR Addendum is being undertaken in accordance with Sections 15 and 16 of O. Reg. 231/08, amended June 30, 2020, under the *Environmental Assessment Act,* as any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the change and the measures needed to mitigate any negative impacts that the change may shave, and construction or installation has not begun within ten years since the completion of the 2009 EPR. No impacts to the project implementation timeline are anticipated.

The EPR Addendum Review Process

Effective **February 10, 2022** an Addendum to the 2009 EPR is available for review on the Project webpage (MetrolinxEngage.com/YongeSubwayExt).

You can also participate in a series of virtual open houses on MetrolinxEngage.com/YongeSubwayExt where you can hear from project experts and ask questions about the report in real time. Please join us February 17, February 23, March 2 and March 10, 2022 from 6:30pm to 8:00pm.

Those who wish to provide comments on the EPR Addendum must do so by **March 14, 2022** and address them to the following email: YongeSubwayExt@metrolinx.com or via the online feedback forms available at: www.metrolinxengage.com/en/yonge-north-subway-extension.

Section 15 of *O. Reg. 231/08*, as amended June 30, 2020, requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous communities during the review period. At the end of the review period, Metrolinx will update the EPR Addendum by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the Project timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the updated EPR Addendum on the Project webpage: MetrolinxEngage.com/YongeSubwayExt and issue a Notice of Updated EPR Addendum.

Within 35 days after receipt of the Notice of Updated EPR Addendum, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx allowing the changes to the YNSE Project in accordance with the updated EPR Addendum, subject to conditions set out in the Minister's notice. The Minister may also inform Metrolinx that no notice will be issued.



The Minister may issue a notice only if:

- the Minister is of the opinion that the way in which Metrolinx addressed a concern raised in the issues resolution process would cause unreasonable delay to the implementation of the Project, and the conditions in the Minister's notice modify the way in which the concern is addressed in the updated EPR Addendum without causing unreasonable delay to the implementation of the Project; or
- the Minister is of the opinion that the change may have an adverse impact on the existing Aboriginal or treaty rights of the Aboriginal peoples of Canada, and the conditions may prevent, mitigate or remedy the adverse impact.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O.Reg. 231/08, as amended June 30, 2020, under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact YongeSubwayExt@metrolinx.com or 416-202-7000.

This Notice was first published on **February 10, 2022**

Pour plus d'information, veuillez contacter le YongeSubwayExt@metrolinx.com.

Appendix I.13 – Public Review Period and Issues Resolution

Federal Review Agencies

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000422
Nittanee Galema METROLINX	Fwd: Metrolinx Yonge North Subway Extension: No… TRANSMITTAL	02/11/2022 MX-TRANSMIT-000422_A
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:41 PM MX-GC-000066

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000066	MX-TRANSMIT-000422

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - CN

From	Ms Nittanee Galema - Metrolinx
To (9)	Rhema Stevenson - CN (Rhema.Stevenson@cn.ca) Kristina Boka - CN (kristina.boka@cn.ca) John Hasterlo - CN (John.hasterlo@cn.ca) Luanne Patterson - CN (Luanne.Patterson@cn.ca) Steve DelVecchio - CN (Steve.DelVecchio@cn.ca) France Moreau - CN (France.Moreau@cn.ca) Jay Roberts - CN (Jay.Roberts@cn.ca) Catherine Dube - CN (Catherine.Dube@cn.ca) Robert Versteegen - CN Rail (Robert.Versteegen@cn.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:41:47 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/11/22 12:18:38 PM EST (GMT -05:00)
To: Rhema Stevenson
Cc: Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000422_A
Subject: Fwd: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - CN

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Hi Rhema,
Forwarding the message and documents to you per Kristina Boka's request. Please see below on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:37:30 PM EST (GMT -05:00)
To: Michael Vallins
Cc: Kristina Boka, Steve DelVecchio, Catherine Dube, John Hasterlo, France Moreau, Luanne Patterson, Jay Roberts, Robert Versteegen, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000422
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - CN

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From:	ONT Environment / Environnement ONT
To:	York Region
Cc:	Jessica Neto; Julia Kun; Maria Zintchenko; Nikhil Lobo; Stephen Collins
Subject:	RE: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum
Date:	Tuesday, March 1, 2022 4:31:33 PM
Attachments:	2022-02-10-YNSE Notice of EPR Addendum-TC.pdf

Some people who received this message don't often get email from enviroont@tc.gc.ca. Learn why this is important

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.

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the *Impact Assessment Act, 2019*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- *Canadian Navigable Waters Act (CNWA)* – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- *Railway Safety Act (RSA)* – the Act provides the regulatory framework for railway safety,

security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- *Transportation of Dangerous Goods Act (TDGA)* – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- *Aeronautics Act* – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Enquires can be directed to tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region
Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5
EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario
Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5
EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

From: York Region <YorkRegion@metrolinx.com>
Sent: Thursday, February 10, 2022 4:16 PM
To: ONT Environment / Environnement ONT <EnviroOnt@tc.gc.ca>
Cc: Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>;

Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum

To Whom It May Concern,

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.

Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,

Yonge North Subway Extension Team

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: EnviroOnt@tc.gc.ca
Subject: RE: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum

---

Dear Sir/Madam,
Thank you for taking the time to review the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension Project and provide comments.
Metrolinx will contact you again should the Project be found to interact with Federal Policy or require approval/authorizations under any Acts administered by Transport Canada.
Thank you again for contributing to this important Metrolinx undertaking.
Sincerely,
YNSE Team

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the *Impact Assessment Act, 2019*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- *Canadian Navigable Waters Act (CNWA)* – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Enquiries can be

directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- *Railway Safety Act (RSA)* – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- *Transportation of Dangerous Goods Act (TDGA)* – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- *Aeronautics Act* – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Enquires can be directed to tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region
Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5
EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario
Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5
EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

Provincial Review Agencies

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000424
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:45 PM MX-GC-000068

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000068	MX-TRANSMIT-000424

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - IO

From	Ms Nittanee Galema - Metrolinx
To (6)	Dennis Li - Infrastructure Ontario (Dennis.Li@infrastructureontario.ca) Joanna Brown - Infrastructure Ontario (Joanna.brown@infrastructureontario.ca) Notice Review - Infrastructure Ontario (noticereview@infrastructureontario.ca) David Macey - Infrastructure Ontario (David.Macey@infrastructureontario.ca) Amy Emm - Infrastructure Ontario (Amy.Emm@infrastructureontario.ca) Joanna Craig - Infrastructure Ontario (joanna.craig@infrastructureontario.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:45:12 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period.

Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:46:47 PM EST (GMT -05:00)
To: Joanna Brown
Cc: Amy Emm, Dennis Li, David Macey, Notice Review, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000424
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - IO

Project Request From::
Project Request To::
Requestor PM::
Responder PM::

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Disclaimer:

The information disclosed is to be considered confidential information under the August 2020 NDA among IO, MX and TTC.

The following documents contain information a) that is scientific, technical, commercial and/or financial information, supplied in confidence, where the disclosure could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of Metrolinx and/or Infrastructure Ontario, b) where the disclosure could reasonably be expected to prejudice the economic interests of an institution or the competitive position of Metrolinx and/or Infrastructure Ontario, c) where the disclosure could reasonably be expected to be injurious to the financial interests of the Government of Ontario or the ability of the Government of Ontario to manage the economy of Ontario and/or d) including the proposed plans, policies or projects of Metrolinx and/or Infrastructure Ontario where the disclosure could reasonably be expected to result in premature disclosure of a pending policy decision or undue financial benefit or loss to a person.

If any of these documents are responsive to a Freedom of Information request, please immediately contact Michael Kitagawa, Metrolinx Legal at michael.kitagawa@metrolinx.com and Christina Ruder, Manager, Freedom of Information at Christina.ruder@metrolinx.com. Do not release any of these documents prior to confirming with Metrolinx Legal.

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000425
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:47 PM MX-GC-000069

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000069	MX-TRANSMIT-000425

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - MTO

From	Ms Nittanee Galema - Metrolinx
To (10)	Mr Graham DeRose - MTO (Graham.DeRose@ontario.ca) Sara Patterson - MTO (Sara.L.Patterson@ontario.ca) Michalek Martin - MTO (Martin.Michalek@ontario.ca) Tom Hewitt - MTO (tom.hewitt@ontario.ca) Jason Hanna - MTO (Jason.Hanna@ontario.ca) Dawn Irish - MTO (dawn.irish@ontario.ca) Ramona Afante - MTO (ramona.afante@ontario.ca) Jason White - MTO (Jason.White@ontario.ca) Julian Nicale - MTO (Julian.Nicale@ontario.ca) Frank Martins - Ministry of Transportation of Ontario (MTO) (frank.martins@ontario.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:47:36 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:49:55 PM EST (GMT -05:00)
To: Jason Hanna
Cc: Li Chen, YNSE Document_Control, Nittanee Galema, Frank Martins, Ramona Afante, Graham DeRose, Tom Hewitt, Dawn Irish, Michalek Martin, Julian Nicale, Sara Patterson, Jason White
Mail Number: MX-TRANSMIT-000425
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - MTO

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: Short, Sam (NDMNRF) <Sam.Short@ontario.ca>
Sent: March 14, 2022 1:51 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Spang, Elizabeth (NDMNRF) <Elizabeth.Spang@ontario.ca>
Subject: RE: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum

You don't often get email from sam.short@ontario.ca. Learn why this is important

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,

NDMNRF LUPSI Section and Aurora District has received your notice regarding the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension, located on Young Street in the City of Vaughn and City of Toronto. We provide the following information and comments for your consideration:

General Information Regarding NRF approvals:

Public Lands Act

Our staff have reviewed the location of this bridge and determined that a permit under the Public Lands Act will not be required. If you have any questions about the Public Lands Act, please contact the Aurora District NDMNRF office, at 905-713-7400.

Other Approvals

It is the responsibility of the proponent to acquire all other information and necessary approvals from any other municipal, provincial, or federal authority under other legislation.

If you have any questions regarding the above comments, don't hesitate to contact me.

Thank you,

Sam Short (he/him)
A/Regional Planner
Ph: 705-772-9329
Land Use Planning and Strategic Issues Section – Southern Region
Ministry of Northern Development, Mines, Natural Resources and Forestry

---

From: York Region <YorkRegion@metrolinx.com>
Sent: Thursday, February 10, 2022 3:59 PM
To: Jawaid, Maria (NDMNRF) <Maria.Jawaid@ontario.ca>
Cc: Jessica Neto <Jessica.Neto@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Stephen Collins <Stephen.Collins1@metrolinx.com>
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Maria,

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.

Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,

Yonge North Subway Extension Team

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.

From:	York Region
To:	Short, Sam (NDMNRF)
Subject:	RE: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum

Dear Mr. Short,

Thank you for your comments and taking the time to review the YNSE Environmental Project Report Addendum.

Metrolinx acknowledges your comments that a permit under the Public Lands Act will not be required, and that it is the responsibility of the proponent to acquire any necessary approvals from municipal, provincial, or federal authorities.

Metrolinx will continue to work with the NDMNRF on further developments that may impact your areas of interest.

Sincerely,

YNSE Team

From:	Katelyn Brown
To:	Minkin, Dan (MHSTCI)
Cc:	Barboza, Karla (MHSTCI); Zirger, Rosi (MHSTCI); James.Hamilton@ontario.ca; Maria Zintchenko; James Francis; Julia Kun; Desautels, Solange (MECP); Batista, Cindy (MECP); Stephen Collins; Nikhil Lobo
Subject:	FW: MHSTCI Comments on YNSE EPR Addendum [MHSTCI file # 00EA037]
Date:	Wednesday, March 30, 2022 10:12:43 AM
Attachments:	image001.png 2022-03-25_YNSE-CHReport_RevisedMHSTCIcomments_MX Response_Final.docx 2022-03-25_YNSE-EPR_RevisedMHSTCIcomments_MX Response_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.

Hi Dan,

On behalf of the Metrolinx project team, thank you again for the MHSTCI's review of the Yonge North Subway Extension Cultural Heritage Report and EPR Addendum.

In response to your written comments received on March 25, 2022 we have provided responses in the attached Word Comment Tables.

We look forward to continuing discussions with MHSTCI as part of future project phases.

Thank you,

Katelyn Brown
Project Coordinator | Environmental Programs & Assessment | Pre-Construction Services
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
C: 416-274-5716

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: March 25, 2022 4:17 PM
To: Katelyn Brown <Katelyn.Brown@metrolinx.com>
Subject: FW: MHSTCI Comments on YNSE EPR Addendum [MHSTCI file # 00EA037]

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.

Dan Minkin | Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

From: Minkin, Dan (MHSTCI)
Sent: March 25, 2022 4:09 PM
To: Julia Kun <Julia.Kun@metrolinx.com>
Cc: James Francis <James.Francis@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>;

Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; York Region <YorkRegion@metrolinx.com>
Subject: RE: MHSTCI Comments on YNSE EPR Addendum [MHSTCI file # 00EA037]

Good afternoon,
As per our meeting and correspondence this and last week, please see our revised comments attached.

Dan Minkin | Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

From: Minkin, Dan (MHSTCI)
Sent: March 14, 2022 6:00 PM
To: Julia Kun <Julia.Kun@metrolinx.com>
Cc: James Francis <James.Francis@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Stephen Collins <Stephen.Collins1@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; York Region <YorkRegion@metrolinx.com>
Subject: MHSTCI Comments on YNSE EPR Addendum [MHSTCI file # 00EA037]

Good evening,

Please find attached our comments (cover letter and comment tracking tables) on the EPR Addendum Report and appended Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment for the Yonge North Subway Extension TPAP Addendum. We would be happy to discuss these comments further, should you wish. Thank you for the opportunity to review this circulation.

Dan Minkin | Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

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.

Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
400 University Ave, 5th Flr
Toronto, ON M7A 2R9
Tel: 416.786.7553

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
400, av. University, 5e étage
Toronto, ON M7A 2R9
Tél: 416.786.7553

March 25, 2022 EMAIL ONLY

Julia Kun
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
20 Bay Street, Suite 600
Toronto, ON M5J 2W3
julia.kun@metrolinx.com

MHSTCI File	**:**	**00EA037**
Proponent	**:**	**Metrolinx**
Project	**:**	**Yonge North Subway Extension EPR Addendum**
Location	**:**	**City of Toronto and Region of York**

Dear Ms. Kun:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Addendum for the Yonge North Subway Extension (YNSE) project, which is following the Transit Project Assessment Process (TPAP) as defined in Ontario Regulation 231/08 under the *Environmental Assessment Act*. Cultural heritage is identified as a matter of provincial importance under the TPAP.

Under the TPAP, the proponent is required to consider whether its proposed transit project could have potential negative impact on a matter of provincial importance as defined under Ontario Regulation 231/08 or on a constitutionally protected Aboriginal or treaty right.

Project Summary
The purpose of this addendum is to assess proposed changes to the YNSE project, including the addition of or changes to:

- 6.5 km of below grade subway alignment,
- 3 km of at-grade subway alignment,
- The vertical profile of the subway alignment,
- A tunnel portal structure,
- Tunnel boring machine launch and extraction shafts,
- Five new emergency exit buildings,
- Seven traction power substations,
- A train storage facility,
- Four underground stations, and
- Two at-grade stations.

Comments
We have reviewed the following documents:

- The *Environmental Project Report* (EPR) *Addendum* dated February 10, 2022, prepared by OneT+

- The *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment,* attached to the EPR Addendum as Appendix E, dated February 10, 2022, prepared by OneT+;

- The comment-response tables responding to our comments of November 29, 2021 on the October 2021 drafts of the two above-mentioned reports, prepared by Metrolinx, circulated February 9, 2022.

We have attached comment-response tracking tables based on Metrolinx's comment-response tables, indicating which matters have been resolved and which are partially or fully outstanding. These comments reflect our conversation with Metrolinx staff on March 17, 2022 and the email received from Metrolinx on March 22, 2022. The following is provided by way of summary, including general comments:

- *Archaeological Assessment*: We noted in November 2021 that the stage 1 archaeological assessment (carried out under Project Information Form # P362-0311-2021), though included in this circulation package in draft form, has yet to be submitted to MHSTCI by the licensed archaeologist for review and entry into the Ontario Public Register of Archaeological Reports. We recommended at the time that the report be submitted as soon as possible, to allow time for it to be reviewed, revised if necessary, and its findings incorporated into the EPR before the Notice of Addendum. At this time our records indicate that the report has still not been submitted. In our conversation with Metrolinx on March 17, 2022, it was explained that the project team was soliciting comments from Indigenous communities before the report is submitted. If the report has not been reviewed and entered into the Ontario Public Register of Archaeological Reports by the time the EPR Addendum is finalized, the text should acknowledge that the report is pending review and include commitments to include addenda or errata as may be necessary to reflect any revisions made to the archaeological assessment report in response to review by MHSTCI.

- *Existing Conditions:* Comment responses by Metrolinx indicate that the intent of Section 4 of the EPR Addendum is to reflect preliminary investigations carried out previous to, and separately from, the associated technical reports. We recommend that the results of technical reports be captured in the Existing Conditions component of the EPR. However, if Metrolinx chooses not to take that approach, we then recommend that the text of the section make that more clear. See attached tables for specific examples.

- *Commitments to Future Work:* Unlike the November 2021 draft of the EPR Addendum, Section 7 no longer includes subsections addressing future commitments with respect to cultural heritage resources. We understand from Metrolinx's email of March 22, 2022 that this is intentional, as the information has been moved to Section 5. This being the case, the corresponding subsections and tables in Section 5 should include specific commitments on the timelines for completion of archaeological assessments and CHERs, the entry of the former into the Ontario Public Register of Archaeological Reports, and seeking Minister's Consent as necessary. Further, Since Section 7.5 is titled "Future Studies" and would likely be read as a comprehensive list of such studies, we recommend that the section include either a brief listing of the cultural heritage technical work to be carried out in the future, including the completion of archaeological assessment, the required CHERs, and seeking Minister's Consent as necessary, or a reference to the part of the EPR Addendum in which they are detailed.

- *References:* The References section, which was Section 8.0 in the November 2021 draft of the EPR Addendum, is absent from the current version. Since the current version

still uses in-text citations in the same format as the draft, a References section is needed in order to interpret the sources.

Thank you for consulting MHSTCI on this project and for the opportunity to review the draft Addendum documents. Please let us know if you would like to schedule a conference call. Please also continue to keep us updated as the project proceeds.

Sincerely,

Dan Minkin
Heritage Planner
Heritage Planning Unit
Dan.Minkin@ontario.ca

Copied to: James Francis, Metrolinx
Stephen Colllins, Metrolinx
Nikhil Lobo, Metrolinx
Karla Barboza, MHSTCI
Rosi Zirger, MHSTCI
James Hamilton, MHSTCI
Solange Desautels, MECP
Cindy Batista, MECP

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Yonge North Subway Extension [MHSTCI File 00EA037]
MHSTCI Revised Detailed Comments on the YNSE EPR Addendum prepared by OneT+ dated February 10, 2022
March 25, 2022

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
1	MHSTCI - Heritage Planning Unit	E.1.6.5 Built Heritage Resources and Cultural Heritage Resources Table 0-5 Summary of Potential Impacts, Mitigation Measures and Monitoring: Build Heritage Resources and Cultural Heritage Landscapes Page xviii	The MHSTCI guidance document on *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* is intended to guide the preparation of reports such as the one circulated as a supporting document to this Addendum, not some future work. It should not be referenced in the context of future mitigation work. Given the required timeline of any CHERs and the fact that the Metrolinx I&E Process has yet to be approved by MHSTCI, we recommend removing reference to both the Metrolinx I&E Process and the Metrolinx Interim Cultural Heritage Management Process. This table will need to be revised based on the comments above and comments made on the Cultural Heritage Report. Ideally, there should be a summary of potential impacts, mitigation measures and monitoring on all types of cultural heritage resources – see MHSTCI guidance on TPAP.	The reference for Metrolinx I&E has been deleted. The table identifying potential impacts and mitigation measures will be included in the EPR Addendum executive summary.	Resolved (E.1.9.4 and Table 0-10, page lxx)	Acknowledged. No further action required.
2	MHSTCI - Heritage Planning Unit	Table 4-11 Archaeology Gap Analysis Page 117	It is not clear what "the 2022 Stage 1 archaeological assessment" refers to in the second and third row. As all required Stage 1 archaeological assessment work should be completed during the TPAP process, these references should be used as a placeholder to be replaced in the final version of the EPR Addendum. If this term refers to the draft Stage 1 Archaeological Assessment Report circulated with this draft EPR, that report should be submitted to MHSTCI by the licensed archaeologist, and the draft EPR should reflect its recommendations, noting that this is pending completion of technical review and entry of the report into the Ontario Public Register of Archaeological Reports.	Section 4 of the EPR Addendum corresponds to Existing Conditions and presents the results of an initial gap analysis exercise that informed the preparation of the Stage 1 Archaeological Assessment that is summarized in Section 5 and presented in its entirety in Appendix 'D'.	Resolved - reference to 2022 removed (Table 4-12, page 122)	Acknowledged. No further action required.
3	MHSTCI - Heritage Planning Unit	4.4.1.2 Background Research and Desktop Data Collection Page 118	Please clarify whether this section is describing the work that was done in the course of the Stage 1 Archaeological Assessment, under the auspices of the Standards and Guidelines for Consultant Archaeologists. If it is, that process itself should be described, rather than presenting data sources as though they were reviewed as part of the general preparation of the main EPR document.	Section 4 describes the preliminary process that helped inform the Stage 1 Archaeological Assessment that was completed in accordance with the Standards and Guidelines for Consultant Archaeologists contained in Appendix 'D'.	For clarity, this section should note that it reflects preliminary screening carried out before and separate from the Stage 1 Archaeological Assessment. (4.5.1.2, page 123)	Thank you for this suggestion. Section 4.5.1.2 (Background Research and Desktop Data Collection) has been edited to state "*Data was collected from the following sources and considered as appropriate as part of documenting existing conditions within the Study Area. Please note that this exercise was separate from, and used to inform, the Stage 1 Archaeological Assessment summarized within Section 5.4 and presented within Appendix and presented fully within Appendix D*" to reflect your comments.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/ Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
4	MHSTCI - Heritage	Table 4-12 Segment 1 – General	It is unclear why each row notes that disturbance must be confirmed through visual inspection, when property inspection was carried out as part of the Stage 1	We have noted that disturbance must be confirmed through visual inspection as this Section of the EPR Addendum	Resolved - this will be more clear based on our suggestion re Section 4.5.1.2 (Tables 4-13, page 123; 4-14, page 129; 4-15, page 134)	Acknowledged. No further action required.
5	MHSTCI - Heritage Planning Unit	4.4.2 Segment 1 – Finch Station to Clark Station (Below Grade) Page 118 4.4.3 Segment 2 – Clark Station to Portal/Launch Shaft (Below Grade) Page 123 4.4.4 Segment 3 – Portal/Launch Shaft to Moonlight Lane (At Grade) Page 128	These sections make reference to the need for research that would already have been completed through the Stage 1 Archaeological Assessment, such as “The above analysis of general archaeological potential is subject to change following the completion of fieldwork and the results of queries made to both the Ontario Archaeological Sites Database and the Ontario Public Register of Archaeological Reports,” and “it is required … to confirm these areas have had their archaeological potential removed by a visual inspection/property inspection completed by a licensed archaeologist”. Although these sections remain subject to change based on any revisions that may be required to the Stage 1 Archaeological Assessment during the course of technical review, basic steps such as consultation of the Ontario Archaeological Sites Database should have already been completed and the text should reflect this. Please include a map illustrating the areas of archaeological potential in the study area, such as Figure 8 in the draft Stage 1 Archaeological Assessment Report.	This comment pertains to content within the Existing Conditions section of the EPR Addendum, which presents the results of a preliminary gap analysis that informed the extent of the Stage 1 Archeological Assessment completed for the TPAP - summarized in Section 5 and presented in full within Appendix 'D'.	Resolved - This will be more clear based on our suggestion in comment #3 re. new Section 4.5.1.2 (4.5.2, page 123; 4.5.3, page 129; 4.5.4, page 134)	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
6		4.5 Built Heritage Resources and Cultural Heritage Landscapes Page 132	This section should be revised to reflect the structural revisions we recommended in our comments on the Cultural Heritage Report and better align with MHSTCI guidance. We offer the following sample wording as a basis for this revised section: *A Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment was undertaken on [**date**] by [**heritage consultant**] for [**name of project or study area**]. The assessment for this report consisted of data collection, background historic research, review of secondary source material and field review. A total of # (known and potential) cultural heritage landscapes and built heritage resources were identified within or adjacent to the rail corridor as listed below.* *Cultural Heritage Evaluation Reports were recommended for the # properties that could be directly impacted. All CHERs were undertaken on [date] by [heritage consultant]. The Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment and CHERs are included in Appendix X.*	Thank you for the suggested language; however, the approach you describe is inconsistent with the remainder of the EPR Addendum, which presents existing conditions within Section 4 and Impact Assessment, Mitigation and Monitoring Measures in Section 5. The information in the suggested language, such as the numbers of the known/potential CHLs/BHRs, is found in Section 5.	Acknowledged. However, Section 4.6.1 (formerly 4.5.1) references the Cultural Heritage Report in Appendix E as providing "a more detailed overview of this methodology". If this section is intended to summarize the methodology of the Cultural Heritage Report, it should be revised as per our November 29 comments. If it is intended to present work completed separately from, and previously to, that technical report, it should be revised to better clarify the relationship between the Cultural Heritage Report and the initial screening reported here, and not reference Appendix E as a "more detailed" source of the same information. (4.5, page 132)	Section 4.6.1 is intended to present the methodology that was utilized for the Existing Conditions Assessment contained within Part 1 of the Cultural Heritage Existing Conditions and Impact Assessment Report. Similar to the EPR, that document presents a separate methodology in Part B for the assessment of heritage resources. To improve clarity within the EPR Addendum and per your comments, Section 4.6.1 has been edited state "*Please note that a separate methodology was applied to assess potential impacts within the study area as a result of the project, which is described within Section 5.5.1 of this EPR Addendum.*"

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
7		5.4 Archaeological Resources Page 233	This section should be revised for consistency with MHSTCI guidance. We note the following from our guidance document: **Impact Assessment and Mitigation Measures – Archaeological Resources** • The EPR is to include: o A description and map of the potential impacts to areas of archaeological potential as identified in the archaeological assessment(s). o Include detailed information (map) and commitment for which areas a Stage 2 AA is required and when the Stage 2 AA will be conducted and/or completed. Commitments should be consistent with the recommendations from the AA(s). If a Stage 2AA cannot be completed during TPAP state why not (i.e. could not obtain PTE, etc.) o If Stage 2 AA (and/or Stage 3 AA) has been undertaken, the EPR should disclose that information and the outcomes of the AA(s). NOTE: appropriate mitigation measures cannot be determined until after the presence, limits and CHVI of a site are known which can occur only after a Stage 3AA. Since avoidance and protection of significant archaeological sites is preferred, MTCS recommends that all further stages of AA be completed as early as possible and prior to the completion of detail design to allow for proper project planning. The EPR should clearly articulate the timing to complete those reports.	A description and map of the potential impacts to areas of archaeological potential as identified in the archaeological assessment(s) has been added to Section 5. The EPR Addendum assesses a conceptual design and the exact location and extent of ground disturbing activities which would trigger a Stage 2 assessment will be confirmed during detailed design. What we have instead committed to within Section 5and elsewhere within the EPR is as follows: "If final limits of the Project footprint are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of design, and in advance of any ground disturbance."	Resolved (page 276)	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
8	MHSTCI - Heritage Planning Unit	5.4.4 Recommendations Page 235	While it is correct for the ESR to include the recommendations in the Archaeological Assessment, they should not be presented as "recommendations" in the ESR, which makes binding commitments. We recommend this section be merged into either 5.4.3 or 5.4.5, and reworded to avoid presenting the findings as recommendations. It should also note that the required subsequent stages of archaeological assessment must be carried out as early as practicable during the detail design stage, and well before the commencement of ground-disturbing activities.	"Recommendations' has now been merged with 'Stage 1 Analysis and Conclusions', as suggested. Section 5 and elsewhere within the EPR states: "If final limits of the Project footprint are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of design, and in advance of any ground disturbance." This addressed the portion of the comment related to how subsequent stages of archaeological assessment must be carried out as early as practicable during the detail design stage, and well before the commencement of ground disturbing activities	Resolved (page 278)	Acknowledged. No further action required.
9	MHSTCI - Heritage Planning Unit	5.4.5 Mitigation Measures and Monitoring Page 235	Section 5.4 appears to be one of the few subject-matter subsections of Section 5 that has "Mitigation Measures and Monitoring" as a numbered subsection, yet it has no content other than a reference to the corresponding table in Section 5.11. We would suggest removing Section 5.4.5 or merging it with Section 5.4.4.	All facets of environmental study within the EPR have a "Mitigation Measures and Monitoring" section as either a numbered 3rd-level heading or unnumbered 4th-level heading. The approach/content currently used in Section 5 is consistent with what is done elsewhere within the EPR and no edits are proposed.	Acknowledged (page 280)	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
10	MHSTCI - Heritage Planning Unit	5.5 Built Heritage Resources and Cultural Heritage Landscapes Page 236	See our comment #6 above. This section should also be revised to reflect the structural revisions we recommended in our comments on the Cultural Heritage Report, and to better align with MHSTCI guidance. This section should include B Table 6-2 from the draft Cultural Heritage Report rather than Tables 5-7 and 5 - 8 as presented.	Please refer to response to comment 6.	The Metrolinx response to comment 6 was that Section 4.5 is limited to existing conditions and excludes discussion of potential impacts and other findings of the Cultural Heritage Report. Given that Section 5 is explicitly about impact assessment, mitigation and monitoring, it is not clear how the response to comment 6 applies here. As such we reiterate our original recommendation that this section summarize the scope and results of the *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.* We acknowledge that the table in the section has been replaced per our recommendation. (page 280)	Please allow us to clarify. Section 4.6 within the EPR Addendum (Built Heritage Resources and Cultural Heritage Landscapes) presents the findings corresponding to Part A of the Cultural Heritage Existing Conditions and Impact Assessment Report (Part A being the segment of the report applicable to Existing Conditions). Section 5.5 within the EPR Addendum presents the findings corresponding to Part B of the Cultural Heritage Existing Conditions and Impact Assessment Report. This is consistent with how other technical specialities are presented within the EPR Addendum – i.e., existing conditions information (corresponding to Part A of the applicable Existing Conditions and Impact Assessment Report) is included within Section 4, while the impact assessment and mitigation discussions from Part B of the corresponding report is captured in Section 5.
11	MHSTCI - Heritage Planning Unit	5.5.2.2 and 5.5.3.1 Mitigation Measures and Monitoring Page 239 and 249	These sections undertakes that a Cultural Heritage Evaluation Report (CHER) will be undertaken as a mitigation measure for built heritage resources and cultural heritage landscapes that are to be subject to direct adverse impacts. For resources with direct adverse impacts, the CHER needs to be undertaken during the TPAP process, in order to determine whether the resource is to be treated as a provincial heritage property under Part III of the *Ontario Heritage Act* and whether Minister's Consent is required. Deferring MHSTCI's Minister's Consent until the detailed design stage would be in contempt of the MHSTCI Minister's authority, and create risks and delays to the project if the consent is not issued or is delayed. As such, CHERs for properties subject to direct adverse impacts should not be spoken of as a future mitigation measure, but rather have been completed by the time the ESR is finalized. CHERs where necessary for properties facing indirect adverse impacts can be carried out after completion of the TPAP, during the detail design stage.	The YNSE EPR is based on a conceptual (RCD) level of design. For a number of properties, the impact assessment will include recommendations for CHERs/other technical studies that may be required based on our best understanding of the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.	Acknowledged (Table 5-3, page 283, and Table 5-4, page 298).	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section /Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
12	MHSTCI - Heritage Planning Unit	Table 5-95 Summary of Potential Impacts, Mitigation Measures and Monitoring: Archaeological Resources Page 356	For areas within the current study area that have been determined to have archaeological potential (fifth bullet, top row) and in proximity to cemeteries (bottom row), it should be specified that all necessary stages of archaeological assessment will be carried out as early as practicable in the detail design stage, and well before the commencement of ground-disturbing activities.	We believe this comment is addressed through the following wording that appears within Section 5 and elsewhere within the EPR: "If final limits of the Project footprint are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of design, and in advance of any ground disturbance." This addressed the portion of the comment related to how subsequent stages of archaeological assessment must be carried out as early as practicable during the detail design stage, and well before the commencement of ground disturbing activities.	Acknowledged (Table 5-50, page 405)	Acknowledged. No further action required.
13	MHSTCI - Heritage Planning Unit	Table 5-96 Summary of Potential Impacts, Mitigation Measures and Monitoring: Built Heritage Resources and Cultural Heritage Landscapes Page 357	This table should be revised for greater specificity, referencing the properties to which the commitments apply. For reasons articulated in comment #11 above, the completion of a CHER should not be presented as a mitigation commitment for potential cultural heritage resources facing direct adverse impacts, as the CHER would need to be completed before the ESR is finalized. Note than any property of potential CHVI facing direct impacts should be treated as a potential Provincial Heritage Property or Provincial Heritage Property of Provincial Significance, since the potential for direct impact suggests that Metrolinx will be acquiring the property. For reasons articulated in comment #1 above, please remove references to the MHSTCI guidance document on *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*, the Metrolinx I&E Process and the Metrolinx Interim Cultural Heritage Management Process.	This table will be revised to outline potential impacts and mitigation measures in accordance with the Cultural Heritage Report	Resolved. (Table 5-51, page 406)	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section /Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
14		6.2.1 Stakeholder Contact List Page 368	6.2.1 Provincial ministries and federal agencies are not stakeholders, but parts of the Government Review Team – see definition of GRT in MECP's code of practice. Please reference accordingly.	Requested edit has been made.	Resolved – section and table headings renamed (page 425)	Acknowledged. No further action required.
15		6.6 Engagement with Technical Stakeholders Page 398	This section should be renamed to reflect the comment above. "Technical stakeholders" does not correctly describe members of the Government Review Team.	Section 6 includes organization that are not part of the GRT (e.g. Transportation and Transit Organizations). Technical Stakeholders is felt to be an appropriate label for this amalgamation of GRT and non-GRT members and is in no way intended to diminish the role the GRT plays in developing the EPR Addendum. Section 6 also notes the federal, provincial and municipal review agencies which comprise the GRT	Acknowledged (page 489)	Acknowledged. No further action required.
16	MHSTCI - Heritage Planning Unit	6.6.1.1 Ministry of Heritage, Sports, Tourism and Cultural Industries (MHSTCI) Page 398	The final version of the EPR should include here a mention of our review of this draft EPR and supporting documents. Note that "Sport" is not pluralized in the Ministry's name.	MHSTCI's feedback on the Draft EPR will be documented in the EPR Addendum prior to releasing the public Notice of EPR Addendum. The typo in the heading of Section 6 has been corrected.	Typo has been fixed but no text added to section (page 489)	Acknowledged. All correspondence and comments on the EPRA will be documented in Appendix I 13 and summarized as part of the Issues Resolution section in the EPRA.
17		7.1 Permits and Approvals Page 410	We recommend that this section be named Permits, Approvals and Other Requirements. It should cover the	Outstanding requirements with respect to Archaeological assessments are captured as part of the EA commitments in Section 5 outline the potential project impacts, mitigation measures and monitoring activities.	Partially resolved pending inclusion of text provided in March 22, 2022 email: "*As required, request Ministers Consent as part of the detailed design phase for properties that meet, or have the potential to meet, O. Reg. 10/06 of the Ontario Heritage Act and have the potential to be impacted by the YNSE Project. Ministers Consent is required where properties that meet, or have the potential to meet, O. Reg. 10/06 are subject to direct impacts such as removal, demolition, alteration of heritage structures/landscapes, or transfer from provincial control.*" Table 5-50 should include commitments on the archaeological assessment that address the current status of the Stage 1 report, the timelines for completion, and the note on entry into the Register as expressed in our November 2021 comment on this item. (5.5.5, page 335, and Table 5-50,page 405)	We have addressed this comment through edits to Section 5.5.5 by stating "M*inisterial Consent is required where properties that meet, or have the potential to meet, O. Reg. 10/06 are subject to direct impacts such as removal, demolition, alteration of heritage structures/landscapes, or transfer from provincial control. Ministerial Consent will be obtained during the detailed design phase for properties that meet, or have the potential to meet, O. Reg. 10/06 of the Ontario Heritage Act and have the potential to be impacted by the YNSE Project.*" Table 5-50 states that all work shall be performed in accordance with the recommendations from the Stage 1 Archaeological assessment report and any subsequent archaeological assessments as well as applicable guidelines and regulations. This extends to acceptance within the Ontario Public Register of Archaeological Reports.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
18	MHSTCI - Heritage Planning Unit	Table 7-1 Identified Future Studies for Cultural Heritage Resources Page 419 7.3.6.2 Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment Report (HIA) Recommendations Page 420	As noted in comments #11 and 13 above, the completion of a CHER should not be presented as a future commitment for potential cultural heritage resources facing direct adverse impacts, as the CHER would need to be completed before the ESR is finalized. For consistency, "Cultural Heritage Resources" should be replaced with "Built Heritage Resources and Cultural Heritage Landscapes" in the title of Table 7-1.	No properties requiring Minister's Consent have been identified, however the language regarding Minister's Consent has been added to the Cultural Heritage Report.	Partially resolved pending inclusion of text provided in March 22, 2022 email: "*As required, request Ministers Consent as part of the detailed design phase for properties that meet, or have the potential to meet, O. Reg. 10/06 of the Ontario Heritage Act and have the potential to be impacted by the YNSE Project. Ministers Consent is required where properties that meet, or have the potential to meet, O. Reg. 10/06 are subject to direct impacts such as removal, demolition, alteration of heritage structures/landscapes, or transfer from provincial control.*" (5.5, page 335)	We have addressed this comment through edits to Section 5.5.5 by stating "*Ministerial Consent is required where properties that meet, or have the potential to meet, O. Reg. 10/06 are subject to direct impacts such as removal, demolition, alteration of heritage structures/landscapes, or transfer from provincial control. Ministerial Consent will be obtained during the detailed design phase for properties that meet, or have the potential to meet, O. Reg. 10/06 of the Ontario Heritage Act and have the potential to be impacted by the YNSE Project.*"
19	MHSTCI - Heritage Planning Unit	7.3.7.1 General Page 421	In the fifth bullet, "prior to disturbance" should be replaced with "as early as practical in the detail design stage and well before the commencement of ground-disturbing activities."	The suggested edit has been made to Section 7.	We understand based on the March 22, 2022 email that the cultural heritage content in Section 7 has been reorganized into Section 5. However, Table 5-50 (page 405) includes the same bullet that was subject to this comment, without the suggested edit. Additionally, if the Stage 1 Archaeological Assessment Report has not been submitted for technical review by the time the EPR is revised, or has been submitted but not yet entered into the Ontario Public Register of Archaeological Reports, the commitments in this table should also note that the Stage 1 Archaeological Assessment Report completed under PIF number P362-0311-2021 will be submitted to MHSTCI for technical review as soon as possible (if applicable) and that it will not be considered final until it has been entered into the Ontario Public Register of Archaeological Reports, and that an addendum or erratum to the EPR will be issued if necessary to ensure that commitments remain aligned with the final version of the Stage 1 Archaeological Assessment Report. We would further recommend that Section 7.3 include either a brief mention of the cultural heritage technical studies to be completed or a reference to where in the EPR they are listed, as Section 7.3 would likely be read as a comprehensive list of future studies.	Thank you for brining the oversight regarding the timing of future archaeological investigations to our attention. Your suggested language has now been added to Table 5-50. Section 5.4.3 within the EPR has been edited to state "*The Stage 1 Archaeological Assessment Report completed under PIF number P362-0311-2021 for the YNSE will be submitted to MHSTCI for technical review and will not be considered final until it has been entered into the Ontario Public Register of Archaeological Reports. A further addendum or erratum to the EPR will be issued, if necessary, to ensure that commitments remain aligned with the final version of the Stage 1 Archaeological Assessment Report.*", per your comment. An additional edit has been made within Section 7.0 (Commitments to Future Work) indicating that this is not an exhaustive listing of future work commitments and this section should be read in conjunction within the commitments made elsewhere, including those made within Section 5.0.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
20	MHSTCI - Heritage Planning Unit	7.3.7.2 Previously Undocumented Archaeological Resources Page 422	The content of this section should be merged with that of the third bullet in section 7.3.7.1.	The suggested edit has been made. The previous section has been deleted and its content incorporated into Section 7	Comment no longer applicable as section has been replaced with new Section 5.4.3 (page 278) and Table 5-50 (page 405)	Acknowledged. No further action required.
21	MHSTCI - Heritage Planning Unit	7.3.7.5 Stage 2 Archaeological Assessment Studies Page 423	It should be noted here that the recommendations of the Stage 2 Archaeological Assessment reports will be followed, including the completion of further stages of archaeological assessment as applicable. Alternatively, this could be added to section 7.3.7.1.	Section 7 has been edited to state that "The recommendations of Stage 2 Archaeological Assessment reports will be followed, including the completion of further stages of archaeological assessment, as applicable."	The statement quoted in the response is not found in the updated Section 5 or anywhere else in the EPR.	A statement that "*The recommendations of any Stage 2 Archaeological Assessment reports will be followed, including the completion of further stages of archaeological assessment, as applicable.*" Has now been added to Section 5.4.3 following a reorganization of Section 7 that removed this previous update.
22	MHSTCI - Heritage Planning Unit	References	*New Comment – N/A*	*New Comment – N/A*	The References section, which was Section 8.0 in the November 2021 draft of the EPR Addendum, is absent from the current version. Since the current version still uses in-text citations in the same format as the draft, a References section is needed in order to interpret the sources.	Removal of the References section was an oversight that will be corrected in the next revision of the EPR Addendum to be issued following the public comment period.

Yonge North Subway Extension [MHSTCI File 00EA037]
MHSTCI Revised Detailed Comments on the YNSE Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment prepared by OneT+ dated February 10, 2022
March 25, 2022

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
1	MHSTCI - Heritage Planning Unit	New Section	The report should include an Engagement section that describes the feedback received from the community and how it was solicited, reflecting community engagement during the preparation of the Cultural Heritage Report. This would include the comments received through the circulation pursuant to Section B 6.0.	Thank you for your comment. Information gathering has been completed as part of the Cultural Heritage Report. The results of information gathering are included in Section A 5.1. Engagement will be completed for properties requiring standalone CHERs/HIAs per the S&Gs, and as per consultation commitments in the Cultural Heritage Report. All engagement activities in support of the YNSE are documented in Section 6.0 of the EPR Addendum (main report). This section will be updated following the EPR Addendum publication and in advance of the Updated EPR Addendum publication, as per O. Reg. 231/08 requirements.	Acknowledged.	Acknowledged. No further action required.
2	MHSTCI - Heritage Planning Unit	New Section	Cultural heritage reports need to be completed by qualified persons. As such, the report should include a Project Personnel section that summarizes the qualifications of the staff involved in its preparation, and notes their individual roles in it.	Thank you for your comment. An appendix with suggested information has been added.	Resolved (Appendix C: Assessor Qualifications – Part B page 130)	Acknowledged. No further action required.
3	MHSTCI - Heritage Planning Unit	Table of Contents and Structure	We suggest that the two-part structure be eliminated in favour of a single report. This will require some re-organization and re-pagination. If the two-part structure is being retained, it would be helpful to provide a single table of contents and bibliography covering both parts.	Thank you for your comment however we are proposing to retain the two-part structure, in conformance with the format used for all other discipline reports.	Acknowledged.	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
4	MHSTCI - Heritage Planning Unit	Structure – Whole Report	Given the moderate length of the study corridor, and for ease of interpretation, we recommend that the report not divide the study corridor into segments to be described and assessed separately. Please clarify whether some such separation is necessary due to other project considerations and their impact on the organization of the EPR. We also recommend that built heritage resources and cultural heritage landscapes be dealt with together, not in separate sections/tables.	Thank you for your comment. Separation is necessary due to other project considerations and their impact on the organization of the EPR.	Acknowledged.	Acknowledged. No further action required.
5	MHSTCI - Heritage Planning Unit	All Tables	The addresses in the "Location" field should include the municipality.	Thank you for your comment. Tables have been updated to include municipal information.	Resolved.	Acknowledged. No further action required.
6	MHSTCI - Heritage Planning Unit	A 2.2 EPR Addendum Study Area Part A Page 35	It would be helpful to note here that the Cultural Heritage Study Area includes all properties that overlap the described study zones, not just the parts of them that are within the zones as defined. Figure 5 later makes it clear that this approach was followed.	Thank you for your comment. Note has been added to clarify that full property parcels were considered.	New text says "Property parcels, or sections of property parcels, that fall within the 75 buffer were considered to be 'in' the Study Area and were screened for protected and potential heritage properties." This risks creating a misapprehension that only the section of a parcel lying within the 75 m buffer was considered to be within the Study Area, contrary to our comment and Metrolinx's response. We recommend revising this language to read, "Property parcels that fall wholly or partially within the 75 m buffer were considered to be 'in' the Study Area…". (A 3.2 Cultural Heritage Study Area, Part A – Page 26)	Thank you for this comment. Section A 3.2 (Cultural Heritage Study Area) now states "*Property parcels, that fall wholly or partially within the 75 m buffers were considered to be 'in' the Study Area and were screened for protected and potential heritage properties*", per your comments.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
7	MHSTCI - Heritage Planning Unit	A 3.2 Legislative Requirements and Regulations Part A – Page 42	The only mention of the TPAP and its source regulation in this section is the line "In regard to transit work, Ontario Regulation (O. Reg.) 231/08: Transit Projects and Metrolinx Undertakings, of the EA Act outlines the requirements for transit projects undertaken by Metrolinx, a prescribed public body." In fact, Metrolinx's status and responsibilities as a prescribed public body come from Part III of the *Ontario Heritage Act*. Moreover, more detail should be provided on O. Reg. 231/08 and the TPAP process, given that this study is taking place primarily under its auspices. We offer the following sample wording as a suggestion: *Under the TPAP, the proponent is required to consider whether its proposed transit project could a have potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest."[1] The MECP expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.* *The MECP's Guide to Environmental Assessment Requirements for Transit Projects (Transit Guide) provides guidance to proponents on how to meet the requirements of O.Reg 231/08. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPAP to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review and comment prior to issuing a Notice of Commencement.* *Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:* • *identify existing baseline environmental conditions;* • *identify project-specific location or alignment (including construction staging, land requirements); and,* • *identify expected environmental impacts and proposed measures to mitigate potential negative impacts.*	Thank you for your comment and the information. Section A 3.2 has been updated to include more information regarding O. Reg. 231/08. Please note that the current YNSE EPR Addendum is being completed in accordance with O. Reg. 231/08 Section 15. 22.1 and all other sections applicable to the "The transit project for a subway extension extending from within the City of Toronto to within the Regional Municipality of York known as the Yonge Subway Extension and also known as the Yonge North Subway Extension, for which the Minister issued a notice pursuant to clause 12 (1) (a) dated April 6, 2009, subject to any changes to the project made in accordance with this section, whether before or after the coming into force of Ontario Regulation 342/20."	Thank you for expanding the information provided about O. Reg. 231/08 and the TPAP process. We would suggest removing the words a prescribed public body under Part III of the *Ontario Heritage Act* from the paragraph about the EA Act and O. Reg. 231/08, as it is not a distinction made in that Act or regulation. The reference to Metrolinx's prescribed public body status should instead be made in the paragraph about the *Ontario Heritage Act* and should say "a prescribed public body under Part III.**1** of the *Ontario Heritage Act* (**Ontario Regulation 157/10**)". (A 3.3, Part A – Page 31)	Thank you for this comment. This change has been made within Section A 3.3 (Legislative Requirements and Regulations) – i.e., Metrolinx's prescribed public body status is now contained within the later discussion on the Ontario Heritage Act.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
8	MHSTCI - Heritage Planning Unit	A 3.4 Data Collection and Analysis and A3.5 Review of Background Information Part A – Page 43	It is unclear why these are two separate sections, what their intended difference is and why they list a different set of historical maps consulted. In any case, background research and information should include municipal heritage registries and OHT easements and properties.	Thank you for your comment. Section has been updated to consolidate text.	Resolved (A 3.5 Data Collection and Analysis, Part A – Page 32)	Acknowledged. No further action required.
9	MHSTCI - Heritage Planning Unit	A 3.6 Data Gap Analysis Part A – Page 44	The entire Data Collection and Gap Analysis sections are confusing. Given the previous EPR (2009) and EPR Addendum (2014) it would appear the purpose of this Cultural Heritage Report to confirm the findings of the previous technical studies and identify known and potential BHR/CHLs in the newly added (e.g. previously unassessed) portions of the study area. As written, it appears this Cultural Heritage Report is re-doing the work that has already been completed. Overall, these sections could be edited for clarity.	Thank you for your comment. Sections have been updated for clarity.	Resolved (Part A – Page 33)	Acknowledged. No further action required.
10	MHSTCI - Heritage Planning Unit	A 3.9 Information Gathering with Authorities Having Jurisdiction Part A – Page 47	This section states that the results of information gathering requests are presented in Section 0 of this report. Please fix the reference.	Thank you for your comment. This reference has been fixed	Resolved (A 3.8, Part A – Page 35)	Acknowledged. No further action required.
11	MHSTCI - Heritage Planning Unit	A Table 4-1 Review of 19th Century Historical Mapping Part A – Page 51 A Table 4-2 Review of 20th Century Records Part A – Page 56	The purpose of these tables is unclear. Typically, Historical mapping is used to interpret and/or substantiate the potential CHVI of a specific extant property. These tables, however, appear to present a lot-by-lot list of owners as of specific historical dates (i.e. 1860, 1878, 1914, 1933, 1943, 1959, 1970, 1971). A Cultural Heritage Report would typically include historic mapping; however, it is unclear what information these tables are intended to convey. Please revise accordingly. Additionally, if the corresponding maps, e.g. Figures 4.1 to 4.3 (1943) are intended to be illustrative, they should be enlarged for readability.	Thank you for your comment. Figures enlarged for readability. Lot by lot tables retained to demonstrate that analysis of the Study Area was completed.	Thank you for increasing the scale of the figures. If the table structure is to be retained, we would recommend that a brief explanation of its purpose be included in the text. (Table A 4-1, Part A – Page 39; Figure A 4-1 through A 4-6, Part A – Page 47-52)	The purpose of Table A 4-1 is stated within Section A 4.4.1 – i.e., "*For the purposes of this assessment the 19th century land use historical features are presented lot by lot to help establish the historical context of the Study Area and surrounding landscape. A summary of these historical records is presented below in Table A 4-1*". Similar language is included for Table A 4-2 in Section A 4.4.2. We have added additional in-text references in these sections for Figures A 4-1 through A 4-6 in an effort to improve clarity.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
12	MHSTCI - Heritage Planning Unit	A 5.1 Information Gathering Results Part A – Page 65	The last sentence reads, "The Ontario Heritage Trust identified one Cultural Easement property called the West House property in the vicinity of the Study Area, located at 7780 Yonge Street." This should read, "The Ontario Heritage Trust identified the West House located at 7780 Yonge Street as being protected by a Heritage Easement Agreement in favour of the OHT."	Thank you for your comment. Text has been updated	Resolved (Part A – Page 53)	Acknowledged. No further action required.
13	MHSTCI - Heritage Planning Unit	A 5.2 Field Review Results (p. 65-104)	The subsections under A 5.2 are unnecessarily repetitive and should be reviewed and edited to include only concise and relevant information. The overly detailed narrative and dozens of photos should be significantly reduced to provide only clear and relevant information. See Comment #15 below – remove Tables 5-1 to 5-5. Table 5.6. better serves the purpose. Additionally, it would be helpful for the reader to include a corresponding map, at a readable scale, for each Segment.	Thank you for your comment. Section updated/reorganized to eliminate the division between BHRs and CHLs. Maps added to end of each section.	Comment outstanding – maps not present. (Part A – Page 53)	Please allow us to clarify. The mapping referred to in our previous responds corresponds to Figure A 5-1A through Figure A 5-1H within the Cultural Heritage Existing Conditions and Impact Assessment Report.
14	MHSTCI - Heritage Planning Unit	A Tables 5-1 through 5-5 Part A Pages 75-103	We recommend that these tables be removed. Table 5-6 by itself better serves their purpose, and it is not helpful to have resources divided by segment or by type (built heritage resource vs cultural heritage landscape).	Thank you for your comment. Tables have been removed	Resolved.	Acknowledged. No further action required.
15	MHSTCI - Heritage Planning Unit	A 5.2.4 Segment 2 – Clark Station to Portal/Launch Station Part A – Page 77	Multiple references are made to properties being designated under Part V of the Ontario Heritage Act, which authorizes heritage conservation districts (HCDs). Individual properties cannot be designated under Part V; rather they can be part of an HCD designated under Part V, and may be recognized in the HCD Plan as having a particular status. This should be reworded.	Thank you for your comment. References to HCD designation has been re-worded.	Partially resolved. There remain references to "*properties designated under Part V of the Ontario Heritage Act*." (A 5.2.2, Part A – Page 66)	Section A 5.5.2 has been edited to refer to lands designated under Part V of the Ontario Heritage Act rather than properties.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
16	MHSTCI - Heritage Planning Unit	Figures 5-1A to 5-1H: Inventory of Built Heritage Resources and Cultural Heritage Landscapes Part A – Pages 171- 178	These maps should be enlarged to a readable scale, perhaps presented on 11x17 landscape pages as with Table 5-6.	Thank you for your comment. Maps enlarged to be 11x17.	Resolved (Part A – Page 144-151)	Acknowledged. No further action required.
17	MHSTCI - Heritage Planning Unit	Part B – title	See Comment #3 above. We suggest that the two-part structure be eliminated in favour of a single report. If the two-part structure is being retained, Part B should be titled “Preliminary Impact Assessment” rather than “Impact Assessment Report”, to differentiate from Heritage Impact Assessments and for consistency with the overall title of Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.	Thank you for your comment. Two-part structure is proposed to remain, in conformance with the format of all other discipline reports.	Acknowledged.	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
18	MHSTCI - Heritage Planning Unit	B Table 6-2 Preliminary Impact Assessment and Mitigation Measures for Built Heritage Resources and Cultural Heritage Landscapes in Segment 1 Part B – Page 6 B Table 6-4: Preliminary Impact Assessment and Mitigation Measures for Built Heritage Resources and Cultural Heritage Landscapes in Segment 2 Part B – Page 17	In several cases, "vibration monitoring" is presented as an "alternative option" (often alongside "minimize encroachment"), with the preferred option being avoidance. Even if avoidance of encroachment is achieved, work near the property may necessitate vibration monitoring, and as such this should be part of the preferred option. For resources facing direct adverse impacts, the CHER needs to be undertaken during the TPAP process, in order to determine whether the resource is to be treated as a provincial heritage property or a provincial heritage property of provincial significance under Part III of the *Ontario Heritage Act*. As such, this report must determine whether a CHER is necessary for each resource facing direct adverse impacts, not leave it as an "alternative option" to be considered based on whether or not avoidance is achieved through detail design. Mitigation measures including a CHER should be clear as to the timing of the CHER and who will be responsible for its completion. Additionally, for any property that is evaluated and determined to meet O.Reg 10/06 and is a provincial heritage property of provincial significance that may be partially or fully removed or demolished, MHSTCI Minister's consent must be obtained prior to completion of the TPAP. Given the required timeline of any CHERs and the fact that the Metrolinx I&E Process has not been approved, we recommend removing reference to both the Metrolinx I&E Process and the Metrolinx Interim Cultural Heritage Management Process. As per comment #4 above, we recommend that these tables be merged.	Thank you for your comment. Summary tables have been removed to simplify the report. Presently, the YNSE EPR is based on a conceptual (RCD) level of design. For a number of properties, the impact assessment will include recommendations for CHERs/other technical studies that may be required based on the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.	Resolved (Tables B 3-1 through B 3-3, Part B – Pages 6, 24 and 77 and Table B 4-1, Part B – Page 79)	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
19	MHSTCI - Heritage Planning Unit	B Table 6-3: Summary of Potential/Anticipated Impacts to Built Heritage Resources within Segment 1 Part B – Page 13 B Table 6-5: Summary of Potential/Anticipated Impacts to Built Heritage Resources within Segment 2 Part B – Page 42	It is unclear why these tables exist, as the information in them is also in the tables immediately preceding. We suggest removing them.	Summary tables to be removed, as suggested	Resolved	Acknowledged. No further action required.
20	MHSTCI - Heritage Planning Unit	B Table 6-4: Preliminary Impact Assessment and Mitigation Measures for Built Heritage Resources and Cultural Heritage Landscapes in Segment 2 Part B – Page 17 B Table 6-5: Summary of Potential/Anticipated Impacts to Built Heritage Resources within Segment 2 Part B – Page 42	See comment #15 above with respect to “Designated under Part V”.	Thank you for your comment. References to HCD designation reworded	Resolved (Table B 3-2, Part B – Page 24)	Acknowledged. No further action required.
21	MHSTCI - Heritage Planning Unit	B Table 6-7: Summary of Cultural Heritage Potential Effects, Mitigation and Monitoring Requirements Part B – Page 57	The MHSTCI guidance document on *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* is intended to guide the preparation of reports such as this one, not some future work. It should not be referenced in the context of future mitigation work. These are generic mitigation measures. The commitments to be included in the EPR should be property specific. For reasons noted above, please remove reference to the Metrolinx I&E Process and the Metrolinx Interim Cultural Heritage Management Process. It is unclear what is meant by “heritage districts or conservation areas (including parks)”.	Thank you for your comment. Table to be updated to include references to the current project. Language and guidelines referenced in the table to be reviewed and references to Metrolinx guidelines to be removed.	Resolved.	Acknowledged. No further action required.

Item No.	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment 2021-11-29	Metrolinx Response 2022-02-09	New Comment (New Section/Table Number/Name and Page Number, Where Changed)	Metrolinx Response 2022-03-28
22		B Table 6-8 Summary of YNSE Cultural Heritage Future Work/Commitments Part B – page 62	As previously noted, for properties to be directly impacted CHERs must be completed during the TPAP.	Presently, the YNSE EPR is based on a conceptual (RCD) level of design. For a number of properties, the impact assessment will include recommendations for CHERs/other technical studies that may be required based on our best understanding of the specific potential impacts, with specific impacts to be confirmed during the detailed design phase, and studies completed prior to works commencing.	Resolved (Table removed)	Acknowledged. No further action required.

From:	Julia Kun
To:	Smith, Kevin A. (MECP); Merza, Header (MECP)
Cc:	Raisman, Daniel (MECP); Desautels, Solange (MECP); Batista, Cindy (MECP); Maria Zintchenko; James Francis
Subject:	RE: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum
Attachments:	image001.png GRT RCS-EPR-Addendum - MECP 22-March-2022_Final.xlsx

Hi Kevin,

On behalf of the Metrolinx project team, thank you again for MECP's review of the Yonge North Subway Extension EPR Addendum.

In response to your written comments received on March 28, 2022 we have provided responses in the attached.

We look forward to continuing discussions with MECP as part of future project phases.

Thanks,
Julia

JULIA KUN
Environmental Project Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416-202-7333 C: 416-648-1102

METROLINX

PROJECT NAME:	YONGE NORTH SUBWAY EXTENSIO (YNSE)	*** Actions:**	**** Line Item Status:**
		1 = Will comply	O = Open, not resolved
PO Number:	219214Y	2 = Discuss, clarification required	P = Pending incorporation in design
		3 = Not applicable because	C = Closed, implementation complete

Submittal Title: 219214Y-OTP-ENV-ADD-0002_Draft_EPR_Addendum_GRT_CLEAN_10152021 **Submittal Date:** Thursday, October 28, 2021

Submittal #: 19214Y-OTP-ENV-ADD-000(**Revision:** D **Review Cycle Due Date:** Friday, November 29, 2021

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)
1+A14:R1	Groundwater	Mihran Aslanyan Hydrogeologist	Draft EPR Addendum	Groundwater and geology related information is included within the Environmental Project Report Addendum (Metrolinx, October 2021). The geological and hydrogeological conditions presented within the report comprise of available published subsurface soil/groundwater information, as well as, site-specific data collected by previous geotechnical investigations (Draft EPR Addendum, 2021). The exiting geological/hydrogeological conditions are presented for each project segment (Segments 1, 2 and 3) in Section 4.2 of the Draft EPR Addendum (2021) and impacts assessment and mitigation measures/monitoring are in Section 5.2. The Draft EPR Addendum (2021) study report has considered potential issues related to groundwater resources that may be encountered during the implementation of the project at a level appropriate for this stage of the project. The report also considered issues related to excess soil and material management during construction, as well as measures addressing the management/disposal of dewatering discharge. It is noted that the potential for groundwater impacts will be further reviewed and documented in the Soil and Groundwater Management Strategy to be developed prior to construction (Draft EPR Addendum, 2021). I agree with the report's conclusions, and provided proposed mitigation measures are properly implemented, the project is not expected to impact groundwater resources and groundwater related environmental features in the area. **Recommendations** •During the detailed design phase and prior to construction, it should be confirmed if a Permit to Take Water (PTTW) is required for all or parts of the project, or construction dewatering EASR can be an option if the required water taking will not exceed 400,000 L/day. •If detailed design and evaluation confirmed that Permit to Take Water is required, then a Category 3 hydrogeological assessment will have to be completed. The assessment should meet the requirements described in MOE (2008). MOE. 2008. Technical Guidance Document for Hydrogeological Studies in Support of Category 3 Applications for Permit to Take Water, Ministry of the Environment of Ontario, Operations Division, April 2008. Retrieved October 6, 2016 from: https://www.ontario.ca/page/technical-guidance-document-hydrogeological-studies-support-category-3-applications MOECC. Environmental Activity and Sector Registry https://www.ontario.ca/page/environmental-activity-and-sector-registry	Thank you for your comments and recommendations. Field investigation for Royal Orchard area of the alignment is in progress. Results of hydrogeological assessment for this section is not complete. Preliminary information indicates that EASR or PTTW will be required for all major excavations (EEBs, Stations, shafts and Cross Passages). It will be confirmed if a Permit to Take Water (PTTW) is required for all or parts of the project, or construction dewatering EASR can be an option if the required water taking will not exceed 400,000 L/day. If detailed design and evaluation confirmed that Permit to Take Water is required, then a Category 3 hydrogeological assessment will be completed. The assessment will meet the requirements described in MOE (2008). Based on additional groundwater quality assessment and prior to commencing with the construction, Metrolinx will determine if an Environmental Compliance Approval or a permit to discharge to municipal storm or sanitary sewer is required. Thank you for the additional information related to the highly productive zone northeast of the proposed alignment near Major Mackenzie Drive and Yonge Street. This feature will be further considered during the development of the Groundwater Management and Dewatering Plan that will be developed to guide the handling, management, and disposal of groundwater. The Groundwater Management and Dewatering Plan will be overseen by a Qualified Person and will comply with the Ontario Water Resources Act and O.Reg. 153/04 made under the Environmental Protection Act. The Groundwater Management and Dewatering Plan will furthermore outline the groundwater monitoring considerations during the works and provide guidance for groundwater monitoring following the works, where considered applicable. Potential interference effects as a result of construction dewatering within the area of influence, such as, stability of geotechnically sensitive soils, subsidence, and potential damage to structural integrity of buildings and infrastructure will be further considered during future project phases.	1
2	Surface Water	Maisa Fumagalli Surface Water Specialist	Natural Environment Existing Conditions & Impact Assessment Report Draft EPR Addendum	There are no watercourses or waterbodies within Segment 1. Along with other natural heritage features, Segment 2 has two watercourse crossings (Don River East Branch and Pomona Creek), and Segment 3 has one watercourse crossing (German Mills Creek). Segment 2 Project works are primarily below grade, and potential impacts are noted as low. Segment 3 includes at grade Project works, like the proposed Train Storage Facility and the German Mills Creek crossing culvert replacement which could impact surface water. Potential impacts to surface water are identified and described in Table B3-4 of the Final Draft Natural Environment Existing Conditions & Impact Assessment Report (2021) and Table-0-1 Summary of Potential Impacts, Mitigation Measures and Monitoring Activities: Natural Environment (Draft EPR Addendum, 2021). These focus on impacts during construction, such as spills and sedimentation, but also consider impacts during site preparation and post construction, such as changes to banks, riparian habitat, and flow. Mitigation measures are considered and include working with the appropriate agencies and guidelines. On-site inspections of measures are noted but a frequency is not described and should be of a regular occurrence. As discussed in the groundwater comments, it is recommended to confirm which approvals are required from applicable agencies prior to construction. Overall, the considerations and measures in place should accommodate the project and proposed changes described in the addendum.	Thank you for summarizing surface water features within the YNSE alignment. This is consistent with our own assessment. The EPR Addendum notes that on-site inspection will be undertaken to confirm the implementation and efficacy of mitigation measures and identify corrective actions as required, and we are in agreement that this should occur at regular intervals and after significant rainfall events. The timing of monitoring and inspections will be formalized during the development of the Construction Management Plan and Environmental Management System for the project during future stages of design. Section 2.2.1 of the EPR Addendum [Construction Staging and Laydown Areas] also notes that potential environmental impacts and mitigation associated with construction staging areas have not been assessed. Therefore, any additional mitigation or monitoring measures that will be necessary to avoid or offset potential impacts related to the physical footprint and/or construction activities to be carried out at construction staging areas will need to be reviewed at the detailed design stage and subsequently implemented. Any associated EPR Addendum requirements will also be identified.	1

PROJECT NAME:	YONGE NORTH SUBWAY EXTENSIO (YNSE)	*** Actions:**	**** Line Item Status:**
		1 = Will comply	O = Open, not resolved
PO Number:	219214Y	2 = Discuss, clarification required	P = Pending incorporation in design
		3 = Not applicable because ….....	C = Closed, implementation complete

Submittal Title:	219214Y-OTP-ENV-RPT-00003_IA-Air Quality_RevF_Deliverable_2021-10-18			**Submittal Date:**	Thursday, October 28, 2021
Submittal #:	219214Y-OTP-ENV-RPT-00003	**Revision:**	F	**Review Cycle Due Date:**	Friday, November 29, 2021

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (MECP Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)
1	Air Quality	Rui Zeng Air Quality Analyst MECP	Draft EPR Addendum Table 5-19	The AAAQS referenced in Table 5-19 of the Draft EPR Addendum is a typo, which should be noted as CAAQS.	Thank you for your comment. In-text updates have been made.	1
2	Air Quality	Rui Zeng Air Quality Analyst MECP	Air Quality Existing Conditions & Impact Assessment Report Tables B3-10, B3-11 and B3-12	It is noted in Tables B3-10, B3-11 and B3-12 of the AQIA report that the 1hr and annual NO2 maximum predicted cumulative concentrations will exceed the CAAQS for all three scenarios. It is suggested to note these NO2 CAAQS non-conformances in page 3 of Part A of the AQIA report.	Thank you for your comment. The Air Quality Impact Assessment Report has undergone significant revisions since the Draft report was made available to MECP for comment and no longer presents a detailed operational assessment of potential air quality impacts and instead focuses primarily on the construction phase of the Project.	1

PO Number:	219214Y	2 = Discuss, clarification required 3 = Not applicable because …….	P = Pending incorporation in design C = Closed, implementation complete

Submittal Title: 219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18 **Submittal Date:** Thursday, October 28, 2021

Submittal #: 219214Y-OTP-ENV-RPT-00008 **Revision:** E **Review Cycle Due Date:** Friday, November 29, 2021

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	Comments	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	Comments
1	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, Part A, Page 29	Measurement data was discounted during inclement weather, which includes times when wind speeds exceeded 25 km/h or during periods of precipitation. Measurement data is usually excluded when wind speeds exceed 15	Thank you for your comment. All measurement sound data have been included in the report for review, regardless of wind speed. The baseline measurement data provide an indication of the sound levels present along the route but are not directly used in the analysis	3	OK	This comment is considered to be closed.	3	
2	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, Part A, Table 2-3	Summary of Measured Sound Levels contains several ambient sound monitor locations near the CN Rail Bala Subdivision. The MOE/TTC Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway Loop, June 1993, defines ambient to be the noise from road traffic and existing industry. The ambient specifically excludes transient noise from aircraft and railways except for pre-existing TTC rail operations. Was the noise from the CN Bala Subdivision excluded from measured sound levels reported in Table 2-3?	Thank you for your comment.The noise from the CN Bala subdivision was not excluded from the sound levels reported in this Table. Please see response to comment 4 for rationale.	3	Metrolinx comment is not consistent with MOEE/TTC protocol of 1993, therefore MECP recommends that the Metrolinx EPR Addendum and technical reports be revised during the detailed design stage to account for proper assessment of freight trains in the background sound accordinng to NPC-300	To clarify, the measured ambient sound levels are not used in the assessment. As per previous projects approved by the MECP, trains and aircraft passbys are typically not retroactively removed from the measured levels unless those measured levels are used in the assessment. Please see response below regarding regarding the use of freight trains in the assessment.	3	
3	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, B 2.1.1.1 & Table 2-1:	Leg should be Leq. The subway vehicle passby noise should not exceed 80 dBA Leq passby at any point of reception. Are there any points of reception where this 80 dBA Leq passby noise is exceeded?	Thank you for your comment. This typo has been corrected. The subway vehicle passby noise does not exceed 80 dBA Leq at any point of reception.	1	OK	This comment is considered to be closed.	3	
4	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, B 2.1.1.2 MOEE/GO Transit Draft Protocol:	Why is the YNSE assessment using this MOEE/GO 1995 draft protocol and not the "190410 Metrolinx NV Guideline Rev 6 1500999"? Only Metrolinx rail is allowed in the ambient background sound according to the Metrolinx NV Guideline Rev 6, Table 7	Thank you for your comment. As this project is located adjacent to an existing railway corridor, one that carries both GO and CN's freight traffic, it would not be representative of the YNSE project's impact to exclude the contribution from these other railway sources.	3	Metrolinx comment is not consistent with MOEE/TTC protocol of 1993, therefore MECP recommends that the Metrolinx EPR Addendum and supporting technical reports be revised during the detailed design stage to account for proper assessment of freight trains in the background sound accordinng to NPC-300 and the MOEE/TTC 1993 protocol	NPC-300 has been used in the assessment of the proposed Train Storage Facility, as it is considered a layover facility and is assessed differently from train operations. This assessment, and the assessment of other stationary sources, have been completed as per NPC-300 regarding the use of freight trains in the background sound. Assessment of train operations along the surface segment of the project followed MOEE/TTC criteria (e.g., passby limit) as well as MOEE/GO Transit protocol, which provides for inclusion of existing rail traffic into existing/pre-project sound levels, because the proposed surface segment runs parallel to the existing major freight rail corridor with heavy rail (CN) and GO Transit operations. An updated assessment will be completed during detailed design as per MECP's recommendations. Given that there are no existing sensitive receptors between High Tech Station and the Portal, the mitigation measures are not likely to change significantly.	1	
5	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, B 3.2.1 Prediction Procedures: 1	ISO 9613-2 is the provincially accepted prediction procedure for stationary sources, not ISO 2631.	Thank you for your comment. This typo has been corrected	1	OK	This comment is considered to be closed.	3	
6	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, B 3.2.1 Prediction Procedures: 3.	Traffic can also be calculated using TNM 2.5 or TNM 3.0. How did the consultant calc traffic using ORNAMENT reference sound powers and CadnaA?	Thank you for your comment. Reference sound levels were calculated in Stamson 5.04 using the ORNAMENT procedure. Refence sound levels were inputted as line sources in CandaA and used to calculate sound levels.	1	A hyrid model of Stamson with CadnaA is not consistent with MECP policy. MECP recommends using the draft NPC-306 guideline which allows for the use of Stamson alone or TNM 3.0 alone as part of the detailed design work.	Similar approaches have been used on past projects approved by the MECP, and the final NPC-306 guidance document and its effective date have not yet been released at the time of preparation of this assessment. It is not expected that this recommended approach will affect the mitigation recommendations in the assessment. The recommendation to use the upcoming NPC-306 guidance document in the detailed design has been included in the updated report.	1	
7	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, Part B, B 4.5.2, page 38:	V16 needs vibration reduction of 23 dB, to attenuate ground-borne noise, but the recommended floating slab track can only provide 15 dB vibration reduction. How will YNSE achieve 23 dB vibration reduction? Will YNSE use double tie floating slab track for vibration reduction targets greater than 15 dB? Receptors in which recommended vibration reduction cannot be achieved with conventional floating slab track should be clearly highlighted and marked as double tie floating slab track.	Thank you for your comment. Appropriate vibration isolation such as the TTC double tie floating slab track will be further developed during detailed design. There are a variety of floating slab technologies available that can be used to meet the noted 23 dB vibration reduction.	1	OK	This comment is considered to be closed.	3	
8	Noise & Vibration	Kevin A Smith	219214Y-OTP-ENV-RPT-00008_IA-NoiseVibration_RevE - Deliverable 2021-10-18, Part B, Page 85, Figure 14:	Will the private house at 129 Kirk Drive, between R37 and R38, be acquired and demolished to make way for EEB5?	Thank you for your comment. The final EEB locations are still under review and may be revised as the design develops. The noise and vibration analysis focuses on noise and vibration sensitive receptors that are expected to remain after the project's construction.	3	OK	This comment is considered to be closed.	3	

Municipal Review Agencies

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000418
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:35 PM MX-GC-000062

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000062	MX-TRANSMIT-000418

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

From	Ms Nittanee Galema - Metrolinx
To (2)	Darryl Lyons - City of Markham (DLyons@markham.ca) Amanda Crompton - City of Markham (acrompton@markham.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:35:12 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:23:59 PM EST (GMT -05:00)
To: Darryl Lyons
Cc: Amanda Crompton, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000418
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000419
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:36 PM MX-GC-000063

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000063	MX-TRANSMIT-000419

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Richmond Hill

From	Ms Nittanee Galema - Metrolinx
To	Daniel Olding - Richmond Hill (daniel.olding@richmondhill.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:36:05 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period.
Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension

Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:27:45 PM EST (GMT -05:00)
To: Daniel Olding
Cc: Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000419
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Richmond Hill

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000420
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:37 PM MX-GC-000064

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000064	MX-TRANSMIT-000420

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Toronto

From	Ms Nittanee Galema - Metrolinx
To (3)	Richard Borbridge - City of Toronto (Richard.Borbridge@toronto.ca) Junaid Farooq - City of Toronto (Junaid.Farooq@toronto.ca) Danny Kojo Antwi - City of Toronto (Danny.KojoAntwi@toronto.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:37:33 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:31:09 PM EST (GMT -05:00)
To: Richard Borbridge
Cc: Junaid Farooq, Danny Kojo Antwi, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000420
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Toronto

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000421
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:38 PM MX-GC-000065

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000065	MX-TRANSMIT-000421

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Vaughan

From	Ms Nittanee Galema - Metrolinx
To (2)	Vince Musacchio - Vaughan (Vince.Musacchio@vaughan.ca) Vaughan Project Team - Vaughan (ynseteam@vaughan.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:38:36 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:33:51 PM EST (GMT -05:00)
To: Vince Musacchio
Cc: Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000421
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Vaughan

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000427
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:51 PM MX-GC-000071

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000071	MX-TRANSMIT-000427

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - York Region

From	Ms Nittanee Galema - Metrolinx
To (11)	Brian Titherington - York (Brian.titherington@york.ca) Stephen Hollinger - York (Stephen.Hollinger@york.ca) Hedyeh Hafezizadeh - York (Hedyeh.Hafezizadeh@york.ca) Christopher Scott - York (Christopher.Scott@york.ca) YNSE DCC - York (YNSE-DCC@york.ca) Rose Suppa - York (Rose.Suppa@york.ca) Carrie Slattery - York (Carrie.slattery@york.ca) Andrea Witty - York (Andrea.Witty@york.ca) Linda Filippi - York Region (linda.filippi@york.ca) Liza Sheppard - York Region (liza.sheppard@york.ca) Nimisha Raja - York Region (Nimisha.Raja@york.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:51:06 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,

Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period.
Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:55:34 PM EST (GMT -05:00)
To: Liza Sheppard
Cc: Li Chen, YNSE Document_Control, Nittanee Galema, YNSE DCC, Hedyeh Hafezizadeh, Stephen Hollinger, Christopher Scott, Carrie Slattery, Rose Suppa, Brian Titherington, Andrea Witty, Linda Filippi, Nimisha Raja
Mail Number: MX-TRANSMIT-000427
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - York Region

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,

Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

City of Markham

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Email	COMA-EMAIL-000020	MX-TRANSMIT-000418

RE: MX-GC-000062: Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

From	Amanda Crompton - City of Markham (acrompton@markham.ca)
To	Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 3:31:04 PM EDT (GMT -04:00)
Status	N/A

FILE ATTACHMENTS (1)

File Name
RCS-EPR-Addendum-MX Response-Markham-Mar.15.22.xlsx

MESSAGE

Good afternoon,

Thank you for the notice.

Please find attached additional comments from the City of Markham. The new comments have been added in red text to Tab 1, Rows 162-171.

Thank you,

Amanda Crompton, RPP, MCIP
Senior Planner, Policy and Research
905-477-7000, Ext. 2621

From: Nittanee Galema <auto-reply-uk1@eu.aconex.com>
Sent: Tuesday, March 15, 2022 2:35 PM
To: Crompton, Amanda <ACrompton@markham.ca>

Subject: MX-GC-000062: Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham ACNXREF<beForGmQPUJa34x8hIJJSB>

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Dear Amanda,

You have received a new General Correspondence: MX-GC-000062
Project:

YNSE

Type:

General Correspondence

Mail Number:

MX-GC-000062

To:

Amanda Crompton, City of Markham
Darryl Lyons, City of Markham

Cc:

Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx

From:

N Galema, Metrolinx

Sent:

15/03/2022 6:35:12 PM GMT (GMT +00:00)

Status:

N/A

Subject:

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

---

Good Afternoon,

Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period.

Metrolinx will continue to provide updates to you as the project progresses.

Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com<mailto:Nittanee.Galema@metrolinx.com>

From: N Galema
Sent: 2/10/22 4:23:59 PM EST (GMT -05:00)
To: Darryl Lyons
Cc: Amanda Crompton, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000418

Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

Project Request From::

Project Request To::

Requestor PM::

Responder PM::

Good Afternoon,

Sent on behalf of YNSE:

I’m pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.

Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,

Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com<mailto:Jessica.Neto@metrolinx.com> and Julia Kun Julia.Kun@metrolinx.com<mailto:Julia.Kun@metrolinx.com>

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com<mailto:Nittanee.Galema@metrolinx.com>

This is an automatic notification from Aconex<http://www.aconex.com> .
The file attachment link(s), if any, will expire in seven (7) days. To reply to this message, hit the Reply button on your email program. Do not edit the subject line.
Aconex<http://www.aconex.com>
Project success. Easy as Aconex.
To request an Aconex User Account please contact your local Oracle Support by visiting Support Central<https://www.aconex.com/support/contact-us>

This email and any attachments are confidential, subject to copyright and may be privileged. Recipients shall not disclose or transmit information contained in this email, including the attachment(s) and file link(s), to any other third party. To the extent you or the recipients disclose or transmit the information contained in this email to a third party, Aconex is no longer responsible for the security, integrity or confidentiality of such information. No confidentiality or privilege is lost by an erroneous transmission. If you have received this email in error, please let us know by reply email and delete or destroy this email and all copies. If you are not the intended recipient of this email you must not disseminate, copy or use the information in it.

[Visit our Website]<http://www.markham.ca/>

[Visit our Website]<http://www.markham.ca>
Canada's Best City Employer 2021 & 2022

Connect with us:
[Follow us on Twitter]<https://twitter.com/cityofmarkham> [Like us on Facebook] <http://www.facebook.com/cityofmarkham> [Follow us on Instagram] <http://www.instagram.com/cityofmarkham> [Watch us on YouTube] <http://www.youtube.com/cityofmarkham> [Follow us on LinkedIn] <https://www.linkedin.com/company/city-of-markham> [View our Flickr Photos] <https://www.markham.ca/photos> [Sign-Up for our eNews] <http://www.markham.ca/enews> [Download our

Mobile App] <http://www.markham.ca/mobileapp>

This e-mail contains information that may be privileged and/or confidential. If you are not the intended recipient, any disclosure, distribution, copying or any other use of this e-mail or the information contained herein or attached hereto is strictly prohibited and may be unlawful. If you have received this e-mail in error, please notify this sender immediately and delete this e-mail without reading, printing, copying or forwarding it to anyone. Thank you for your co-operation.

Attachment: RCS-EPR-Addendum-MX Response-Markham-Mar.15.22.xlsx

METROLINX

PROJECT NAME:	YONGE NORTH SUBWAY EXTENSION (YNSE)	*** Actions:**
		1 = Will comply
PO Number:	219214Y	2 = Discuss, clarification required
		3 = Not applicable because ……

Submittal Title: Draft_EPR_Addendum_20211028 **Submittal Date:**

Submittal #: 219214Y-OTP-ENV-ADD-00002 **Revision:** D **Review Cycle Due Date:**

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)
	City of Markham Comments				
	Transportation	Samson Wat	Appendix H - Section E.1.2	Mitigation Measure for construction phases shall: - consult with road authority to assess how road or land closure, if necessary, will impact traffic operation and provide mitigations, as required. - ensure the public and stakeholders are notified of the road or lane closure. Consultation with the public and stakeholders may be required. - inotify the public of the changes to turn prohibitions at the intersection. In addition, the project team will need to ensure residents, tenants, and business owners have reasonable alternative route options for their daily travels. - consult with regional and local road authorities to assess and minimize traffic infiltration impacts on the adjacent local road network.	
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	All Stations - Reduced number of station entrances are proposed to minimize potential property impacts. Please provide further justification and clarification identifying the impact or constraint of providing station entrances at all corners of the critical intersection, including Yonge/Steeles and Yonge/Clark.	
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Steeles Station - Please provide four pedestrian entrances at the Yonge-Steeles intersection.	
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Steeles Station - The EPR Addendum shall include a below-grade concourse connecting all corners of Yonge-Steeles. This is a critical infrastructure supporting development growth and transit services at the Steeles Station.	

	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Steeles Station - Please consider the planned Steeles bus rapid transit in the EPR Addendum, as identified in Metrolinx 2041 Regional Transportation Plan. It is recommended to further consult with municipal stakeholders to determine and confirm the ultimate right-of-way on Steeles Avenue, including the option to provide centre running bus lanes with centre median bus platforms.	
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Clark Station - The general location of the bus terminal at Clark is not missing. Will a separate addendum be prepared to assess and confirm the location of the bus terminal at Clark?	
	Transportation	Samson Wat	Appendix H - Section B3.1.1.2	During the construction phase, the traffic management shall include area-wide transportation assessment to evaluate and mitigate the potential impact of traffic infiltration on adjacent local streets. Consult with regional and local authorities to minimize the impact on residents, tenants, and business owners. This comment applies to all project segments identified in this study.	
	Transportation	Samson Wat	Appendix H - Section B3.1.1.2	In the operational phases of Segment 1, traffic operation impact associated with the future bus terminals at Steeles and Clark Station will need to be studied.	
	Transportation	Samson Wat	Appendix H -Table B 4-1	Road network – Monitoring Activities – Please clarify who will be responsible for monitoring traffic impact and implementing adjustment to the traffic control and management plan, as needed.	
	Transportation	Samson Wat	Appendix H -Table B 4-1	Road network – Monitoring Activities – It is recommended to coordinate with regional and local road authorities to develop and minimize traffic impact to residents, tenants and business owners along the Yonge Street corridor.	

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000533	MX-TRANSMIT-000418

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham - Responses

From	Ms Nittanee Galema - Metrolinx
To (3)	Darryl Lyons - City of Markham (DLyons@markham.ca) Amanda Crompton - City of Markham (acrompton@markham.ca) Kant Chawla - City of Markham (KChawla@markham.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Monday, March 28, 2022 4:29:01 PM EDT (GMT -04:00)
Reason	Issued for Information
Status	N/A

DETAILS

Attribute1

Attribute2

Attribute3

DOCUMENT ATTACHMENTS (2)

(**0** selected)

File	Document No	Revision	Revision Date	Title	Status

File	Document No	Revision	Revision Date	Title	Status
	dummy	-	1/14/21	Disregard - Added only to satisfy Aconex minimum file size attachments requirement	Information Only
	RCS-EPR-Addendum-MX Response-Markham-Mar.15.22_Final (2)	-	3/28/22	RCS-EPR-Addendum-MX Response-Markham-Mar.15.22_Final (2)	Information Only

MESSAGE

Good Afternoon,

Please see attached file for responses to City of Markham comments received March 15 to YNSE Notice of Environmental Project Report Addendum, for information.

For any questions, please contact
Julia Kun - Julia.Kun@metrolinx.com
Jessica Neto - Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: A Crompton
Sent: 3/15/22 3:31:04 PM EDT (GMT -04:00)
To: Nittanee Galema
Mail Number: COMA-EMAIL-000020
Subject: RE: MX-GC-000062: Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

Good afternoon,

Thank you for the notice.

Please find attached additional comments from the City of Markham. The new comments have been added in red text to Tab 1, Rows 162-171.

Thank you,

Amanda Crompton, RPP, MCIP
Senior Planner, Policy and Research
905-477-7000, Ext. 2621

From: Nittanee Galema <auto-reply-uk1@eu.aconex.com>
Sent: Tuesday, March 15, 2022 2:35 PM
To: Crompton, Amanda <ACrompton@markham.ca>
Subject: MX-GC-000062: Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham ACNXREF<beForGmQPUJa34x8hIJJSB>

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Dear Amanda,

You have received a new General Correspondence: MX-GC-000062
Project:

YNSE

Type:

General Correspondence

Mail Number:

MX-GC-000062

To:

Amanda Crompton, City of Markham
Darryl Lyons, City of Markham

Cc:

Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx

From:

N Galema, Metrolinx

Sent:

15/03/2022 6:35:12 PM GMT (GMT +00:00)

Status:

N/A

Subject:

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

---

Good Afternoon,

Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period.

Metrolinx will continue to provide updates to you as the project progresses.

Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com<mailto:Nittanee.Galema@metrolinx.com>

From: N Galema
Sent: 2/10/22 4:23:59 PM EST (GMT -05:00)
To: Darryl Lyons
Cc: Amanda Crompton, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000418
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Markham

Project Request From::

Project Request To::

Requestor PM::

Responder PM::

Good Afternoon,

Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.

Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,

Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com<mailto:Jessica.Neto@metrolinx.com> and Julia Kun Julia.Kun@metrolinx.com<mailto:Julia.Kun@metrolinx.com>

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com<mailto:Nittanee.Galema@metrolinx.com>

This is an automatic notification from Aconex<http://www.aconex.com> .
The file attachment link(s), if any, will expire in seven (7) days. To reply to this message, hit the Reply button on your email program. Do not edit the subject line.
Aconex<http://www.aconex.com>
Project success. Easy as Aconex.

To request an Aconex User Account please contact your local Oracle Support by visiting Support Central<https://www.aconex.com/support/contact-us>

This email and any attachments are confidential, subject to copyright and may be privileged. Recipients shall not disclose or transmit information contained in this email, including the attachment(s) and file link(s), to any other third party. To the extent you or the recipients disclose or transmit the information contained in this email to a third party, Aconex is no longer responsible for the security, integrity or confidentiality of such information. No confidentiality or privilege is lost by an erroneous transmission. If you have received this email in error, please let us know by reply email and delete or destroy this email and all copies. If you are not the intended recipient of this email you must not disseminate, copy or use the information in it.

[Visit our Website]<http://www.markham.ca/>

[Visit our Website]<http://www.markham.ca>
Canada's Best City Employer 2021 & 2022

Connect with us:
[Follow us on Twitter]<https://twitter.com/cityofmarkham> [Like us on Facebook]
<http://www.facebook.com/cityofmarkham> [Follow us on Instagram]
<http://www.instagram.com/cityofmarkham> [Watch us on YouTube]
<http://www.youtube.com/cityofmarkham> [Follow us on LinkedIn] <https://www.linkedin.com/company/city-of-markham> [View our Flickr Photos] <https://www.markham.ca/photos> [Sign-Up for our eNews]
<http://www.markham.ca/enews> [Download our Mobile App] <http://www.markham.ca/mobileapp>
This e-mail contains information that may be privileged and/or confidential. If you are not the intended recipient, any disclosure, distribution, copying or any other use of this e-mail or the information contained herein or attached hereto is strictly prohibited and may be unlawful. If you have received this e-mail in error, please notify this sender immediately and delete this e-mail without reading, printing, copying or forwarding it to anyone. Thank you for your co-operation.

Attachment: RCS-EPR-Addendum-MX Response-Markham-Mar.15.22.xlsx

METROLINX

PROJECT NAME:	YONGE NORTH SUBWAY EXTENSION (YNSE)	*** Actions:**	**** Line Item Status:**
		1 = Will comply	O = Open, not resolved
PO Number:	219214Y	2 = Discuss, clarification required	P = Pending incorporation in design
		3 = Not applicable because	C = Closed, implementation complete

Submittal Title: Draft_EPR_Addendum_20211028 **Submittal Date:** Thursday, October 28, 2021

Submittal #: 219214Y-OTP-ENV-ADD-00002 **Revision:** D **Review Cycle Due Date:** Friday, November 29, 2021

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)
	City of Markham Comments					
	Transportation	Samson Wat	Appendix H - Section E.1.2	Mitigation Measure for construction phases shall: - consult with road authority to assess how road or land closure, if necessary, will impact traffic operation and provide mitigations, as required. - ensure the public and stakeholders are notified of the road or lane closure. Consultation with the public and stakeholders may be required. - inotify the public of the changes to turn prohibitions at the intersection. In addition, the project team will need to ensure residents, tenants, and business owners have reasonable alternative route options for their daily travels. - consult with regional and local road authorities to assess and minimize traffic infiltration impacts on the adjacent local road network.	Thank you for providing these comments. These requirements will be addressed during the acquisition of needed approvals from road authorities and are captured within the Project Agreement. No revisions to EPR Addendum materials are proposed.	3
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	All Stations - Reduced number of station entrances are proposed to minimize potential property impacts. Please provide further justification and clarification identifying the impact or constraint of providing station entrances at all corners of the critical intersection, including Yonge/Steeles and Yonge/Clark.	Wording within the EPR Addendum materials have been edited to state that the reduced number of station entrances minimizes property impacts/takings and maintains access and circulation while responding to future ridership requirements to provide additional clarity.	1
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Steeles Station - Please provide four pedestrian entrances at the Yonge-Steeles intersection.	We appreciate this feedback; however, the EPR Addendum assesses the currently proposed YNSE Reference Concept Design only. Metrolinx will continue to engage the City of Markham during future project phases including detailed design.	3
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Steeles Station - The EPR Addendum shall include a below-grade concourse connecting all corners of Yonge-Steeles. This is a critical infrastructure supporting development growth and transit services at the Steeles Station.	We appreciate this feedback; however, the EPR Addendum assesses the currently proposed YNSE Reference Concept Design only. Metrolinx will continue to engage the City of Markham during future project phases including detailed design.	3
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Steeles Station - Please consider the planned Steeles bus rapid transit in the EPR Addendum, as identified in Metrolinx 2041 Regional Transportation Plan. It is recommended to further consult with municipal stakeholders to determine and confirm the ultimate right-of-way on Steeles Avenue, including the option to provide centre running bus lanes with centre median bus platforms.	The EPR Addendum assesses the currently proposed YNSE Reference Concept Design only; however, design work will continue during future project phases. This will include further consultation with road authorities on the ultimate Steeles Avenue right of way in light of active and planned transit.	1
	Transportation	Samson Wat	Appendix H - Table A 2-1 – Item #4 Station	Clark Station - The general location of the bus terminal at Clark is not missing. Will a separate addendum be prepared to assess and confirm the location of the bus terminal at Clark?	The YNSE project is currently at a conceptual level of design and there remain numerous station configurations that could be advanced during future project phases. Once a preferred station configuration is selected, it will be reviewed to determine whether it is consistent with past EPR reporting and a determination will be required on whether this necessitates an addendum in accordance with O. Reg. 231/08.	1
	Transportation	Samson Wat	Appendix H - Section B3.1.1.2	During the construction phase, the traffic management shall include area-wide transportation assessment to evaluate and mitigate the potential impact of traffic infiltration on adjacent local streets. Consult with regional and local authorities to minimize the impact on residents, tenants, and business owners. This comment applies to all project segments identified in this study.	Thank you for providing these comments. Please see EPR Addendum Section 5.9.2.1.2 which outlines the commitment to complete Traffic and Transportation Management Plan(s) prior to construction. These requirements will be addressed during the acquisition of needed approvals from road authorities and are captured within the Project Agreement. No revisions to EPR Addendum materials are proposed.	3
	Transportation	Samson Wat	Appendix H - Section B3.1.1.2	In the operational phases of Segment 1, traffic operation impact associated with the future bus terminals at Steeles and Clark Station will need to be studied.	Thank you for this comment. We are in agreement and additional traffic analysis will be completed as part of future design.	1
	Transportation	Samson Wat	Appendix H -Table B 4-1	Road network – Monitoring Activities – Please clarify who will be responsible for monitoring traffic impact and implementing adjustment to the traffic control and management plan, as needed.	This monitoring will be completed by Metrolinx and the Contractor as outlined in the Traffic Management Plan(s) developed during detailed design. The Traffic Management Plan(s) will include processes for road authorities, residents and other stakeholders to share concerns or recommendations and make adjustments, where required..	1
	Transportation	Samson Wat	Appendix H -Table B 4-1	Road network – Monitoring Activities – It is recommended to coordinate with regional and local road authorities to develop and minimize traffic impact to residents, tenants and business owners along the Yonge Street corridor.	Thank you for this comment. We are in agreement and the input of regional and local road authorities will be instrumental for the development and successful implementation of Traffic Management Plans.	1

From: Jessica Neto
To: Furfurica, Silvia
Subject: FW: MX-TRANSMIT-000411: YNSE - GRT Comment Responses - CoT ACNXREF<B9vGXCIT6B1XMcz7hIJJSB>
Date: Tuesday, March 15, 2022 8:52:25 AM
Attachments: image001.png
YNSE - RCS-EPR-Addendum - CoT.XLSX

[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,

CoT comments

Jess

From: Danny Kojo Antwi <Danny.KojoAntwi@toronto.ca>
Sent: March 14, 2022 5:39 PM
To: 'auto-reply-uk1@eu.aconex.com' <auto-reply-uk1@eu.aconex.com>
Cc: Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Julia Kun <Julia.Kun@metrolinx.com>; Jessica Neto <Jessica.Neto@metrolinx.com>
Subject: RE: MX-TRANSMIT-000411: YNSE - GRT Comment Responses - CoT ACNXREF<B9vGXCIT6B1XMcz7hIJJSB>

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 Nittanee,

Attached is the CoT response to the Mx feedback on their initial comments on the draft EPR addendum.

Thanks,

Danny Kojo Antwi
Senior Project Manager - Subways
Transit Expansion Office | City of Toronto
T: 416.338.0388 I C: 437.234.6099
E: Danny.KojoAntwi@toronto.ca

From: Nittanee Galema [mailto:auto-reply-uk1@eu.aconex.com]
Sent: February 10, 2022 10:39 AM
To: Danny Kojo Antwi <Danny.KojoAntwi@toronto.ca>
Subject: MX-TRANSMIT-000411: YNSE - GRT Comment Responses - CoT ACNXREF<B9vGXCIT6B1XMcz7hIJJSB>

When replying, do not delete the content below this line.

Dear **Danny**,

You have received a new **Transmittal: MX-TRANSMIT-000411**

Project: YNSE
Type: Transmittal
Mail Number: MX-TRANSMIT-000411
To: Richard Borbridge, City of Toronto
Cc: Junaid Farooq, City of Toronto
Danny Kojo Antwi, City of Toronto
Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx
From: N Galema, Metrolinx
Sent: 10/02/2022 3:39:18 PM GMT (GMT +00:00)
Reason: Issued for Information
Status: N/A
Subject: **YNSE - GRT Comment Responses - CoT**
Project Request From::
Project Request To::
Requestor PM::
Responder PM::

Good Morning,
Sent on behalf of YNSE:
In October 2021, Metrolinx shared a preliminary draft of the Yonge North Subway Extension Environmental Project Report (EPR) Addendum for review and comment. We thank you for reviewing the draft EPR Addendum and providing comments. The EPR Addendum has been updated to reflect your feedback, and responses to the comments are provided in the attachment found in the enclosed email. Metrolinx has now incorporated comments and feedback from this initial round of engagement into the EPR Addendum. The Notice of EPR Addendum will be published on February 10, 2022 and the review period for the EPR Addendum will be from February 10, 2022 to March 14, 2022.

Thank you,
The Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com
Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: D Kojo Antwi
Sent: 1/19/22 3:33:39 PM EST (GMT -05:00)
To: Nittanee Galema
Mail Number: -EMAIL-000076
Subject: RE: MX-TRANSMIT-000267: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Hi Nittanee,

Regrettably, CP has provided additional comments on this submission as per attached. The revision is limited to the Cultural Heritage IA RCS tab in the attachment.

Please advise if there are any issues or concerns.

Thanks,

Danny Kojo Antwi
Senior Project Manager - Subways
Transit Expansion Office | City of Toronto
T: 416.338.0388 l C: 437.234.6099
E: Danny.KojoAntwi@toronto.ca

[cid:image001.png@01D7AF8E.1C4AA5F0]

From: Danny Kojo Antwi
Sent: November 26, 2021 5:46 PM
To: 'auto-reply-uk1@eu.aconex.com'
Subject: RE: MX-TRANSMIT-000267: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF

Hello Nittanee,

Please see attached CoT response to this submission; YNSE Draft EPR Addendum and Technical Report.

Thanks,

Danny Kojo Antwi
Senior Project Manager - Subways
Transit Expansion Office | City of Toronto
T: 416.338.0388 l C: 437.234.6099
E: Danny.KojoAntwi@toronto.ca
[cid:image001.png@01D7AF8E.1C4AA5F0]

From: auto-reply-uk1@eu.aconex.com [mailto:auto-reply-uk1@eu.aconex.com]
Sent: October 28, 2021 9:30 PM
To: Danny Kojo Antwi
Subject: MX-TRANSMIT-000267: Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review ACNXREF

Dear Danny,

You have received a new Transmittal: MX-TRANSMIT-000267
Project:

YNSE

Type:

Transmittal

Mail Number:

MX-TRANSMIT-000267

To:

Richard Borbridge, City of Toronto

Cc:

Junaid Farooq, City of Toronto
Danny Kojo Antwi, City of Toronto
Li Chen, Metrolinx
YNSE Document_Control, Metrolinx
Ms Nittanee Galema, Metrolinx

From:

N Galema, Metrolinx

Sent:

29/10/2021 2:29:30 AM BST (GMT +01:00)

Reason:

Issued for Review

Status:

Outstanding

Response:

Respond by Monday, 29 November 2021

Subject:

Metrolinx Yonge North Subway Extension: Confidential Draft Environmental Project Report Addendum and Draft Technical Reports for Review

Project Request From::

Project Request To::

Requestor PM::

Responder PM::

Metrolinx is circulating a preliminary draft of the Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension (YNSE) for review. Recognizing that City of Toronto is listed on the Environmental Assessment Government Review Team (GRT), Metrolinx welcomes any comments you may have on the preliminary draft EPR Addendum.

Metrolinx is circulating a confidential preliminary draft EPR Addendum, and associated draft technical environmental reports for the YNSE to Indigenous Nations, federal and provincial review agencies, municipalities, and conservation authorities for review. The following documents have been provided for your information:
i. Summary cover letter describing the Project scope.
ii. Comment/Response form – please use this form if you would like to provide comments on the draft EPR document
iii. Draft EPR Addendum
iv. Draft technical reports include:
• Appendix A: Study Area Mapping
• Appendix B: Natural Environment
• Appendix C: Socio-Economic and Land Use
• Appendix D: Stage 1 Archaeological Assessment
• Appendix E: Cultural Heritage
• Appendix F: Air Quality
• Appendix G: Noise & Vibration
• Appendix H: Traffic

Should you wish to provide comments on the draft EPR Addendum and draft technical reports, please submit your feedback by November 29, 2021.
Comments received will be reviewed and considered as part of finalizing the technical reports and EPR Addendum.

Metrolinx would like to note the sensitive nature of the information found in these reports 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.

Metrolinx contacts: Kaylin Barnes Kaylin.Barnes@Metrolinx.com and Jessica Neto Jessica.Neto@metrolinx.com

Thank you,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
130 Adelaide St W. | Toronto | ON | M5H 3P5
NittaneeFrances.Galema@metrolinx.com

_____

Uploaded Documents (Zip download all files)

Document No.

Revision

Title

Status

File Name

Appendix_A_Draft_Study_Area_Mapping_20211028

-

Appendix_A_Draft_Study_Area_Mapping_20211028

For Review

Appendix_A_Draft_Study_Area_Mapping_20211028.pdf

219214Y-OTP-ENV-RPT-00007

F

Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028

For Review

Appendix_B_Draft_Natural_Environment_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf

219214Y-OTP-ENV-RPT-00006

F

Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028

For Review

Appendix_C_Draft_Socio-Economic_and_Land Use_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf

219214Y-OTP-ENV-RPT-00017

B

Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028

For Review

Appendix_D_Draft_Stage_1_Archaeological_Assessment_20211028.pdf

219214Y-OTP-ENV-RPT-00005

F

Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028

For Review

Appendix_E_Draft_Cultural_Heritage_Report_Existing_Conditions_and_Preliminary_Impact_Assessment_Report_20211028.pdf

219214Y-OTP-ENV-RPT-00003

F

Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028

For Review

Appendix_F_Draft_Air_Quality_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf

219214Y-OTP-ENV-RPT-00008

E

Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Assessment_Report_20211028

For Review

Appendix_G_Draft_Noise_and_Vibration_Exisiting_Conditions_and_Impact_Assessment_Report_20211028.pdf

219214Y-OTP-ENV-RPT-00009

E

Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028

For Review

Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf

219214Y-OTP-ENV-ADD-00002

D

Draft_EPR_Addendum_20211028

For Review

Draft_EPR_Addendum_20211028.pdf

YNSE_Draft_EPR_ Addendum_Review_20211028_CoT

-

YNSE_Draft_EPR_ Addendum_Review_20211028_CoT

Information Only

YNSE_Draft_EPR_ Addendum_Review_20211028_CoT.pdf

RCS-YNSE-EPR-Addendum - City of Toronto

-

RCS-YNSE-EPR-Addendum - City of Toronto

For Review

RCS-YNSE-EPR-Addendum - City of Toronto.xlsx

This is an automatic notification from AconexBLOCKED; .
To reply to this message, hit the Reply button on your email program. Do not edit the subject line.
AconexBLOCKED;
Project success. Easy as Aconex.
To request an Aconex User Account please contact your local Service Desk by visiting Support Central

This email and any attachments are confidential, subject to copyright and may be privileged. No confidentiality or privilege is lost by an erroneous transmission. If you have received this email in error, please let us know by reply email and delete or destroy this email and all copies. If you are not the intended recipient of this email you must not disseminate, copy or use the information in it.

Attachment: YNSE-EPR-Addendum - CoTJan2022update.xlsx

Uploaded Documents (Zip download all files)

Document No.	Revision	Title	Status	File Name
dummy	-	Disregard - Added only to satisfy Aconex minimum file size attachments requirement	Information Only	Disregard - Added only to satisfy Aconex minimum file size attachments requirement.pdf
RCS_GRT-YNSE-EPR-Addendum-CoT	-	RCS_GRT-YNSE-EPR-Addendum-CoT 09-Feb-22	Information Only	GRT RCS-EPR-Addendum - CoT 09-Feb-22.XLSX

This is an automatic notification from **Aconex** .
To reply to this message, **hit the Reply button on your email program. Do not edit the subject line.**

Aconex
Project success. Easy as Aconex.
To request an Aconex User Account please contact your local Oracle Support by visiting Support Central

This email and any attachments are confidential, subject to copyright and may be privileged. No confidentiality or privilege is lost by an erroneous transmission. If you have received this email in error, please let us know by reply email and delete or destroy this email and all copies. If you are not the intended recipient of this email you must not disseminate, copy or use the information in it.

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.

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000538	MX-TRANSMIT-000420

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Toronto - Response

From	Ms Nittanee Galema - Metrolinx
To (3)	Richard Borbridge - City of Toronto (Richard.Borbridge@toronto.ca) Junaid Farooq - City of Toronto (Junaid.Farooq@toronto.ca) Danny Kojo Antwi - City of Toronto (Danny.KojoAntwi@toronto.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Wednesday, March 30, 2022 5:25:52 PM EDT (GMT -04:00)
Reason	Issued for Information
Status	N/A

DETAILS

Attribute1

Attribute2

Attribute3

DOCUMENT ATTACHMENTS (2)

(**0** selected)

File	Document No	Revision	Revision Date	Title	Status

File	Document No	Revision	Revision Date	Title	Status
	dummy	-	1/14/21	Disregard - Added only to satisfy Aconex minimum file size attachments requirement	Information Only
	RCS-EPR-Addendum-MX Response-CoT	-	3/30/22	2- YNSE - RCS-EPR-Addendum - CoT_MX Response 30Mar22_final	Information Only

MESSAGE

Good Afternoon,

Please see attached file for responses to City of Toronto comments received March 15 to YNSE Notice of Environmental Project Report Addendum, for information.

For any questions, please contact:
Julia Kun - Julia.Kun@metrolinx.com
Jessica Neto - Jessica.Neto@metrolinx.com

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:31:09 PM EST (GMT -05:00)
To: Richard Borbridge
Cc: Junaid Farooq, Danny Kojo Antwi, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000420
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - City of Toronto

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,

Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

PROJECT NAME:	YONGE NORTH SUBWAY EXTENSION (YNSE)	*** Actions:**	**** Line Item Status:**
PO Number:	219214Y	1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete

Submittal Title: Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028 **Submittal Date:** Thursday, October 28, 2021

Submittal #: 219214Y-OTP-ENV-RPT-00009 **Revision:** E **Review Cycle Due Date:** Friday, November 29, 2021

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	Reviewer Response 03-11-2022	** Line Item Status:
1	Transportation Services	Transit Infrastructure Projects 1	Appendix_H_Draft_Traffic_Existing_Conditions_and_Impact_Assessment_Report_20211028.pdf Part A - YNSE EPR Addendum Existing Conditions Report 6. Proposed Emergency Exit Buildings (EEBs) Page 12	*"1. EEB-1: located at the south-east corner of Yonge St. and Newton Drive/Pleasant Ave."* We have recently been informed that the EEB locations have changed. Please confirm that the following changes will occur: • EEB 1 is now located in Finch Extraction Shaft with construction to follow extraction shaft staging; and • EEB 2 (formerly EEB-1) has moved south to a new location at Centre Avenue.	Please refer to Appendix A mapping for assessed locations of EEB-1 and EEB-2, which correspond to north of the existing Finch Station and at Centre Avenue, respectively.	3	C	Comment closed.
2	Transportation Services	Transit Infrastructure Projects 3	Section 3.3 Page 19	Similar to how the TMC is presented, please provide some background information on the signal timing plans, dates and how they were analyzed in the models given that these locations operate under the adaptive SCOOT control.	Noted. A table summarizing the timing plan dates and their controller type will be included in the report. SCOOT controls have been coded as regular signals by following their standard phases and splits in the timing card.	1	C	Comment closed.
3	Transportation Services	Transit Infrastructure Projects 1	A 3.4 Data Gap Analysis Page 20	The methodology and calculations used to process the 2011 data to 2019 existing conditions using the EMME models do not appear to be accurate. An average annual growth rate of 1.9% seems very high and would mean that traffic grew by 15% over the past 8 years. We defer to York Region Staff provide an appropriate methodology and/or a recommended growth rate.	The average annual growth of 1.9% that was applied is generally consistent with the 2% growth rate recommended in York Region's Transportation Impact Study Guidelines.	3	C	Comment closed.
4	Transportation Services	Transit Infrastructure Projects 1	A 3.5 Desktop Data Collection Page 20	Was the desktop data collection supplemented by actual in field data collection and verification? In field work should constitute the bulk of the lane configuration, geometry and speed verifications.	No in-field visits were undertaken. Data collection relied on up to date satellite imagery and Street View imagery.	1	C	Comment closed. We recommend field visits to verify and supplement data collected from satellite imagery.
5	Transportation Services	Transit Infrastructure Projects 3	Section 3.6.1 Road Network Page 21	Yonge Street has two general purpose lanes and one HOV lane. Three directional lanes total. The report indicates three general purpose lane plus an HOV lane. Please review.	Noted. The lane configuration / cross section will be reviewed and confirmed3	1	C	Comment closed.
6	Transportation Services	Transit Infrastructure Projects 1	A 3.6.2 Traffic Pages 22-23	For the Finch Station analysis, the analysis summary should be consistent for the AM and PM peak periods. The same intersections should be shown in both summary tables with all the critical movements identified.	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design. Traffic Control and Management Plan(s) will be developed prior to construction during future stages of design.	3	C	Comment closed.
7	Transportation Services	Transit Infrastructure Projects 1	A 3.6.2 Traffic Pages 25-26	For the Steeles Station analysis, the analysis summary should be consistent for the AM and PM peak periods. The same intersections should be shown in both summary tables with all the critical movements identified.	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design. Traffic Control and Management Plan(s) will be developed prior to construction during future stages of design	3	C	Comment closed.
8	Transportation Services	Transit Infrastructure Projects 1	A 3.6.4 Pedestrian and Cycling Network Page 30	*"Cyclists can currently use the curb HOV lanes south of Steeles Avenue as dedicated lanes. Bicycle traffic on Yonge Street is very limited and these dedicated lanes are expected to operate at an acceptable level of service."* This statement is not accurate. The northbound and southbound curb lanes on Yonge Street (north of Steeles in York Region and south of Steeles in the City of Toronto) operate as High Occupancy Vehicle (HOV) lanes during the AM and PM peak periods. During these peak periods, only vehicles with 3 or more people, transit vehicles, taxies, motorcycles and bicycles can use these lanes. So these are in fact not dedicated bike lanes but mixed traffic lanes and should be indicated as such. Very few cyclists use these lanes because they must still ride in mixed traffic.	This statement will be updated in the report to reflect the mixed traffic HOV lane.	1	C	Comment closed.
9	Transportation Services	Transit Infrastructure Projects 1	Part B - YNSE EPR Addendum Impact Assessment Report Table 3-53. Summary of Traffic Mitigation Measures and Monitoring Requirements Page 41	The mitigation measures summarized in the table are too general and may not apply to all intersections and traffic movements that are experiencing capacity, delay and queuing issues. Why were specific mitigation measures not proposed and analyzed for the traffic zones around each Station area? Who will be responsible for future monitoring and commitments? Metrolinx or the municipality?	We feel the mitigation measures proposed are appropriate for a conceptual RCD. Traffic Control and Management Plan(s) will be developed prior to construction during future stages of design that will include more specific measures to reduce potential impacts on adjacent road networks and traffic patterns. Metrolinx remains ultimately responsible for the monitoring of future commitments; however, the City is welcome to provide relevant observations/comments/suggestions/concerns in this regard	3	C	Comment closed.
10	Transportation Services	Transit Infrastructure Projects 2	Pg. 56	Were the signals and/or cycle lengths optimized for the future conditions (2041) for with and without YNSE analysis?	Future signal timings were adjusted for optimal performance.	1	C	Comment Closed.
11	Transportation Services	Transit Infrastructure Projects 3	Appendix E Existing Conditions and 2041 Balanced Volumes	Unbalanced volumes were not provided in the appendix. There is no way to see how the volumes defer between the unbalanced and balanced.	Unbalanced volumes are now included within Appendix D of the Transportation Report.	1	O	The balanced volumes should show the changes that were made to each of the legs. Adding the changes in brackets beside the numbers would help make it easier to visualize rather than flipping back and forth to the unbalanced figures.
12	Transportation Services	Transit Infrastructure Projects 2	General Comment	Based on the review, the only difference in traffic analysis between with and without YNSE was the growth rate. The analysis does not provide much insight into the traffic operations for the two conditions.	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design	3	C	Comment Closed.
13	Transportation Services	Transit Infrastructure Projects 2	General Comment	Existing conditions synchro reports (Appendix E) missing	Existing Conditions Synchro Reports are now contained within Appendix C of the Transportation Impact Assessment Report	1	C	Comment Closed.
14	Transportation Services	Transit Infrastructure Projects 2	General Comment	2041 AM Peak with YNSE detail synchro reports missing from appendix	The Traffic Analysis has undergone revision since GRT review and no longer includes an operational traffic assessment based on the Reference Concept Design.	1	C	Comment Closed.
15	City of Toronto	CP	B 2.0 -Trip Generation by Future Development	Confirm whether population and employment projections for new trips generated by future developments are included in the future (2041) conditions (i.e. population and employment forecasts).	Population and employment projections for future trips have relied on insights and outputs from the regional demand model (Emme).	3		
16	City of Toronto	CP	B 2.0 / Appendix A - Traffic Impact Assessment Buffer	Recommend expanding study area beyond the impact assessment buffer of each station to include TPSS/EEB locations or along the entire Yonge St segment.	Thank you for this suggestion; however we have continued to assess an impact assessment of each station that does not include ancillary features such as TPSS and EEBs.	3		

17	City of Toronto	**CP**	B 3.0 - Impact Assessment	Clarify any permanent (operations and maintenance) impacts to traffic, transit, pedestrian, and cyclists. The potential impacts indicated in the report are mostly temporary and construction related.	The report will be reviewed again and updated to indicate the permanent impacts to road users as applicable.	1		
18	City of Toronto	**CP**	B 3.1.2 - Potential Traffic Impacts and Mitigation Measures	Recommend noting any TDM or mitigation measures that can encourage mode shift away from auto to other active transportation modes. For example, Metrolinx should commit to designing better public realm experiences to encourage transit, pedestrian, and cycling activities.	Thank you for these feedback it will be further considered during the development of the Traffic Control and Management Plan(s).	3		
19	City of Toronto	**CP**	B 4.0 - Signal Timing Optimization	Confirm that any proposed traffic signal timing optimization will be considered from the pedestrian and cycling perspective (as it could have negative impacts in terms of longer wait/crossing times) in addition to the traffic movement perspective.	Clearance intervals and timings will follow all applicable guidelines which takes all road users - including active transportation into consideration.	3		
20	Parks, Forestry & Recreation (PF&R)	LAU - Transit Unit	Table 3-53 Summary of Traffic Mitigation Measures and Monitoring Requirements Part B - pg. 41	As part of the development of a detailed Traffic Control and Management Plan, all parks, (city) community recreation centres and trails (including multi-use paths) are to remain fully operational and accessible. During the proposed works, Project Co. to use Communication Protocols to communicate with PF&R regarding any traffic changes that impact park access as per the project agreement.	Comments noted. All efforts will be made to keep parks, community recreation centres and trails/MUTs fully operational and accessible. Any impacts to current park access will be communicated to the City.	1	Closed. PFR will follow up on this comment in later communications.	C
EPR Addendum - Feb Submission								
21	Transportation Services	Transit Infrastructure Projects 2	appendix-h_-_transportation_existing_conditions_and_impact_assessment_report.pdf Pg 82	The lane configuration at Yonge and Hendon have not been coded correctly. The SB curbside lane should be modelled as a shared through right as the HOV lane terminates north of the intersection. Please review	Yonge Street southbound approaching Hendon Avenue runs 4 lanes, 2 of which are general purpose through lanes, a dedicated left turn lane and the curb lane is a shared right turn/through movement HOV lane. Considering the curbside lane is an HOV lane, it is assumed that the lane is used only as right turn for conservative purposes and all the southbound through movement demand is processed through the 2 general purpose lanes. This is in line with the instructions in City of Toronto Synchro 11.0 guidelines "In the absence of individual lane counts, a conservative approach would be to exclude the HOV lane (and its volume) from the analysis, since, during peak periods, adjacent lanes handle most of the volume and operate at or near capacity." Therefore, no further revisions	1		

From: York Region
To: Clerks@vaughan.ca
Subject: RE: Item 7, Committee of the Whole Report No. 6, Council February 15, 2022
Date: Wednesday, April 13, 2022 3:02:05 PM
Attachments: image002.png
YNSE Response.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 Mr. Coles,

Please find attached Metrolinx's response to the City of Vaughan's submission as part of the public consultation period for Environmental Project Report Addendum for the Yonge North Subway Extension.

Much appreciated if you'd kindly circulate this response to all members of Council.

Regards,

ZAR HAKIME (she/her)
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
METROLINX

From: Clerks@vaughan.ca <Clerks@vaughan.ca>
Sent: March 4, 2022 11:42 AM
Subject: Item 7, Committee of the Whole Report No. 6, Council February 15, 2022

You don't often get email from clerks@vaughan.ca. Learn why this is important

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.

Sent on behalf of Todd Coles, City Clerk

RE: YONGE NORTH SUBWAY EXTENSION – ROUTE REFINEMENT UPDATE

Attached for your information is **Item 7, Report No. 6,** of the Committee of the Whole regarding the above-noted matter, which was adopted, as amended, by the Council of the City of Vaughan at its meeting of February 15, 2022.

To assist us in responding to inquiries, please quote the item and report number.

Sincerely,

Todd Coles

City Clerk
905-832-8504 | clerks@vaughan.ca

City of Vaughan I Office of the City Clerk
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.
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

April 13, 2022

Todd Coles, City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

RE: YONGE NORTH SUBWAY EXTENSION – ROUTE REFINEMENT UPDATE

Dear Mr. Coles,

Thank you for providing Item 7, Report No. 6, of the Committee of the Whole regarding the above-noted matter, which was adopted, as amended, by the Council of the City of Vaughan at its meeting of February 15, 2022. Metrolinx thanks the City of Vaughan for your continued commitment to completing the Yonge North Subway Extension.

Your correspondence touched upon a variety of topics, and we have attempted to respond to the items relevant to the EPR Addendum below.

Reconsideration of Yonge North Subway Extension to Yonge Street

In March 2021, Metrolinx published the YNSE Initial Business Case (IBC). The IBC reviewed potential investments that responded to a problem and/or opportunity. A detailed analysis of each option, using quantified information and qualitative indicators was completed. Three alternative alignments were examined through a comparative analysis, with Option 3 being identified as the preferred option. This option was further refined to reduce the impact on local communities. . The refined route appears in the Environmental Project Report (EPR) Addendum.

The Environmental Project Report (EPR) Addendum was published for public comment on February 10, 2022 and comments were accepted until March 14, 2022, per the 30-day TPAP requirement. Metrolinx is currently reviewing and resolving the comments we have received, and we are updating the EPR Addendum per the TPAP.

Station Entrances in the City of Vaughan

Our design team is working to determine the exact location of station components, including exit locations, underground connections, and other related infrastructure. The conceptual mapping in the EPR Addendum shows conservative footprint estimations for the stations and other infrastructure. This is done to ensure that the study area encompassed all environmental features to complete the impact analysis.

It is our hope that the responses contained within this letter provide useful clarification on the selected alignment presented in the YNSE EPRA Addendum, the status of the TPAP, and its approach for assessing and mitigating the anticipated impacts of the subway extension.

97 Front Street West 416.874.5900
Toronto, ON M5J 1E6 metrolinx.com

Metrolinx will continue to engage with the City of Vaughan during future project phases, including detailed design. Please do not hesitate to contact the Project Team again should you have additional questions or concerns.

We ask that you kindly circulate this response to all members of Council.

Thank you,

The YNSE Team

Conservation Authorities

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000426
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:48 PM MX-GC-000070

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000070	MX-TRANSMIT-000426

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - TRCA

From	Ms Nittanee Galema - Metrolinx
To (2)	Suzanne Bevan - Toronto & Region Conservation Authority (sbevan@trca.on.ca) Sharon Lingertat - Toronto & Region Conservation Authority (Sharon.Lingertat@trca.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:48:40 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:52:14 PM EST (GMT -05:00)
To: Suzanne Bevan
Cc: Li Chen, YNSE Document_Control, Nittanee Galema, Sharon Lingertat
Mail Number: MX-TRANSMIT-000426
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - TRCA

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

February 28, 2022

CFN 64789
Xef 40769

BY E-MAIL ONLY (Jessica.Neto@metrolinx.com)

Jessica Neto
Junior Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street West
Toronto ON
M5H 3P5

Dear Jessica Neto,

Re: Yonge North Subway Extension
Advanced Tunnel, Draft Reference Concept Design and Draft Project Specific Output Specifications
Don River Watershed; City of Toronto, City of Vaughan, City of Richmond Hill, Regional Municipality of York

Toronto and Region Conservation Authority (TRCA) staff received the draft of both the Reference Concept Design (RCD) and Project Specific Output Specifications (PSOS) documents for the above referenced project on January 28, 2022. TRCA also received responses to TRCA comments dated November 29, 2021 on February 10, 2022. Staff have completed their review and detailed comments are enclosed in spreadsheet format as provided by Metrolinx.

PROJECT OVERVIEW

Staff understands that the study area for this project begins at the existing Finch Station along the existing Line 1 (Yonge–University) in the City of Toronto and proceeds northerly through the City of Vaughan (to the west) and City of Markham (to the east), to Moonlight Lane in the City of Richmond Hill, York Region.

The current submission is for work associated with the Advance Tunnel for Yonge North Subway Extension (ATYNSE). This work includes the design and construction of bored twin tunnels, associated structures and other work in advance of the subsequent Station Rail and Systems contract to extend TTC's Line 1 (Yonge University).

Staff understand that the ATYNSE project begins at the extraction shaft north of the existing Line 1 terminus, Finch Station, and follows Yonge Street north to the Royal Orchard Community, then proceeds east and runs parallel to the CN tracks north to approximately German Mills Creek, north of 16th Avenue.

The ATYNSE project will include:

(i) approximately 6.62 km of 5.6 m (internal diameter) twin bored running tunnels;
(ii) seven cross passages (CPs) between the running tunnels;
(iii) a launch shaft located west of the CN Corridor, south of Langstaff Road;
(iv) a TBM extraction shaft located at Yonge Street north of Finch Station; and

(v) headwalls for two below-grade Stations (Steeles Station and Clark Station), the Launch Shaft (including Support of Excavation), the Extraction Shaft (including Support of Excavation) and two Emergency Exit Buildings (EEBs)(including Support of Excavation).

PROJECT REVIEW

As noted previously during the review of the draft Environmental Project Report, it is strongly encouraged potential impacts be identified early in the planning process to ensure that appropriate avoidance and mitigation can be incorporated into the design and that to this, any additional required study or field verification to support these activities can be undertaken to effectively inform detail design.

Staff again acknowledge the efforts of the project team to select a preferred alignment and installation methodology for the subway extension that minimizes impacts to TRCA regulated areas and associated natural hazards and natural heritage features. Staff also appreciate the ongoing consultation of the project team and look forward to working with Metrolinx on this project and look forward to working with TTC as well and as appropriate.

RESUBMISSION REQUIREMENTS

As this project proceeds, please ensure the following is provided to TRCA for review and comment as the appropriate time as applicable:

Digital Submissions

1. All TRCA technical meeting agendas, as well as draft and final meeting minutes.
2. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed.
3. Ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11”x17” pages.
4. Materials submitted through e-mail must be less than 25 MB.
5. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

Should you have any questions or require any additional information please contact me at extension 5759 or at suzanne.bevan@trca.ca.

Regards,



Suzanne Bevan
Senior Manager, Infrastructure Planning and Permits
Development and Engineering Services

Encl: CFN 64789 GRT RCS -EPR-Addendum - TRCA
CFN 64789 RCS_S0700-GEN-8149-003—B-ATNYSE PSOS
CFN 64789 RCS_S0800-GEN-8149-006—B-ATNYSE RCD

BY E-MAIL

cc:

Mx: Julia Kun (Julia.Kun@metrolinx.com)

TRCA: Beth Williston, Associate Director, Infrastructure Planning and Permits
Steve Heuchert, Associate Director, Development Planning and Permits
Adam Miller, Associate Director, Development Planning and Permits
Victoria Kramskowski, Government and Community Relations

The following are separately enclosed documents
CFN 64789 GRT RCS -EPR-Addendum - TRCA
CFN 64789 RCS_S0700-GEN-8149-003—B-ATNYSE PSOS
CFN 64789 RCS_S0800-GEN-8149-006—B-ATNYSE RCD

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Transmittal	MX-TRANSMIT-000539	MX-TRANSMIT-000426

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - TRCA - Responses

From	Ms Nittanee Galema - Metrolinx
To (2)	Suzanne Bevan - Toronto & Region Conservation Authority (sbevan@trca.on.ca) Sharon Lingertat - Toronto & Region Conservation Authority (Sharon.Lingertat@trca.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Wednesday, March 30, 2022 5:28:30 PM EDT (GMT -04:00)
Reason	Issued for Information
Status	N/A

DETAILS

Attribute1

Attribute2

Attribute3

DOCUMENT ATTACHMENTS (2)

(**0** selected)

File	Document No	Revision	Revision Date	Title	Status

File	Document No	Revision	Revision Date	Title	Status
	dummy	-	1/14/21	Disregard - Added only to satisfy Aconex minimum file size attachments requirement	Information Only
	RCS-EPR-Addendum-MX Response-TRCA	-	3/30/22	CFN 64789 GRT RCS-EPR-Addendum - TRCA_MX Response_30Mar22	Information Only

MESSAGE

Good Afternoon,

Please see attached file for responses to TRCA comments received on YNSE Notice of Environmental Project Report Addendum, for information.

For any questions, please contact
Julia Kun - Julia.Kun@metrolinx.com
Jessica Neto - Jessica.Neto@metrolinx.com

Thanks,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:52:14 PM EST (GMT -05:00)
To: Suzanne Bevan
Cc: Li Chen, YNSE Document_Control, Nittanee Galema, Sharon Lingertat
Mail Number: MX-TRANSMIT-000426
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - TRCA

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

METROLINX

PO Number:	2182167	1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	0 = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete
Submittal Title:	2182167-DTP-ENV-ADD-0002_Draft_EPR_Addendum_GRT_CLEAN_10152021	**Submittal Date:**	Thursday, October 28, 2021
Submittal #:	2182167-DTP-ENV-ADD-00002	**Review Cycle Due Date:**	Friday, November 29, 2021
Revision:	D		

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Notice 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)	Metrolinx Response March 2022
1	Water Resources Engineering	TRCA	Segment 2 in sections 4.1.8.2 and 4.1.2.2 of the Draft_EPR_Addendum_20211028	a) There are two more watercourse crossings identified by TRCA that are not mentioned in the report. These watercourses are crossing the Finch Street at John Street and Elgin Street through two long pipe culverts. Please include these crossings to the Segment 2 reaches.	These crossings are noted, however, the EPR Addendum focuses on surface water features. The alignment is proposed to be tunnelled below these features.	3	Mahdi Esmaeili (February 28, 2022): Please note, since there are no surface structures such as EBIs and TPSIs etc. as part of the project scope, it is important to identify all the TRCA watercourses and include their floodplain lines on the drawings.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
			Segment 2: The TPS003-EB303	b) Segment 2: The TPS003-EB303 is located within the TRCA's regulatory floodplain. This facility should be moved outside the floodplain, if relocation of the facility is unavoidable proper justification for its location should be provided.	The location of TPS 05 / EB-03 within the EPR Addendum is based on a conceptual design and is subject to change. The floodplain will be a consideration as the location of these facilities are finalized during future design stages. Applicable TRCA floodproofing requirements will be applied in the event it is necessary to place infrastructure within the TRCA Regulated Area to meet functional requirements.	3	Mahdi Esmaeili (February 28, 2022):No further comments at this stage.	Acknowledged.
			Segment 2: The culvert replacement adjacent to the EB303	c) Segment 2: The culvert replacement adjacent to the EB303 requires a detailed hydraulic assessment confirming the proposed work will not have any negative impact on the flow conveyance. Please include this as a commitment to the report.	The requirement for detailed hydraulic assessment has been added to Section 7 (Drainage/Stormwater Management).	1	Mahdi Esmaeili (February 28, 2022):To review the revised EPR when becomes available.	Acknowledged.
			Segment 3: The culvert replacement at the Gorman Mill Creek and the proposed grading within the regulatory floodplain	d) Segment 3: The culvert replacement at the Gorman Mill Creek and the proposed grading within the regulatory floodplain require a detailed hydraulic assessment to make sure the proposed work will not have any negative impact on the flow conveyance and is compatible with the site. Please include this as a commitment to the report.	The requirement for detailed hydraulic assessment has been added to Section 7 (Drainage/Stormwater Management).	1	Mahdi Esmaeili (February 28, 2022):To review the revised EPR when becomes available.	Acknowledged.
				e) A Stormwater Management assessment should be provided confirming that TRCA's stormwater management criteria are met.	The future Stormwater Management Plan/Design will be made available to TRCA as part of forthcoming detailed design work.	1	Mahdi Esmaeili (February 28, 2022):No further comments at this stage.	Acknowledged.
2	Geotechnical	TRCA		The following presents the high-level review comments at this stage: a) The geotechnical study will be needed to assess the ground condition and to provide the geotechnical recommendations for various elements of the proposed work including tunnelling, shafts and structures.	Thank you. We are in agreement and this will be advanced during future project phases.	1		
				b) Appropriate geotechnical monitoring measures will be needed to be developed and implemented where the construction is close to the top of slope, or where the tunnelling runs under the regulated areas (including valleys, banks and watercourses). This will be needed to ensure that the proposed works do not negatively impact the regulated areas.	Thank you. We are in agreement and this will be advanced during future project phases.	1		
				c) Appropriate construction methodology will be needed to be developed to ensure that the proposed works do not negatively impact the regulated areas including the slopes.	Thank you. We are in agreement and this will be advanced during future project phases.	1		
				d) In the case that the stockpiling, staging and storage will be in the regulated areas, it must be ensured that the stockpiles are not on the top of slope, to ensure that the adverse impacts to the slopes will be minimized.	Thank you. We are in agreement and this will be advanced during future project phases.	1		
3	Geotechnical	TRCA	Study Area Mapping Segment 2 – Figure 1A: Royal Orchard Station Area, including TPS6-5	a) The station is located close to slopes. The grading strategy will be needed to be developed and reviewed by a geotechnical engineer, so that the stability is met.	Thank you. We are in agreement and this will be advanced during future project phases.	1	The response was satisfactory at this stage, please ensure there will be adequate verbiage in PSDS materials in this regard.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
			Study Area Mapping Segment 2 – Figure 1B: Royal Orchard Station Area, including TPS6-6	a) The setbacks for the stations will need to be adequate from the top of slope against the erosive hazard and slope instability to demonstrate that the proposed works are not at risk of being undermined by slope instability and erosive hazards. All necessary analysis and recommendations will be needed to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.	1	The response was satisfactory at this stage, please ensure there will be adequate verbiage in PSDS materials in this regard.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
4	Geotechnical	TRCA	Study Area Mapping Segment 2 – Figure 2C: Pomona Creek Area & EB3-4	a) The setbacks for EB3-4 will need to be adequate from the top of slope against the erosive hazard and slope instability to demonstrate that the proposed works are not at risk of being undermined by slope instability and erosive hazards. All necessary analysis and recommendations will be needed to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.	1	The response was satisfactory at this stage, please ensure there will be adequate verbiage in PSDS materials in this regard.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
			Study Area Mapping Segment 2 – Figure 2D: Pomona Creek Area & EB3-4	b) The grading strategy will be needed to be developed and be reviewed for the area of EB3-4 by a geotechnical engineer so that the stability is met.	Thank you. We are in agreement and this will be advanced during future project phases.	1	The response was satisfactory at this stage, please ensure there will be adequate verbiage in PSDS materials in this regard.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
				c) All geotechnical design recommendations will need to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.	1	The response was satisfactory at this stage, please ensure there will be adequate verbiage in PSDS materials in this regard.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
5	Geotechnical	TRCA	Study Area Mapping Segment 3 – Figures 3C and 3D	a) The grading strategy will be needed to be developed and be reviewed by a geotechnical engineer so that the global stability is met.	Thank you. We are in agreement and this will be advanced during future project phases.	1	The response was satisfactory at this stage, please ensure there will be adequate verbiage in PSDS materials in this regard.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
			Study Area Mapping Segment 3 – Figures 3C and 3D	b) All geotechnical design recommendations will need to be developed and implemented.	Thank you. We are in agreement and this will be advanced during future project phases.	1	The response was satisfactory at this stage, please ensure there will be adequate verbiage in PSDS materials in this regard.	This item will be carried on to the next phase of planning and design and will be addressed as part of R1D and PSDS.
6	Future Design Stages	TRCA		**Voluntary Project Review** Development activities within regulated areas on lands owned by, and/or conducted by, a provincial or federal agency, are exempt from the regulatory approval process under Section 28 of the Conservation Authorities Act and Ontario Regulation 166/06 – Toronto and Region Conservation Authority (TRCA) Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. As such, permits in accordance with Ontario Regulation 166/06 are not required at the design stage. Notwithstanding, proponents may seek TRCA review through the Voluntary Project Review process. It is noted in Section 7.1 Permits and Approvals that engagement with the TRCA will continue as design and construction planning progress to address matters related to their mandate. Please clarify whether Metrolinx will be seeking VPR approval for any of these works.	Metrolinx will consult with the TRCA with respect to any Project construction activities in regulated areas in relation to O. Reg. 166/06. At this time, Projects in design development phase and Metrolinx will continue consulting with the TRCA on design development and Project planning, including procurement strategy progress.	1		
7	Future Design Stages	TRCA		**Reference Concept Design and PSDS** TRCA staff would also appreciate the opportunity to review and comment on the Reference Concept Design (RCD) and Project Specific Output Specification (PSOS) prior to the detailed design stage. Please confirm if these documents will be provided.	As noted above, Metrolinx will consult with the TRCA with respect to any Project construction activities in regulated areas in relation to O. Reg. 166/06. At this time, Projects in design development phase and Metrolinx will continue consulting with the TRCA on design development and Project planning, including procurement strategy progress.	1		
8	Future Design Stages	TRCA		**Drawing Requirements1** To facilitate our review of the impacts within our regulated areas please ensure that plans submitted for review to the TRCA-Regulation Limits shows the following: •RCA Regulation Limits •Regional Storm Flood Plain lines •Typical extent of existing natural features (vegetation, wetlands, surface water features, contour lines, etc.) •Construction limits (east, west, north, south) •Proponent's property boundaries (if not a municipal project) •RCA property limits •Municipal Roads, trails, bridges, staircases, and turnstile	Comment noted.	1		
9	Future Design Stages	TRCA		**General Requirements** Please note that as a minimum, details of the project components will be required on design drawing including the following: a)Existing conditions details (as in condition) including profiles and cross sections. b)Details regarding removals and decommissioning of existing infrastructure as required. c)Design detail for new sections/local improvements (cross- and longitudinal sections). d)Method(s) for managing creek flows during construction. e)Watercourse protection. f)Stockpile and construction staging areas, access routes. g)Erosion and sediment control measures during and post construction. h)Site restoration and enhancement opportunities.	Comment noted.	1		
10	Future Design Stages	TRCA		**TRCA Guidelines** In general, please ensure that the works within TRCA regulated areas are designed in line with these TRCA guidelines that can be downloaded from our website: •RCA Stormwater Management Criteria (2012) •Low Impact Development Guidelines for Storm Water Management Design •RCA Erosion and Sediment Control Guidelines for Urban Construction (2019) •RCA Geotechnical Engineering Design and Submission Plan Guidelines •RCA Crossing Guidelines •RCA Post Construction Restoration Guidelines •RCA Compensation Protocol •RCA Seed Mix Guidelines •RCA Environmental Impacts Statement Guidelines	Thank you for providing these guidelines. They will be applied during subsequent design phases as applicable.	1		
11	Future Design Stages	TRCA		**TRCA Standard Notes1** During detailed design, please ensure that the erosion and sediment control plan drawings include the TRCA standard notes. Please ensure that existing grades are matched within the Floodplain post construction and there is no fill in the Floodplain.	Thank you. Comment noted.			
12	Future Design Stages	TRCA		**Interim Site Protection Measures1** In cases where proposed works are phased out over multiple construction seasons, TRCA will require an interim site protection plan. a)Please provide a Site stabilization plan detailing immediate site stabilization measures. b)Effort should be put towards applying a staged construction approach with temporary site protection incorporated into the construction staging and sequencing process to the extent possible. c)Please provide method of seeding. Additional erosion control, such as a blanket, is required unless reseeding (with 30 min). d)Please include seed mix details, including species (scientific and common names), percentages or quantities, and rates of applications.	Thank you for this feedback Interim Site Protection measures will be further examined during subsequent stages of design and we look forward to further engaging with TRCA during the Voluntary Project Review process.	1		
13	Future Design Stages	TRCA		**Access and Staging1** TRCA will prefer that prior to selection of construction access routes and staging areas, that we be contacted to discuss options. Our preference is to select areas that do not have existing erosion or flood hazards for any staging or access areas.	Thank you. TRCA will continue to be engaged during future design and during the development of construction access and staging. We are in agreement that areas should be prioritized that do not have existing erosion or flood hazards for any staging or access.	1		
14	Utility Relocations	TRCA		Efforts should be made to coordinate with affected utilities' works including relocations to minimize the overall impacts of the project on the existing natural heritage and hazard system. Please note that these works may require separate permits from TRCA.	This is acknowledged and we are in agreement.	1		
15	Utility Relocations	TRCA		**Signing and Stamping1** All engineering drawings including those for grading, slope reconstruction, retaining walls, temporary shoring, bridge abutments, piers, foundations, culverts, utilities and servicing are required to be submitted as signed and sealed by a Licenced Professional Engineer prior to issuing the ARE.	Comment noted.	1		

PROJECT NAME:	YONGE NORTH SUBWAY EXTENSIO (YNSE)	*** Actions:**	**** Line Item Status:**
PO Number:	219214Y	1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete
Submittal Title:	219214Y-OTP-ENV-RPT-00007 IA-Natural Environment_RevF_DELIVERABLE	**Submittal Date:**	Thursday, October 28, 2021
Submittal #:	219214Y-OTP-ENV-RPT-00007 **Revision:** F	**Review Cycle Due Date:**	Friday, November 29, 2021

Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)	Metrolinx Response March 2022
1	Ecology	TRCA		a) Segment 2: In sections 4.1.3.2 and 5.1.22 of the Draft_EPR_Addendum_20211028, there are two more watercourse crossings identified by TRCA that are not mentioned in the report. These watercourses are crossing the Yonge Street at John Street and Elgin Street through two long pipe culverts. Please include these crossings to the Segment 2 section. b) Segment 2: The TPSS04-EEB03 is located within the TRCA's regulatory floodplain. This facility should be moved outside the floodplain. If relocation of the facility is unavoidable proper justification for its location should be provided. c) Segment 2: The culvert replacement adjacent to the EEB03 requires a detailed hydraulic assessment confirming the proposed work will not have any negative impact on the flow conveyance. Please include this as a commitment to the report. d) Segment 3: The culvert replacement at the German Mills Creek and the proposed grading within the regulatory floodplain require a detailed hydraulic assessment to make sure the proposed work will not have any negative impact on the flow conveyance and the regulatory floodplain. Please include this as a commitment to the report. e) A Stormwater Management assessment should be provided confirming that TRCA's stormwater management criteria are met.	a) These crossings are noted; however, the EPR Addendum focuses on surface water features. The alignment is proposed to be tunnelled below these features. b) See response to Item #2. c) Section 5.12.11 of the EPR Addendum notes that Floodplain impact assessment will be conducted during detailed design following TRCA guidelines once detailed structural information is available. Design optimizations shall be considered to reduce hydraulic impacts. d) See response to item c) above. e) Acknowledged. Section 5.12.11 of the EPR Addendum notes the TRCAs Stormwater Management Criteria will be followed, including those policies related to impervious areas.	3		
2	Ecology	TRCA		TRCA Planning Ecology acknowledges the efforts of the project team to select a preferred alignment and installation methodology for the YNSS that minimizes impacts to TRCA regulated areas and to site a majority of the proposed Traction Power Substations (TPSS) and Emergency Exit Buildings (EEB) outside of TRCA regulated areas is commended. Additional impacts associated with construction access, construction stockpiling and staging, utility relocations, groundwater dewatering and discharge, and stormwater management have not been clearly anticipated or identified. The EPR acknowledges that additional work is required during detail design, however, it is encouraged that these potential impacts be identified early in the planning process to ensure that appropriate avoidance and mitigation can be incorporated into the design. Further to this, any additional required study or field verification to support these activities can be undertaken to effectively inform detail design. Please consider additional discussion within Section 5 (Impact Assessment, Mitigation and Monitoring) and / or outline commitments in Section 7.3 (Commitments and Future Studies) to this regard.	Thank you for your comment. Identification of potential project impacts, mitigation measures and monitoring activities has been done in the most comprehensive manner based on the current project design assessed, captured in Section 5. Future studies that may be required are outlined in Section 7. Metrolinx welcomes any comments specific to the future studies, and/or natural environment components assessed, and mitigation measures and monitoring activities identified. Metrolinx looks forward to continuing to work with the TRCA as part of further project planning and design.	3	P - This matter remains outstanding and should be incorporated into the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.
3	Ecology	TRCA		The proposed YNSE alignment crosses beneath the East Don River and Pomona Mills Creek as well as other TRCA regulated areas. The tunnelling method of installation will, for the most part, prevent disturbance within these areas. That said, access may be required should any emergencies occur during installation. TRCA encourages that emergency contingencies be considered at this stage in the planning process. Please consider potential access requirements in the event of an emergency or spill. Where potential features impacts could result, the emergency contingency plan should detail avoidance and mitigation measures along with restoration objectives.	Thank you for your comment. Section 5 presents preliminary mitigation in this regard that will be supplemented during the development of the Spill Prevention and Response Plan during future project phases, which will allow it to consider and address details such as site access, staging areas, etc.	1	P - This matter remains outstanding and should be incorporated into the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.
4	Ecology	TRCA	Section 2.2 of the EPR	Section 2.2 of the EPR discusses additional project design elements, including the proposed German Mills Creek culvert replacement. A 6.7 m span x 2.44 m rise DECAST culvert is proposed to replace the existing triple-cell corrugated steel pipe culvert. A fluvial geomorphic assessment of German Mills Creek within the vicinity of the existing culvert is recommended. Channel restoration should be based on the principles of natural channel design to meet aquatic objectives. Terrestrial objectives for wildlife passage should also be incorporated into the culvert sizing and design, and as such openness ratios should be outlined. Application of TRCA's Crossing Guidelines for Valley and Stream Corridors is encouraged to support planning and detail design of the culvert replacement.	Thank you for your comment. The need for a fluvial geomorphic assessment of German Mills Creek within the vicinity of the existing culvert was discussed during a November 11, 2021 meeting and we in agreement with this requirement. TRCA's Crossing Guidelines for Valley and Stream Corridors will be included within the Project's Data Room as a resource for Project Co and will be considered during the development of further design.	1	O - response noted	Acknowledged
5	Ecology	TRCA	Section 4.3.3.2	Section 4.3.3.2 details York Region Planning Studies. Please note that the Region of York is undertaking a Transportation Master Plan update, which includes a proposed South York Greenway Cycling and Pedestrian Corridor. This corridor may intersect with the YNSE project limits. Consultation with the Region of York is recommended to ensure potential land uses within the study area are clearly identified.	Thank you for your comment. Engagement with York Region is ongoing.	1	Response noted	Acknowledged
6	Ecology	TRCA		The EPR outlines anticipated impacts associated with the YNSE alignment. Impacts identified within TRCA regulated areas are summarized as: Segment 1) no anticipated impacts; Segment 2) potential impacts associated with staging of equipment and at grade project activities with relatively small footprints near the East Don River and Pomona Creek; and Segment 3) impacts to vegetation communities at the proposed Train Storage Facility and impacts to German Mills Creek associated with the proposed culvert replacement. Please consider any feasible opportunities to remove structures from TRCA regulated areas and minimize disturbance to vegetation communities and watercourses, particularly associated with the proposed Royal Orchard Station, the proposed Train Storage Facility, and the proposed culvert replacement at German Mills Creek.	Thank you for your comment. YNSE project components that overlap with TRCA regulated areas have been located to meet functional requirements, however refinements are anticipated during detailed design. Metrolinx recognizes the importance of avoiding/minimizing potential impacts to natural environment components and TRCA regulated areas and is looking forward to working with the TRCA as part of further project planning and design.	3	P - to be addressed in the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.
7	Ecology	TRCA	Section 5.1 of the EPR	Section 5.1 of the EPR provides an impact assessment of the Natural Environment. It is recommended that the discussion associated with the potential impacts of the German Mills Creek culvert replacement be expanded to consider the potential disturbance required to facilitate channel realignment. Impacts as outlined in Figure 3-7c (Segment 3 Ecological Land Classification Impact Assessment) of the Natural Environment Existing Conditions Report may underrepresent potential impacts that could result from any required channel realignment works upstream and downstream of the culvert as well as construction and grading impacts to features within the German Mills Creek corridor.	Thank you for your comment. At this time, it is unknown if channel realignment will be necessary; however, additional potential impacts and mitigation have been added to the Table within the report.	1	C - response noted. Thank you for incorporating revisions. To be addressed through next phases of design.	Acknowledged
8	Ecology	TRCA	Table 5.92	Table 5.92 proposes mitigation measures associated with potential impacts to natural heritage features. The table states that buffers established during the site preparation phase should be maintained to minimize negative impacts to the natural environment. Please consider updating the report to provide recommended minimum buffers to natural heritage features. This can help inform appropriate setbacks as the design progresses. TRCA acknowledges that impacts may be unavoidable in some circumstances, however where there is flexibility in design, recommended buffers and setbacks should be respected.	Thank you for your comment and suggestion. As each site/construction zone is unique, buffers will be established on a site-specific basis for those sites adjacent to natural heritage features.	1	P - to be addressed in the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.
9	Ecology	TRCA	Table 5.92	Table 5.92 notes that stockpiled material or equipment will be stored within construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. TRCA recommends that this be expanded to state that stockpiled material or equipment will be kept at least 30 m from any watercourse or wetland and outside of TRCA's regulatory limits to the extent feasible.	Thank you for your comment. Suggested text has been added to the mitigation and monitoring table.	1	C - response noted. Thank you for incorporating revisions. To be addressed through next phases of design.	Acknowledged
10	Ecology	TRCA	Section 5.2.2 (Hydrogeology and Groundwater Conditions) Table 5.93 (Summary of Potential Impacts, Mitigation Measures and Monitoring: Hydrology / Groundwater	With respect to Section 5.2.2 (Hydrogeology and Groundwater Conditions) and Table 5.93 (Summary of Potential Impacts, Mitigation Measures and Monitoring: Hydrology / Groundwater), the EPR states that potential impacts associated with groundwater dewatering will be assessed as part of hydrogeological field investigations, which are currently underway. Through these investigations, potential impacts to natural heritage features and functions should be considered where features are found within the anticipated zone of influence of dewatering activities. Through the development of a Groundwater Management and Dewatering Plan, please consider the potential impacts of groundwater dewatering on natural heritage features and functions and outline recommended mitigation measures.	Thank you for your comment. Reference to Groundwater Management and Dewatering Plan has been added to Section 5. *"Through the development of a Groundwater Management and Dewatering Plan, the potential impacts of groundwater dewatering on natural heritage features and functions will be considered."*	1	C - response noted. Thank you for incorporating revisions. To be addressed through next phases of design.	Acknowledged
11	Ecology	TRCA	Table 5-100 (Summary of Potential Impacts, Mitigation Measures and Monitoring: Utilities)	Table 5-100 (Summary of Potential Impacts, Mitigation Measures and Monitoring: Utilities) commits to the development and implementation of a detailed Utility Infrastructure Relocation Plan. It is recommended that utility relocation requirements be identified early in the planning process. This will allow for the identification of sensitive features and functions potentially impacted by the works and any additional study requirements. Early phases of detail design should identify access requirements, construction methodology, mitigation measures, and any required restoration / compensation to support utilities relocation requirements.	Comment noted. Wording has been added to this table indicating that future phases of detail design should identify access requirements, construction methodology, mitigation measures, and any required restoration / compensation to support utilities relocation requirements.	1	P - to be addressed in the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.
12	Ecology	TRCA	Section 7.3.2	a) Section 7.3 of the EPR notes design and engineering commitments. TRCA Planning Ecology offers the following recommendations to this regard: i. Section 7.3.2 acknowledges that further investigation may be required to delineate the boundary of natural features associated with the Natural Heritage System. As design progresses and where impacts to natural hazard and natural heritage features are anticipated, a feature staking exercise with TRCA in attendance is recommended. Through the refinement of feature limits, TRCA may recommend additional avoidance and mitigation strategies not currently outlined in the EPR.	Comment noted.	1	P - to be addressed in the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.
			Section 7.3	ii. The EPR commits to a Tree Inventory and Arborist Report. Where tree removals are anticipated within natural heritage features, average basal area should be calculated. Where feasible, basal area should be calculated for the entire feature, not just the area of potential impact. Basal area calculations will allow for the application of the Metrolinx Vegetation Guideline (2020) as it pertains to any required ecosystem compensation.	Thank you for this comment. We can confirm that necessary calculations will be documented within the Tree Inventory and Arborist Report to allow for the application of the Metrolinx Vegetation Guideline.	1	C - please note TRCA comments on the draft agreement to this regard, ensuring Project Co is aware of potential requirements	Acknowledged
			Section 7.3.3	iii. Section 7.3.3 commits to the development of a Groundwater Monitoring Plan. Please include commitments to identifying potential impacts of groundwater dewatering on natural heritage features and functions. Further to this, please acknowledge the need to include monitoring and contingencies for natural heritage feature and functions potentially impacted by groundwater management and disposal.	Thank you for your comment. Reference to Groundwater Management and Dewatering Plan has been added to Section 5 in the EPR. *"Through the development of a Groundwater Management and Dewatering Plan, the potential impacts of groundwater dewatering on natural heritage features and functions will be considered."*	1	C - response noted. Thank you for incorporating revisions. To be addressed through next phases of design.	Acknowledged
			Section 7.3.4	iv. General commitments related to stormwater management (Section 7.3.4) that will be fulfilled during detail design should outline general commitments to meeting TRCA stormwater management criteria, and in particular, incorporating Low Impact Development measures.	Thank you for your comment. Wording has been added to Section 5.12.11 in the EPR to note that the stormwater management measures should meet TRCA stormwater management criteria, and in particular, should meet TRCA stormwater management criteria and focus on measures to incorporate Low Impact Development measures.	1	C - response noted. Thank you for incorporating revisions. To be addressed through next phases of design.	Acknowledged
			Section 7.3	v. The design and engineering commitments should include a commitment to undertaking a fluvial geomorphological assessment of German Mills Creek to support the culvert replacement design.	Thank you for your comment. This commitment was documented during a November 11, 2021 meeting between Metrolinx and TRCA. Floodplain impact assessment will be conducted during detailed design following TRCA guidelines once detailed structural information is available. Design optimizations shall be considered to reduce hydraulic impacts.	1	O - response noted	This item will be carried on to the next phase of planning and design through RCD and PSOS.
13	Ecology	TRCA		The EPR outlines that the Metrolinx Vegetation Guideline will be applied as it relates to vegetation removals and any required compensation. It is critical that potential feature impacts and associated compensation be identified early in the planning process in order to identify and secure locations for required planting or ecosystem compensation. Please outline opportunities to demonstrate that anticipated compensation requirements can be met.	Thank you for your comment. As the specific quantities and locations of removals are yet to be determined, it is not feasible at this time to discuss opportunities for anticipated compensation, given that compensation is subject to removal quantities and locations. Metrolinx remains committed to following Metrolinx Vegetation Guideline and meeting all applicable compensation requirements.	1	P - to be addressed in the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.

14	Ecology	TRCA		Please more clearly document the approach restore areas disturbed by construction. Post-construction restoration differs from compensation and should be detailed through comprehensive restoration plans. TRCA's Post Construction Restoration Guidelines provides guidance for development of restoration plans while TRCA's Forest Edge Management Guidelines provides further detail on protecting existing vegetation adjacent to construction areas. The identification of post construction restoration principles and objectives will support the detail design of comprehensive restoration plans.	Thank you for your comment. As the project is not yet in the detailed design phase, we are currently not at the level of detail in the design to quantify impacts and develop site-specific restoration plans. The approach to restore areas disturbed by construction will be further developed at a later phase.	1	P - to be addressed in the next phases of planning and design	This item will be carried on to the next phase of planning and design through RCD and PSOS.

It is understood that a revised Environmental Project Report will include comments and received from the public. Board staff look forward to reviewing a revised Environmental Project Report when available.

Regards,



Adam McDonald
Assistant Manager of Planning Services
York Catholic District School Board
adam.mcdonald@ycdsb.ca
905.713.1211 x12379

CC: YongeSubwayExt@metrolinx.com
Leona Hollingsworth, email only

From:	York Region
To:	adam.mcdonald@ycdsb.ca
Subject:	RE: Yonge North Subway Extension – Environmental Project Report Addendum

Dear Mr. McDonald:

Thank you for your letter, dated March 14, 2022, containing the York District School Board's comments on the Yonge North Subway Extension (YNSE) Environmental Project Report Addendum (the EPR Addendum). Your correspondence raised several comments related to the identification of St. Anthony Catholic Elementary School within the EPR Addendum; the proximity of proposed Emergency Exit Buildings to St. Anthony CES; and the extent to which geotechnical studies are presented within the EPR Addendum. We have attempted to respond to each of these items below.

Identification of St. Anthony Catholic Elementary School

Your comments indicate that it is misleading to suggest that the private property owned by the York Catholic District School Board is 'open space', as it is characterized within Section 4.4 of the EPR Addendum (Socio-Economic and Land Use). Please be advised that this Open Space designation was applied solely for the purposes of the Land Use assessment as part of the methodology described within Section 4.1 of the EPR Addendum and was done because the various municipalities along the YNSE alignment use slightly different terminology to designate land use. The Parks/Open Space/Recreation Area designation has been applied to both public and private lands where generally little development occurs aside from recreational or cultural facilities. Please also note St. Anthony CES has been identified as a "sensitive facility" within the Environmental Project Report Addendum for the purpose of the Socio-economic and Land Use Assessment. Its designation as a "civic building" was for the purposes of the Cultural Heritage Existing Conditions and Impact Assessment. The term has been changed to "school" to be consistent throughout the document. The terminology used when referring to schools in the various studies that support the EPR Addendum in no way affects the assessment of potential impacts or the application of required mitigation.

Finally, a revision will be made within Section A3.11.2.4 of the Land Use Existing Conditions and Impact Assessment to indicate that the alignment is proposed to run directly beneath St. Anthony CES, per your comments.

Proximity of Emergency Exit Buildings (EEBs) to St. Anthony

Your comments also state that the proximity of EEB-7 to St. Anthony CES is a concern to the Board. Although the exact street-level configurations of certain YNSE components are still under development, the Environmental Project Report Addendum assesses a conservative footprint to ensure that potential environmental impacts are identified and mitigated appropriately. This includes proposed emergency exit buildings that are only used in the unlikely event of an emergency in the tunnel that would require people to safely get to the surface. Applicable safety standards require EEBs to be located within a set maximum distance from the next point of egress, meaning there are limited options for the placement of these facilities. Metrolinx will continue to engage YCDSB during the detailed design phase of the project.

EEBs are anticipated to be used only in exceedingly rare situations when it is necessary to protect the health and safety of transit riders and operators, and any EEB in proximity to St. Anthony CES will not pose a threat to the community. Metrolinx will continue to engage YCDSB during the detailed design phase of the project to provide further information on the plans in place to minimize community disruptions during rare, emergency events.

Status of Geotechnical Investigation presented within the EPR Addendum

Finally, your letter included a suggestion that completion of a final EPR Addendum should be deferred until such time that geotechnical studies have been completed, considering the impact the tunnel will have on a number of different properties. The EPR Addendum identifies and assesses potential impacts resulting from the construction and operation of the complete YNSE project, including anticipated impacts from tunneling.

The Hydrology and Groundwater information presented within the EPR Addendum reflects the

extent of available information and the average depth range for hydrostratigraphic layers and groundwater is not yet available for the entirety of the alignment. Based on the hydrostratigraphy that has been interpreted at specific sections along the alignment, we have expanded the discussion of groundwater conditions within Section 4.3 of the EPR Addendum to note the area near and north of Clark Station is the only area where it is expected that temporary dewatering will be required to control of high volumes of groundwater seepage. Permanent dewatering is not planned for the project, and the tunnel and structures will be designed to resist hydrostatic pressures. All construction dewatering will be in accordance with the requirements of the *Ontario Water Resources Act* and necessary permits and approvals will be obtained from the Ministry of the Environment, Conservation and Parks, where required.

Geotechnical investigations are expected to continue as the YNSE project design is refined, but this work and the results of these studies are not anticipated to identify additional impacts or mitigation needs beyond those that are captured within the current EPR Addendum.

It is our hope that the responses contained within this letter provide useful clarification on the EPR Addendum's approach for assessing and mitigating the anticipated impacts of the subway extension. We thank you for your comments and please do not hesitate to contact the Project Team again should you have additional questions or concerns.

Thank you very much,

YNSE Team

Other

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000417
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:33 PM MX-GC-000061

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000061	MX-TRANSMIT-000417

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum

From	Ms Nittanee Galema - Metrolinx
To (2)	Jeff Booker - 407ETR (jbooker@407etr.com) Paul Ruttan - 407ETR (PRuttan@407ETR.com)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:33:35 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:20:17 PM EST (GMT -05:00)
To: Jeff Booker
Cc: Paul Ruttan, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000417
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000423
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:43 PM MX-GC-000067

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000067	MX-TRANSMIT-000423

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - Hydro One

From	Ms Nittanee Galema - Metrolinx
To	Elsy Aceves - Hydro One Networks Inc. (elsy.aceves@HydroOne.com)
Cc (4)	Secondary Land Use - Hydro (SecondaryLandUse@HydroOne.com) Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx
Sent	Tuesday, March 15, 2022 2:43:01 PM EDT (GMT -04:00)
Status	N/A

MESSAGE

Good Afternoon,
Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period. Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

From: N Galema
Sent: 2/10/22 4:42:17 PM EST (GMT -05:00)
To: Elsy Aceves
Cc: Secondary Land Use, Li Chen, YNSE Document_Control, Nittanee Galema
Mail Number: MX-TRANSMIT-000423
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - Hydro One

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Nittanee Galema METROLINX	Metrolinx Yonge North Subway Extension: Notice o… TRANSMITTAL	02/10/2022 MX-TRANSMIT-000428	
Majid Golbon TTC	Re: Metrolinx Yonge North Subway Extension: Noti… GENERAL CORRESPO…	03/11/2022 -GC-000053	
Nittanee Galema METROLINX	Re: Metrolinx Yonge North Subway Extension: Notic… GENERAL CORRESPO…	2:53 PM MX-GC-000072	

Yonge North Subway Extension (YNSE)
130 Adelaide Street,
Toronto
Ontario M5H 3P5 Canada

METROLINX

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	MX-GC-000072	MX-TRANSMIT-000428

Re: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - TTC

From	Ms Nittanee Galema - Metrolinx
To (13)	Scott Haskill - TTC (scott.haskill@ttc.ca) Dominic Tiano - TTC (Dominic.Tiano@ttc.ca) Petrovic Predrag - TTC (predrag.petrovic@ttc.ca) Eric Chu - TTC (Eric.Chu@ttc.ca) Pat Lamanna - TTC (Pat.Lamanna@ttc.ca) Rachael Gerry - TTC (Rachael.Gerry@ttc.ca) Alicja Wisniewska - TTC (Alicja.Wisniewska@ttc.ca) Raul Hamilton - TTC (Raul.Hamilton@ttc.ca) Angie Quinto - TTC (Angie.Quinto@ttc.ca) Majid Golbon - TTC (Majid.Golbon@ttc.ca) Garry Doyle - TTC (Garry.Doyle@ttc.ca) Suma Apparao-Das - TTC (Suma.Apparao-Das@ttc.ca) Curtis Myers - TTC (Curtis.Myers@ttc.ca)
Cc (3)	Li Chen - Metrolinx YNSE Document_Control - Metrolinx Ms Nittanee Galema - Metrolinx

Sent Tuesday, March 15, 2022 2:53:54 PM EDT (GMT -04:00)

Status N/A

MESSAGE

Good Afternoon,

Sent on behalf of the YNSE Team:

The public review period closed on March 14, 2022 for the Yonge North Subway Extension Notice of Environmental Project Report (EPR) Addendum. Metrolinx is currently preparing the final EPR Addendum package for submission to the Minister on April 14, 2022. A notification will be sent to you for the Notice of Updated EPR Addendum, which corresponds with the start of the 35-day Minister's review period.
Metrolinx will continue to provide updates to you as the project progresses.
Thank you,
The YNSE Team

Regards,

Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Disclaimer:

The information disclosed is to be considered confidential information under the August 2020 NDA among IO, MX and TTC.

The following documents contain information a) that is scientific, technical, commercial and/or financial information, supplied in confidence, where the disclosure could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of Metrolinx and/or Infrastructure Ontario, b) where the disclosure could reasonably be expected to prejudice the economic interests of an institution or the competitive position of Metrolinx and/or Infrastructure Ontario, c) where the disclosure could reasonably be expected to be injurious to the financial interests of the Government of Ontario or the ability of the Government of Ontario to manage the economy of Ontario and/or d) including the proposed plans, policies or projects of Metrolinx and/or Infrastructure Ontario where the disclosure could reasonably be expected to result in premature disclosure of a pending policy decision or undue financial benefit or loss to a person.

If any of these documents are responsive to a Freedom of Information request, please immediately contact Michael Kitagawa, Metrolinx Legal at michael.kitagawa@metrolinx.com and Christina Ruder, Manager, Freedom of Information at Christina.ruder@metrolinx.com. Do not release any of these documents prior to confirming with Metrolinx Legal.

From: N Galema
Sent: 2/10/22 4:59:07 PM EST (GMT -05:00)
To: Majid Golbon

Cc: Li Chen, YNSE Document_Control, Nittanee Galema, Suma Apparao-Das, Eric Chu, Garry Doyle, Rachael Gerry, Raul Hamilton, Scott Haskill, Pat Lamanna, Petrovic Predrag, Angie Quinto, Dominic Tiano, Alicja Wisniewska
Mail Number: MX-TRANSMIT-000428
Subject: Metrolinx Yonge North Subway Extension: Notice of Environmental Project Report Addendum - TTC

Project Request From::	
Project Request To::	
Requestor PM::	
Responder PM::	

Good Afternoon,
Sent on behalf of YNSE:

I'm pleased to advise that the Notice of Environmental Project Report (EPR) Addendum for the Yonge North Subway Extension has been published on February 10, 2022. The EPR Addendum is available on the project website at MetrolinxEngage.com/YongeSubwayExt. Should you be interested, the public review period will continue until March 14, 2022.
Attached for your reference is the Notice of EPR Addendum which provides further Project information, including a description of the design changes that were assessed, as well as a covering letter. Please do not hesitate to contact our team if you have any questions.

Thank you,
Yonge North Subway Extension Team
Metrolinx Contacts: Jessica Neto Jessica.Neto@metrolinx.com and Julia Kun Julia.Kun@metrolinx.com

Regards,
Nittanee Galema
Document Controller, Yonge North Subway Extension
Metrolinx
20 Bay Street | 18th Floor | Toronto | Ontario | M5J 2W3
Nittanee.Galema@metrolinx.com

Disclaimer:

The information disclosed is to be considered confidential information under the August 2020 NDA among IO, MX and TTC.

The following documents contain information a) that is scientific, technical, commercial and/or financial information, supplied in confidence, where the disclosure could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of Metrolinx and/or Infrastructure Ontario, b) where the disclosure could reasonably be expected to prejudice the economic interests of an institution or the competitive position of Metrolinx and/or Infrastructure Ontario, c) where the disclosure could reasonably be expected to be injurious to the financial interests of the Government of Ontario or the ability of the Government of Ontario to manage the economy of Ontario and/or d) including the proposed plans, policies or projects of Metrolinx and/or Infrastructure Ontario where the disclosure could reasonably be expected to result in premature disclosure of a pending policy decision or undue financial benefit or loss to a person.

Stakeholder Groups

From:	Allie McHugh
To:	Jessica Neto; Furfurica, Silvia
Cc:	Maria Zintchenko
Subject:	FW: YNSE EPR Comments
Date:	Monday, March 14, 2022 12:22:11 PM
Attachments:	YCDSB Comments - YNSE EPR March14 2022.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.

Hi all,
Comments from the York Catholic District School Board on the addendum are attached.

From: Adam McDonald <adam.mcdonald@ycdsb.ca>
Sent: March 14, 2022 12:15 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Stephen Collins <Stephen.Collins1@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Subject: YNSE EPR Comments

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.

Please see attached.

Adam

Regards,

Adam McDonald
Assistant Manager, Planning Services
York Catholic District School Board
T. 905.713.1211 ext. 12379
adam.mcdonald@ycdsb.ca

IMPORTANT: This information is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this record is strictly prohibited. If you receive this record in error, please notify me immediately.

In an effort to be environmentally friendly, please do not print unless required for hard copy record
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.

York Catholic District School Board

Catholic Education Centre, 320 Bloomington Road West, Aurora, Ontario L4G 0M1
Tel: 905-713-1211, 416-221-5051, 1-800-363-2711
Fax: 905-713-1272 • www.ycdsb.ca

March 14, 2022

Via Email

Steve Collins
YNSE Project Sponsor
Metrolinx

Re: Yonge North Subway Extension
Environmental Project Report Addendum

Dear Mr. Collins:

Thank you for the opportunity to provide comments on the Yonge North Subway Extension (YNSE) Environmental Project Report (EPR) Addendum dated February 10, 2022.

The York Catholic District School Board was first contacted by Metrolinx in late June 2021 regarding plans to tunnel beneath St. Anthony Catholic Elementary School, located at 141 Kirk Drive, Markham ON. In letters to Metrolinx dated September 21, 2021 and December 3, 2021 the YCDSB Board of Trustees identified a number of concerns with the long term impact of a subway tunnel beneath the school, as well as concern with the possibility of an Emergency Exit Building located on Board owned property.

Board staff have reviewed the EPR dated February 10, 2022 and have the following comments to provide.

1. Identification of St. Anthony Catholic Elementary School

Comment: Throughout the EPR, St. Anthony is identified as Open Space (Figure 2-1, pg 12), Institutional Use (Section 4.4.5.2/3 pages 105, 109 & 110), and as a Civic Building (page lvi, 192). It is misleading to suggest that the private property owned by the York Catholic District School Board is 'open space'.

Suggested Revision: The EPR should identify St. Anthony Catholic Elementary School, as an Elementary School, consistent with the labeling/identification of S2-CHR4 (Thornhill Public School) and S1-CHR5 (Drewry Secondary School).

Comment: Appendix C (Section A3.11.2.4) states that St. Anthony CES is located directly adjacent to the proposed alignment.

Suggested Revision: The report should state clearly that the subway tunnels will run directly beneath St. Anthony CES.

2. Proximity of Emergency Exit Building(s) to St. Anthony

Comment: There are a number of references to the location of EEB-7 in proximity to St. Anthony CES.

i) Figure 19 of Appendix A illustrates EEB-7 as 'Proposed' within the Kirk Drive municipal right of way, directly in front of St. Anthony.
ii) Section 5.3.2.2 (pg 266) recognizes that St. Anthony is a 'sensitive use located within the vicinity of the proposed infrastructure'.
iii) Table B 3-2 of Appendix E states:

> *'Based on the current conceptual design, project components in the vicinity of S2-CHR64 (being St. Anthony) and may include: construction of EEB-07 within or adjacent to S2-CHR64'*

The proximity of EEB-7 to St. Anthony is a concern to the Board. The Board's Site Acquisition Policy requires prudent avoidance from highway approaches, transmission corridors, flight paths, etc. The YCDSB would not knowingly propose or construct a school site above a subway tunnel or in the vicinity of an Emergency Exit Building given the potential or even perceived risks to our students' safety and wellbeing. The children in our care are one of the most vulnerable sectors of this community, and as a school board, we are required to provide a higher standard duty of care and protection for students. That duty of care is challenged by the subway tunnels, the associated site work required, and the potential of related infrastructure such as Emergency Exit Buildings.

The EPR does not include any information on how these exits will be managed during an evacuation. It is not clear if Metrolinx plans to use the St. Anthony building or property for any emergency evacuation.

Suggested Revision: The EPR should clearly identify the location of emergency exit buildings and include contingency plans in the event of an emergency. Such plans should discuss how Metrolinx will ensure the safety and security of the students and staff at St. Anthony.

3. Incomplete Geotechnical Studies

Comment: The EPR does not include any results of the geotechnical investigations within the Royal Orchard community, and specifically beneath St. Anthony.

Suggestion: Considering the impact the tunnel will have on a number of different properties, completion of a final EPR should be deferred until such time that the geotechnical studies have been completed, analyzed with any conclusions and recommendations made available to all stakeholders.

From:	Katelyn Brown
To:	Roberts, Andrew
Cc:	Coulter, Kevin C.; Furfurica, Silvia; Maria Zintchenko; Jessica Neto; Julia Kun
Subject:	FW: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum
Date:	Friday, March 11, 2022 4:54:54 PM
Attachments:	image001.png image002.png Royal Orchard Submission on 2022 EPR Addendum 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.

Hi OneT+,

Please see attached and below for RORA comments on EPRA for review and response.

Have a nice weekend,

Kate

Katelyn Brown
Project Coordinator | Environmental Programs & Assessment | Pre-Construction Services
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
C: 416-274-5716
METROLINX

From: James Francis <James.Francis@metrolinx.com>
Sent: March 11, 2022 4:47 PM
To: Julia Kun <Julia.Kun@metrolinx.com>; Katelyn Brown <Katelyn.Brown@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: FW: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum

YNSE EPRA comments for review/response…

From: Stephen Collins <Stephen.Collins1@metrolinx.com>
Sent: March 11, 2022 4:45 PM
To:
Cc: Marcela Miranda <Marcela.Miranda@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Jeff Garkowski <Jeff.Garkowski@metrolinx.com>
Subject: FW: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum

Good afternoon

Thank you for providing the submission from the Keep the Subway on Yonge Committee.

Please accept this as our acknowledgement of receipt and that the Committee's comments are being provided to our environmental planning and technical teams for review.

Kind regards,
Steve

Stephen Collins, P.Eng.
Program Sponsor - Subways
Metrolinx
130 Adelaide Street West, 15th Floor | Toronto | Ontario | M5H 0E2
Mobile: 416.305.1752



While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: Friday, March 11, 2022 3:27 PM
To: Stephen Collins <Stephen.Collins1@metrolinx.com>
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; mayorscarpitti@markham.ca; Deputy Mayor, Don Hamilton – Markham <dhamilton@markham.ca>; Regional Councillor, Jack Heath - Markham <jheath@markham.ca>; joeli@markham.ca; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; officemayor@richmondhill.ca; david.west@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; maurizio.bevilacqua@vaughan.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; regional.clerk@york.ca; melissa.lantsman@parl.gc.ca; Gila.Martow@pc.ola.org
Subject: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum

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.

Please find attached the feedback/concerns of Royal Orchard residents to the 2022 EPR Addendum and recommendations for the Updated Addendum. Questions on our submission may be directed to

Dwight Richardson and Councillor Keith Irish
Co-chairs
Keep the Subway on Yonge Committee
This e-mail is intended only for the person or entity to which it is addressed. If you received

March 11, 2022

To: Stephen Collins
Project Sponsor
Yonge North Subway Extension (YNSE)

Re: **Royal Orchard Community Submission to 2022 YNSE EPR Addendum**

We are writing to provide Metrolinx with the feedback/concerns of Royal Orchard residents to the 2022 YNSE Environmental Project Report (EPR) Addendum and recommendations for addressing our concerns. Our submission focuses on Segment 2 of the alignment. Understandably, residents are most concerned about noise and vibration, ground subsidence, air quality and the natural environment.

Overall, we are disturbed by the absence of area-specific data in the Addendum resulting in a lack of evidence-based impact assessment and the application of generic mitigation measures. None of the results of the geotechnical investigations performed in the Royal Orchard community are included in the Addendum. Considering the incursion into the Royal Orchard community is a net new change to the 2009 and 2014 YNSE Environmental Progress Reports, residents expected to see much more granular data and more rigorous analysis of existing conditions and impacts of subway construction and operations. More detailed information on mitigation measures is required. Residents are troubled by the frequent references to "data not available" at the time of Addendum drafting. This undermines the policy intent of the environmental assessment process. Environmental assessment is a critical "look before you leap" tool. It allows us to study and understand the human, social and environment impacts of a project before a decision is made. The 2022 EPR Addendum does not meet the standard set by the 2009 YNSE EPR nor the 2014 Addendum.

We ask Metrolinx to address the information gaps and include our recommendations in the updated YNSE EPR Addendum prior to review by the Minister of the Environment, Conservation and Parks. If Metrolinx is not able to address the information gaps nor include our recommendations, we request a written rationale for the non-inclusion. Questions and follow up regarding our submission may be directed to

Yours sincerely,



Dwight Richardson and Councillor Keith Irish
Co-chairs
Keep the Subway on Yonge Committee

General Concerns

Commuter Parking Lot: The 2009 EPR provided for a Langstaff / Longbridge Commuter Parking Lot in the Hydro Corridor south of Highway 407 /West of Yonge Street. A Traffic Impact Study, a Natural Environment Report, a Noise Assessment were completed to support the location of the commuter parking lot. There is no acknowledgement of the commuter parking lot nor of the previous studies associated with it in the current Addendum to the EPR. Since this a material change from the 2009 EPR, Metrolinx should provide a rationale for eliminating the commuter parking lot. We recommend Metrolinx reconsider the importance of commuter parking and include a parking lot for the YNSE. Without a dedicated commuter parking lot, the Vaughan Metropolitan Centre has "faced a series of challenges with its existing parking infrastructure" (https://www.preciseparklink.com/news/vaughan-metropolitan-centre-launches-scan-and-go-parking?locale=en).

Emergency Exit Buildings (EEB): Two EEBs are identified for the Royal Orchard community (EEB6 and EEB7) and located near elementary schools. EEB 6 is located near Baythorn Public School. EEB7 is located directly in front of St. Anthony Catholic Elementary School. Very little information has been provided on these EEBs. Section 5.6.2.9 of the Addendum Report notes: "Emergency Exit Buildings (EEBs) accommodate stairs and fire department connections. The construction of Emergency Exit Buildings (EEB) shafts will follow the cut-and-cover method."

However, critical information on how these exits would be managed during an evacuation and the impact on a residential community is missing. Would subway passengers who exit the EEBs be required to walk through an unfamiliar neighbourhood to get to buses operating on the closest streets with bus routes: either Royal Orchard Boulevard (EEB-7 passengers) or Yonge Street (EEB-6 passengers). Would the TTC be sending shuttle buses? Where would passengers shelter during inclement weather? Are the schools expected to open its premises to passengers? Would shuttle buses use school property to pick up people?

Metrolinx has identified both schools as "sensitive buildings". Metrolinx needs to reveal exactly where EEB-6 and EEB-7 will be located and their proximity to the schools, what their contingency/business continuity plans will be to address safety and security in the event of an emergency evacuation. These plans would need to ensure both the safety and security of passengers, as well as, residents who live in the neighbourhood, and students and staff at the two elementary schools. These points should be addressed in the Addendum.

Property Acquisition/Description: Section 1.2.3.2 of the EPR Addendum asserts that the Option 3 route "simplifies property requirements". Compared with Options 1 and 2, Option 3 complicates the property requirements by requiring additional residential properties, an expanded CN/GO railway corridor and also introduces transit routing constraints to minimize impacts to Holy Cross Cemetery.

Throughout the Addendum Report and Appendices, the description of Segment 2 as follows does not have the detail it requires: "Between Finch Station and Royal Orchard Blvd, the underground alignment is proposed to run under Yonge Street. It then curves to reach Bay Thorn Drive and continue to the east, before turning northwards where the alignment generally follows the existing CN Rail ROW until the proposed portal structure (just south of Langstaff Road) where the subway alignment emerges to at grade"

(EPR Addendum: Summary of YNSE Project Components, Changes & Rationale). The Royal Orchard neighbourhood is the **backbone of Segment 2,** and the description should note explicitly that the subway tunnels will run under Pomona Creek; under 20 single-family homes and 15 properties including the Gazebo condominium; and St. Anthony Catholic Elementary School. Without this specific information, it is not possible to fully assess the potential impact to the Royal Orchard community.

Furthermore, unlike the identification (by address) of specific buildings in the Inventory of Potential and Known Built Heritage Resources and Cultural Heritage Landscapes, there is no comparable listing of homes in the Royal Orchard community directly or indirectly impacted by the YNSE project. Residents have a right to know how their neighbourhood and homes will be affected.

Incomplete Consultations: Metrolinx states that "a copy of the Draft EPR Addendum, including copies of supporting technical studies (included as EPR Addendum Appendices) was circulated to over 39 federal, provincial, municipal review agencies comprising the Government Review Team, as well as Indigenous Nations and conservation authorities in October 2021" (Addendum Report, p. 508). The "complete" list of review agencies and organizations in Table 6-10 only includes 26 organizations. Of the 26 organizations, only 10 provided feedback on the draft Addendum. Notable partners and stakeholders directly involved with the YNSE who did not provide feedback were Infrastructure Ontario, the TTC and CN Rail. Did Metrolinx follow up with organizations that did not provide feedback? This feedback must be included in the updated Addendum.

Noise and Vibration

Metrolinx notes that "there are a number of variables involved in the prediction of vibration levels. The soil conditions, presence of rock or boulders, and type of construction equipment (which includes power output and frequency of operation) all play a factor in the generation of vibration. The distance to an object and type of soil or intermediary layer affects the propagation of vibration. At the receptor, the type of building (how it is built) and the coupling of the soil to the structure play a factor in the resulting indoor vibration levels" (Appendix G: Noise and Vibration, Part B, p. 36). However, there is no description of these factors as they pertain to Royal Orchard homes directly affected by the subway alignment. More information is required for residents to understand both impact and the effectiveness of mitigation.

Metrolinx states they will follow the current MECP/TTC and US Federal Transit Administration (FTA) standards:

1. A maximum ground-borne vibration velocity level of 0.10 mm/s rms and ground-borne noise level of 35 dBA for Category 2 buildings such as residences and other buildings where people normally sleep.
2. A maximum ground-borne vibration velocity level of 0.14 mm/s rms and ground-borne noise level of 40 dBA for Category 3 buildings such as institutional (e.g., schools) and other buildings with primarily daytime use.

In public statements, Metrolinx's CEO, Phil Verster, has committed to ensuring noise and vibration levels are reduced to "nearly imperceptible levels" through out the community

(https://www.metrolinxengage.com/sites/default/files/metrolinx_ceo_letter_to_royal_orchard_community.pdf).

The YNSE Program Sponsor, Stephen Collins, promises that "the sounds and vibrations from subway trains traveling in the Yonge North Subway Extension's tunnels will be practically imperceptible" (https://blog.metrolinx.com/2021/09/21/university-lecture-hall-becomes-testing-lab-for-noise-levels-on-yonge-north-subway-extension/).

These commitments should be quantified and reflected in the YNSE EPR Addendum. Figure B 2-3 Ground-borne Noise Limit at Residences within the Context of Sound Levels and Various Sound Sources shows the level for an "**average whisper**" to be **25 dBA** (Appendix G: Part B, p.5). The 25 dBA threshold for "whisper" is supported by Yale University Environmental Health and Safety Measures (https://ehs.yale.edu/noise-hearing-conservation).

Therefore, the following limits should be **explicitly stated** in the Updated Addendum:

1. A maximum ground-borne vibration velocity level of **0.05 mm/s rms** (approximate threshold for **human perception of vibration**)
2. A maximum ground-borne noise level of **25 dBA** (the threshold for the **average human whisper**).

Construction Noise and Vibration: Metrolinx projections (with focus on receptors V16, V17, R37, R38, R39, R40) yield levels above the acceptable limits. Table B 5-13 of Predicted TBM Vibration Levels shows levels of **0.89 mm/s rms** (Appendix G: Part B, p. 62). Many of the mitigation measures described are generic: developing plans and monitoring activities, more specific measures are qualified as "where feasible" and "wherever possible" (Appendix G: Table B 6-1).

Also, while the noise and vibration caused by the TBMs may be transient and pass within a few days, the noise and vibration of the temporary service locomotives will be constant and continuous throughout the construction phase which is expected to last several years. These temporary service locomotives will be ferrying tunnel liner segments and other materials to and from the TBM AND travelling under Royal Orchard homes **throughout** the tunnelling phase. Table B 5-14 of Predicted Service Train Vibration Levels shows ground borne vibration under Royal Orchard homes to be **0.22 mm/s rms** and ground born noise to be **55 dBA** (Appendix G, Part B, p.65). The impact of this continuous activity should be fully analyzed and included in the updated Addendum.

Metrolinx has noted that "in some cases, the contractors may be able to use rubber tired multi-service vehicles. These vehicles produce minimal vibration levels. More commonly, contractors use locomotives and rail cars that operate on temporary rails. The rail cars are similar to subways in terms of operation vibration as the vibration is generated by the wheel-rail interaction" (Appendix G, p. 60). Metrolinx should stipulate in their procurement documents and in the actual contracts that contractors **must** use "**rubber tired multi-service vehicles**" and **not exceed** ground-borne vibration velocity level of **0.10 mm/s rms** and ground-borne noise level of **35 dBA**.

Operational Noise and Vibration: This is the most pressing concern for residents who will be experiencing the subway running under their homes every 90 seconds. We were shocked to learn of the planned increase in subway service levels from Table B 3-6 on Subway Volumes (Appendix G, Part B, p. 21):

Service Level	Total Trains	Nighttime Trains	Daytime Trains
1. Current (210s Headways)	650	111	538
2. Planned (100s Peak Headways)	933	168	765
3. Planned (100s Headways)	1259	168	1091

This is almost a **100% increase** in the number of subway trains rumbling under residents' homes.

As with construction noise and vibration, Metrolinx's projections for ground-borne vibration and ground-borne noise are alarmingly above the acceptable limits. Ground borne vibration could be **0.22 mm/s rms** and ground borne noise could be **23 dBA over** the acceptable thresholds (Appendix G, Part B, p. 42).

The most effective mitigation offered by Metrolinx is floating slab technology which "according to the FTA General Assessment Procedure, floating slab track can provide a reduction in vibration levels of approximately 15 dB". Based on the receptors found on Thorny Brae Drive, Banquo Road, Kirk Drive, and Shieldmark Crescent, the houses along this portion of the alignment will need reductions of **19 to 23 dB** to be at the acceptable limit (although we note that an **additional reduction of 10 dB** would be required to reduce the values to the "nearly imperceptible" limit of 25 dBA). Metrolinx points to the recently built Spadina extension which uses the double tie floating slab and claims this can achieve "a reduction of more than 25 dB" (Appendix G, Part B, p. 44)). Residents would be more reassured if Metrolinx could provide in the updated Addendum **examples of pre and post data to confirm** such reductions can be and continues to be achieved.

Post construction, Metrolinx proposes:

- Complete post-construction measurement of vibration levels to confirm the predictions.
- Complete regular maintenance inspections and implement corrective measures wherever needed.
- During normal vehicle replacement, consider procuring vehicles that reduce noise and vibration (Appendix G: Table B 6-1 Summary of Operational and Construction Noise & Vibration Mitigation Measures and Monitoring Requirements).

Given Metrolinx has never tunnelled underneath 50 plus year old homes, we recommend that Metrolinx puts in place a **noise and vibration monitoring program** prior to subway construction, to collect baseline data, and to continue the monitoring program indefinitely once the subway is operational. For comparison purposes, additional monitors should be placed at locations that are not being directly tunnelled under but in close proximity to/within a specific distance from the tunnels as well as at locations beyond (for example 100 m, comparable to study area zones defined in the Addendum).

Metrolinx should make this data readily available to residents (e.g., through an app, or post on their website) and provide 'plain language' summaries of the results. On a routine basis (e.g., quarterly or semi-annually). Metrolinx should report to residents on the data and identification of potential noise and vibration problems. If problems are found, Metrolinx needs to report to residents on the measures being taken to correct the problems; set a timeline (mutually agreed upon by residents) to resolve the problems; and report back on a regular basis until such problems are resolved. Metrolinx should also have contingency plans (including reduction in operations) to mitigate the problems in the interim until longer term measures can be implemented.

Noise and vibration monitors must also be routinely inspected and maintained by Metrolinx to ensure ongoing data availability and quality. Metrolinx should be accountable for the mitigation measures that will be required when certain thresholds are exceeded. And they need to identify these measures in advance of actual construction and operation. What if the floating slab technology does not reduce noise and vibration to the "almost imperceptible" levels promised? What other measures would be undertaken? These alternatives should be included in the updated Addendum.

We want a written commitment from Metrolinx that there will be ongoing maintenance of subway trains, rails, etc. as proactive measures to keep noise, vibration issues from emerging in the future. It should be noted that the FTA **does not** consider preventative maintenance programs "mitigation measures in the traditional sense, and [they] **should not be included as mitigation in an environmental document**" (FTA Noise and Vibration Impact Assessment Manual, p. 166). The YNSE will use the same subway vehicles as are currently deployed on Line 1 (Yonge-University-Spadina) and Line 4 (Sheppard). The "new" Line 1 trains entered revenue service in 2011 and are already aging.

Similar to the **GO Transit Service Guarantee**, we recommend monetary compensation to residents if noise and vibration problems are not addressed in the mutually agreed upon timeframe. The data from the monitoring program would benefit residents during renovation or sale of their homes: objective data to provide to contractors and to prospective buyers. Metrolinx would also benefit from this data for their own planning purposes.

Metrolinx should work with the Royal Orchard community to develop an overall noise and vibration compliance strategy with compensation and penalties to ensure a fair and equitable approach.

Hydrogeology/Groundwater

The Addendum EPR notes that "hydrogeological investigation consists of reviewing available subsurface groundwater information as well as collecting additional site-specific data … Additional site-specific information collected consists of geotechnical borehole drilling and geological logging, manual and long-term groundwater level monitoring data and hydraulic conductivity values (measured using industry-standard methods) in select monitoring wells installed as part of the geotechnical investigation.
In select areas where the conditions and planned construction warrant, pumping tests may be completed in specially installed wells" (EPR Addendum, p. 74).

Yet, there is no summary of the findings of such investigations completed for the YNSE alignment study area. Metrolinx claims that the EPR Addendum was being completed at the same time that the geotechnical drilling was being undertaken so it was not possible to provide area information. Geotechnical drilling has been undertaken over the past couple of years along the original alignment. Some of which is still relevant and could be used to characterize the subsurface conditions in combination with other sources of information such as the York Peel Durham Toronto model to provide information on soil conditions. The Addendum fails to provide any such data to give a picture of the area. Significant assertions are made about the potential for impacts that are not backed up by any presented evidence.

For segment 2 (Royal Orchard community), Metrolinx admits that "the exact nature of the subsurface through this area has been interpreted based on limited data available at both ends of the segment. This information will be verified and refined as required as the field investigation ongoing at the time of the preparation of this report progresses" (Addendum Report, p. 75). We find this very concerning that the subway route was finalized with such critical data missing. As highlighted in W.B. Beatty and Associates' Report, there are several groundwater conditions in Markham that can have serious implications on development projects and engineering works

(https://mail.google.com/mail/u/0?ui=2&ik=5fcff6b17d&attid=0.1.1&permmsgid=msg-f:1704504776710634676&th=17a79e1045cb3cb4&view=att&disp=inline).

They include:

- surface deposits of saturated silt, sand, or gravel;
- near-surface buried lenses of saturated sand and gravel;
- near-surface areas of the upper confined aquifer; and
- uplift hydraulic pressures from the three confined aquifers.

Metrolinx provides in the table below a description of the soil and bedrock stratigraphy along with the geological units that make up the hydrostratigraphy (EPR Addendum, p. 76). However, the table is academic without more specific data. At minimum, Metrolinx should provide profile information on the subsurface conditions interpreted from a variety of sources including depth of the hydrostratigraphic layers and corresponding stratigraphic components. This data should be correlated to the depth of the subway tunnels so the impacts of these parameters can be understood and assessed in the Addendum.

Table 4-6 Soil and Bedrock Hydrostratigraphy - Segment 2

Hydrostratigraphic Layer	Description & Corresponding Stratigraphic Category(s)
Poor / Moderate Aquitard	Fill (Sand with Gravel to Silty Sand) above discontinuous Till (Sandy Silty Clay/Silty Clay) with some Clay/Silty Clay
Upper Semi-Confined Aquifer	Silt/Sandy Silt/Silty Sand
Intermediate Discontinuous Aquitard	Clay/Silty Clay with some Sand and Gravel. some Till (Sandy Silty Clay/Silty Clay)
Lower Semi-Confined Aquifer	Silt/Sandy Silt/Silty Sand
Lower Aquitard	Clay/Silty Clay with Till (Sandy Silty Clay/Silty Clay) and Sand and Grave includes Bedrock shale/limestone (unweathered to weathered)

Royal Orchard residents are very worried about building subsidence due to groundwater issues. This

was experienced in Cologne and Amsterdam in 2009 where subway tunneling under communities resulted in the collapse of buildings. The shift of sand and underground water caused the collapse of homes on the Vijzelgracht in Amsterdam and, with even more disastrous effects, at the historical archive in Cologne which left two people dead (https://www.spiegel.de/international/europe/subway-headaches-amsterdam-metro-line-sinks-deeper-into-trouble-a-617894.html). Closer to home, the Ottawa LRT collapse in 2016 is a compelling example of risks involved with tunnelling under a community. Three leading world class consulting firms were part of the consortium designing and constructing the transit line. These same firms will likely bid on the YNSE construction contracts.

Metrolinx's proposed mitigation is to "conduct further hydrogeologic assessments, as required … develop detailed site-specific mitigation plans, as required … [and] a Groundwater Management and Dewatering Plan, [and] an Excavated Material Management Plan" (Addendum Report, Table 5-48 Summary of Potential Impacts, Mitigation Measures and Monitoring: Hydrogeology/Groundwater). These are generic mitigation measures.

The Addendum should include specific data on the hydrogeologic profile of the Royal Orchard community – especially the geotechnical drilling results that were completed along the alignment in close proximity to homes. Ground water and soil conditions are critical to understanding the impacts of the tunnelling on the environment a well as noise and vibration. It is inconceivable that subsurface conditions are so poorly presented and analyzed in the Addendum.

Natural Environment

Metrolinx should disclose in the EPR Addendum that it has sought a socio-economic permit from the Minister of Environment, Parks and Conservation that enables them to bypass prohibitions to kill or harm species at risk; and destroy or damage habitats of species at risk. Such authorizations undermine the policy intent of the environmental assessment process.

The City of Markham has invested significant resources in erosion mitigation and naturalization in the reaches of Pomona Creek through the Royal Orchard Park in the past decade, including the removal of instream barriers that previously prevented movement of fish upstream into the study area reach. The Addendum states that "primary fish collection was not undertaken as secondary source records included fish community data that occurred within the last 10 years" (EPR Addendum, p. 58). There has been such significant change in the creek with barriers removed that it warrants a closer look to determine fish species actually there.

There is local evidence of groundwater seepage into the creek with patches of water cress and iron-stained seeps observed along the banks. The habitat description of Pomona Creek should mention evidence of groundwater including seepage, wet areas and watercress abundant along the banks (EPR Addendum, p. 58). Metrolinx should investigate and confirm the presence of groundwater within the vicinity of Pomona Creek. Underground interruptions to groundwater cannot be easily mitigated. Metrolinx should update the characterization of the Pomona Creek and Valley to acknowledge the presence of local groundwater and complete a more relevant impact assessment of potential impacts to groundwater conditions from tunneling. Monitoring may be warranted during tunneling.

The mitigation measures and monitoring activities summarized in Table 5-47 are a generic list of mitigation measures that could address any and all effects of any kind of construction (EPR Addendum, p. 397). Mitigation measures should be specific for this project.

There is no mention of environmental changes that will occur as a result of climate change and their potential impacts on the project: in particular, increased flood and drought risk (e.g., implications for ground subsidence, surface and ground water levels).

Air Quality

We have recommendations to enhance the methodology used to collect and document existing Air Quality conditions information. Instead of processing three years of hourly measured data, there should be additional analysis to investigate the air quality data over a longer period of record and to identify changes over this period (Appendix F, Part A, p. 18).

Weather patterns influence air quality and are variable over multi-year time scales. The five years of Toronto Buttonville Airport station data selected will very likely not be a true representation of the expected weather/climate in the area. To properly assess the frequency of certain weather conditions that can contribute to higher concentrations of air pollutants (e.g., high winds/dry weather), additional years of data should be assessed with additional years of air quality data (e.g., 10 years).

Data for Toronto Buttonville Airport is available from 1986 to present, but the Airport station changed climate station identifiers in recent years (when there were changes in the equipment, automation, etc.) Data from Toronto Buttonville Airport station, climate ID 615HMAK, could therefore have been used in such an analysis https://climate.weather.gc.ca/historical_data/search_historic_data_e.html (Appendix F, Part A, p. 22).

The approach to producing wind roses and providing temperature and precipitation information for air quality purposes is simplistic. This needs to be constructed for relevant periods of the day (e.g., morning, afternoon, night or hourly to correlate with the hourly diurnal variation of the pollutants shown in Table AB1) when construction is (or is not) occurring, not just an average for the day. Did the program used to generate the wind roses select the wind speed ranges to be analysed or are these the ranges relevant for air quality purposes? (Appendix F: Part A, p.22).

Citing Environment Canada's 'normal' climate values for the 1981-2010 period (only "averages" with no mention of extremes) is not an analysis. It is important to understand the frequency, for example, of high wind and dry conditions, which requires a thorough analysis of hourly temperature and precipitation data combined with the wind data. Precipitation is not evenly distributed throughout the year. There are years, for example, where our area can experience very dry conditions for many weeks or months; other years when wet conditions prevail regularly and/or there are extreme rainfall/flooding events, etc. If there are specific years where ambient air quality criteria are exceeded for prolonged periods, an analysis specific to these cases should be undertaken. These are the cases of the greatest importance, not simply the averages of conditions (Appendix F, Part A, p. 23).

With regards to the Future 2041 "Build" and "No Build" scenarios, do these models incorporate changes in temperature, wind patterns, precipitation expected with climate change? Or is it a 'static' atmospheric component (i.e., using today's climate values) to produce these future scenarios? Clarity is required to understand the scenarios. If climate change is not included in these scenarios, there is a serious flaw in the analysis and the results are suspect. Based on information within the Appendix F tables, for example, the only reference to meteorology, hourly temperature and humidity values, is for Buttonville Airport (i.e., the current 2015-2019 climate).

And, more importantly, we would like to understand what assumptions, if any, have been made for changes in the landscape, with planned urban intensification and 100+ high rise buildings from 20 to 80 storeys planned for the Yonge corridor? Wind engineering research has shown that tall buildings can increase air pollution in urban areas, as a result of changes in turbulent air flow (i.e., changes in wind speeds and directions) and subsequent changes in dispersion of air pollutants. These can lead to local 'hot spots' of pollutants. If the modelled results for 2041 assume the same landscape as 2021, this would also result in a flawed analysis.

Built Heritage Resources and Cultural Heritage Landscapes

We support the scope of the impact assessment criteria to "determine impacts (positive or negative, direct or indirect) that the proposed activity may have on the cultural heritage value or interest (CHVI) of identified built heritage resources and cultural heritage landscapes" (Appendix E, Part B, p. 1). We also support the rigor of the "four-step process [that] was followed to assess potential impacts associated with the Project and to identify mitigation measures and monitoring activities":

> Step 1 – Identify potential impacts resulting from the construction and operation of the Project;
> Step 2 – Establish mitigation measures to eliminate or reduce potential adverse effects, as well as monitoring activities to verify and validate that mitigation measures are functioning effectively;
> Step 3 – Carry out consultation with stakeholders/regulatory authorities; update impact assessment results and/or proposed mitigation and monitoring measures as appropriate; and,
> Step 4 – Document impact assessment results (Appendix E, Part B, p. 3).

This scope and rigor should be applied to analyzing the impact on 50 plus year old homes in the Royal Orchard community resulting from the construction and operation of subways no more than 11 metres below their basements.

We note that Appendix E has identified in Table B 4-1 (Summary of Cultural Heritage Potential Effects, Mitigation and Monitoring Requirements):

S2-CHR62	Baythorn Public School, 201 Bay Thorn Drive, City of Markham
S2-CHR63	Royal Orchard Park, 110 Royal Orchard Boulevard, City of Markham
S2-CHR64	St. Anthony Catholic School, 141 Kirk Drive, City of Markham

We agree with the mitigation measures set out for the above properties. In all three cases, the "Preferred Option is "Avoidance - Design the Project to avoid the property". With regards to vibration impacts to the

two elementary schools, the “Preferred Option” is “Avoidance: Design the Project to avoid vibration damage to S2-CHR64, including a sufficient buffer (within 250 m) between Project components/activities and the building” (Appendix E, Part B, p. 71). We recommend the same mitigation measures be applied to homes on Thorny Brae Drive, Banquo Road, Kirk Drive and Shieldmark Crescent which are affected by the subway.

Archaeological Assessment

Appendix D notes, “The portion of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive is located within an area that retains archaeological potential. Review of historical mapping and 20th – 21st century aerial photographs indicates that this portion of the Study Area does not demonstrate evidence for significant disturbance” (p. 34). Stage 2 AA is recommended and will either take place “by test pit survey, on swards and manicured lawns, or mechanical trenching on paved areas” (Appendix D, p. 42).

Residents have questions regarding the Stage 2 AA: Would this process be disruptive; how long is it expected to take; and will it bar general access to the park via the bridge during the period of assessment? This information should be included in the updated Addendum.

Socio-Economic and Land Use Existing Conditions

Appendix C notes that “St. Anthony Catholic School [is] located north of Banquo Road and south of Kirk Drive … directly adjacent to the proposed alignment” (Part A, p. 57). This is incorrect and should be amended to clarify that St. Anthony Catholic Elementary School is “directly above the proposed alignment”.

Summary of Recommendations

The following should be included in the updated 2022 EPR Addendum prior to proceeding for review by the Minister of Environment, Conservation and Parks:

General:

1. Metrolinx should reconsider the importance of commuter parking in the design of Segment 2 and, if not, provide a rationale for eliminating the commuter parking lot previously included in the 2009 EPR.
2. Metrolinx should identify exactly where EEB-6 and EEB-7 will be located and their proximity to the elementary schools and provide a better impact assessment to these sensitive uses during construction as well as contingency/business continuity plans to address safety and security in the event of an emergency evacuation.
3. Metrolinx should note in the description of the alignment in Segment 2 that the subway tunnels will run: under Pomona Creek; under 20 single-family homes and 15 properties (including the Gazebo condominium) on Yonge Street, Thorny Brae Drive, Banquo Road, Kirk Drive and Shieldmark Crescent; and under St. Anthony Catholic Elementary School.
4. Metrolinx should use the same method to identify (by address) the homes in the Royal Orchard community directly or indirectly impacted by the YNSE project as is used to identify specific buildings in the Inventory of Potential and Known Built Heritage Resources and Cultural Heritage Landscapes.
5. Metrolinx should update the 2022 EPR Addendum consultation record and include the feedback from Infrastructure Ontario, the TTC and CN Rail.

Noise and Vibration

1. Metrolinx should quantify and include its public commitments regarding "nearly imperceptible" and "practically imperceptible" levels of noise and vibration as:
    i. A maximum ground-borne vibration velocity level of **0.05 mm/s rms** (approximate threshold for **human perception of vibration**)
    ii. A maximum ground-borne noise level of **25 dBA** (the threshold for the **average human whisper**).
2. Metrolinx should stipulate in their procurement documents and in their contracts that contractors must use "**rubber tired multi-service vehicles**" and **not exceed** ground-borne vibration velocity level of **0.10 mm/s rms** and ground-borne noise level of **35 dBA**.
3. Metrolinx should use float slab technology throughout the Royal Orchard community (Segment 2).
4. Metrolinx should provide, in the updated Addendum, examples of pre and post data from the construction and operations of the Spadina extension to demonstrate the noise and vibration reductions of **more than 25 dBA** can be achieved and maintained.
5. Metrolinx should establish a long-term noise and vibration monitoring program for the Royal Orchard neighbourhood, starting prior to subway construction and continuing indefinitely through operation.
6. Metrolinx should provide public access to the monitoring program's near real time and historical noise, vibration data and simple analysis tools or apps for the public to interpret the data.
7. Metrolinx should establish a noise and vibration data analysis reporting program and if noise and vibration exceed certain thresholds (TBD), Metrolinx would provide additional reports on

resolution/mitigation measures being taken, until issues are satisfactorily resolved by both parties (within a mutually satisfactory time frame).

8. Metrolinx should have specific contingency plans in place to manage the interim until solutions can be implemented should vibration thresholds be exceeded, or residents are adversely impact. Such contingency plans should consider the reduction to operations, including train frequency and speeds to manage the interim.
9. Metrolinx should commit to routine maintenance of the subway system under our neighbourhood to prevent the escalation or emergence of noise and vibration issues.
10. Metrolinx should implement a program similar to the GO Transit Service Guarantee and provide monetary compensation to residents if noise and vibration problems are not addressed in the mutually agreed upon timeframe.
11. Metrolinx should work with the Royal Orchard community to develop an overall noise and vibration compliance strategy with compensation and penalties to ensure a fair and equitable approach.

Hydrogeology/Groundwater

1. Metrolinx should provide profile information on the subsurface conditions interpreted from a variety of sources including depth of the hydrostratigraphic layers and corresponding stratigraphic components. This data should be correlated to the depth of the subway tunnels so the impacts of these parameters can be understood and assessed in the Addendum.

Natural Environment

1. Metrolinx should disclose that it has sought a socio-economic permit from the Minister of Environment, Parks and Conservation that enables them to bypass prohibitions to kill or harm species at risk; and destroy or damage habitats of species at risk.
2. Metrolinx should investigate the fish species in Pomona Creek given the recent barrier removal work and not rely on previous data collected outside the study area.
3. Metrolinx should update the characterization of Pomona Creek and Valley to acknowledge the presence of local groundwater and complete a more relevant assessment of potential impacts to groundwater conditions from tunneling. Monitoring may be warranted.
4. Metrolinx should consider in the Addendum environmental changes that will occur as a result of climate change and their potential impacts on the project: in particular, increased flood and drought risk (e.g., implications for ground subsidence, surface and ground water levels).

Air Quality

1. Metrolinx should perform additional analysis to investigate the air quality data over a longer period of record and to identify changes over this period; and include additional years of weather data.
2. Metrolinx should revise its approach to producing wind roses and include relevant periods of the day (e.g., morning, afternoon, night or hourly to correlate with the hourly diurnal variation of the pollutants shown in Table AB1) when construction is (or is not) occurring.
3. Metrolinx should incorporate changes in temperature, wind patterns, precipitation expected with climate change in the Future 2041 “Build” and “No Build” scenarios.

4. Metrolinx should also include in their modelling the impacts of the future Bridge and High Tech Transit-Oriented Communities with the planned urban intensification and 100 plus high rise buildings from 20 to 80 storeys for the Yonge Street corridor within the YNSE.

Built Heritage Resources and Cultural Heritage Landscapes

1. Metrolinx should apply the scope and rigor of the impact assessment used for built heritage resources and cultural heritage landscapes to analyze the impact on 50 plus year old homes resulting from the construction and operation of subways no more than 11 metres below their basements.
2. Metrolinx should apply the same mitigation measures to homes on Thorny Brae Drive, Banquo Road, Kirk Drive, and Shieldmark Crescent as for Baythorn Public School, Royal Orchard Park and St. Anthony Catholic Elementary School (as set out in Appendix E, Part B, p. 71).

Archaeological Assessment

1. Metrolinx should provide more information on the Stage 2 AA and its impact on Royal Orchard Park.

Socio-Economic and Land Use Existing Conditions

1. Metrolinx should amend the description of the alignment impact to clarify that St. Anthony Catholic Elementary School is “directly above the proposed alignment”.

From:	Allie McHugh
To:	Maria Zintchenko; Nick Faieta; Leona Hollingsworth
Cc:	Jessica Neto; Furfurica, Silvia
Subject:	FW: Yonge North Subway Extension Environmental Project Report Addendum from Catholic Cemeteries and Funeral Services [MTDMS-Legal.FID11240849]
Date:	Monday, March 14, 2022 11:21:56 AM
Attachments:	image108469.PNG 60860445_1_CCFS, Holy Cross, Letter to The Honourable David Piccini March 12 2022 re Addendum Report to Yonge Subway Extension .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.

Hi all,
Please see the attached letter with comments from Holy Cross on the EPR Addendum. Sending along for the EPA team for the Addendum, and also for awareness for the team for the comments regarding the burials and the transit corridor land and permits.

@Nick Faieta and @Leona Hollingsworth does this need to go sponsor's office and PDT as well, given their recent convos with HCC?

Thanks,
Allie

From:
Sent: March 14, 2022 11:11 AM
To: minister.mecp@ontario.ca; York Region <YorkRegion@metrolinx.com>
Cc:
Subject: Yonge North Subway Extension Environmental Project Report Addendum from Catholic Cemeteries and Funeral Services [MTDMS-Legal.FID11240849]

You don't often get email from acalvo@millerthomson.com. Learn why this is important

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 day:

Attached please find a copy of our letter dated today (Mon. Mar. 14/22). Please note that a hard copy of the letter will be sent via same day courier.

Thank you.

March 14, 2022

Delivered Via Same Day Courier and E-mail
minister.mecp@ontario.ca
YongeSubwayExt@metrolinx.com

The Honourable David Piccini
Minister of the Environment, Conservation and Parks
College Park, 5th Floor
777 Bay Street
Toronto, ON M7A 2J3

Dear Minister Piccini:

Re: Yonge North Subway Extension Environmental Project Report Addendum Comments from Catholic Cemeteries and Funeral Services respecting negative impacts on Holy Cross Catholic Cemetery & Funeral Home

We are the solicitors for Catholic Cemeteries and Funeral Services **("CCFS")**, which owns and operates the Holy Cross Catholic Cemetery and Funeral Home along the proposed route of the Yonge Subway extension and are writing on CCFS's behalf to provide its objection, comments and concerns with the Yonge Street Subway Extension Environmental Project Report Addendum dated February 10, 2022 (the "**EPR Addendum**").

Background Facts

The proposed tunnel for the subway is located as close as approximately 1.4 metres from the Holy Cross Catholic Cemetery easterly from the CN Right of Way. There are burial plots located as close as 2.5 or 3.0 metres from the property line. The Catholic Faithful have purchased interment rights and have interred or intend to inter their loved ones, upon their passing, in all of the plots which are in close proximity to the boundary between the cemetery lands and the proposed subway. CCFS is concerned that the EPR Addendum has not adequately addressed the negative impact that the designation of the transit corridor lands will have on the ability of CCFS to provide the ministry of the burial of the dead in response to deaths within those families.

The Holy Cross Catholic Cemetery was consecrated in 1954 and has been providing burial services for the Catholic Faithful since. To date, approximately 90,000 Catholic Faithful are interred in these Holy and Sacred grounds. In 2014, Holy Cross Catholic Funeral Home was established on the grounds of Holy Cross Catholic Cemetery to provide for the complete needs of the Catholic Faithful. Holy Cross Catholic Cemetery and the ministries it continues to carry out are an important part of the Province of Ontario's bereavement sector capacity serving the Catholic Families of the Archdiocese of Toronto with significant cultural religious value and interest.

The Problem

The problem arises because it seems highly likely that up to 28.6 metres of the Holy Cross Catholic Cemetery will be designated pursuant to section 62 of the *Building Transit Faster Act* (the "**Act**") as transit corridor lands. Section 3(1) of the Act prohibits CCFS from "conduct[ing] excavation" without a permit from Metrolinx (which has been delegated that power by the Minister). Neither the Act, the Regulations nor Metrolinx's Guidelines exempt the excavation of graves from this requirement. The result is CCFS will need to seek permits before it can excavate the graves needed for it to provide the ministry of burial for the families who have lost their loved members.

Unfortunately, the EPR Addendum failed to address this issue or the negative impacts on CCFS and the families of the deceased who are to be interred in graves designated as being within the transit corridor lands.

Narrow Concern

There is no question that a permit is appropriate where Holy Cross Catholic Cemetery seeks *Planning Act* approvals or where there is a significant development or construction being proposed. We have also assumed that Metrolinx will agree that memorialization of grave sites (memorials, monuments etc.) does not constitute the placing of a structure on land, but it would be good to receive confirmation of that.

It is thus the excavation of graves which is of primary concern and for which CCFS believes an exemption needs to be established definitively at the outset.

Existing Provisions Insufficient

Financial compensation under the *Expropriations Act* or otherwise for the costs and negative impacts such a permitting requirement imposes on CCFS cannot fully mitigate the spiritual and emotional consequences of requiring the families and CCFS to go through a permit application and issuance process.

Since many of the plots are family plots in which multiple family members are likely to be interred over many years, requiring CCFS to seek and obtain individual permits for each interment results in multiple claims for compensation, which we anticipate will be administratively onerous not only to CCFS and the families but also to the Metrolinx. The costs to the Province would include not only compensation for the costs incurred by CCFS and the families to make those applications or arising from the delay or for any agreement/conditions imposed but also Metrolinx (or the Minister's) administrative cost of reviewing and administering the permit process throughout the active life of the Holy Cross Catholic Cemetery and Funeral Home.

While we expect that the negotiations under section 9 of the Act may result in a period during no permits would be required since CCFS has the right to carry out that work today, interment in these plots will continue over many decades. So the grandfathering provisions of subsections 8 to 10 of the Act do not provide sufficient relief.

Furthermore, while we fully expect that Metrolinx will act very reasonably in limiting the scope and number of reports and drawings required to be filed with a permit application,

even the delay involved in filing an application and waiting for a response is of significant concern. CCFS can currently provide that ministry of burial within a day of being asked to do so, often over weekends because there are circumstances where an immediate funeral mass and internment is needed.

Proposed Resolutions

In reviewing the current Adjacent Development Guideline for Priority Transit Projects, there is a clear minimum separation distance established of 6.0 metres from the tunnel to significant excavations and construction. One possible solution would be for the subway alignment to be tweaked to ensure there is at least 6.0 metres to any plot and then exempt all grave excavations within the Holy Cross Catholic Cemetery.

Alternatively, since the excavations are minor and no construction is proposed for these plots, it may be that even a 6.0 metre separation distance is not required and the exemption can simply be provided to all grave excavations within the Holy Cross Catholic Cemetery.

CCFS would ask the Minister to impose one of these two solutions as a condition pursuant to subsection 15(11)(c) of Ontario Regulation 231/08 or require further consideration pursuant to subsection 15(11)(b) with this issue raised in this letter in mind.

Please consider this letter to be a written objection under subsection 15(12) of O. Reg. 231/08. CCFS would be eager to engage in further discussions with Metrolinx and Ministry staff on how these concerns can be best addressed.

Thank you for your attention to CCFS's concerns.

Yours very truly,

Per:

From: York Region
To:
Cc:
Subject: RE: Yonge North Subway Extension - Addendum EA
Date: Monday, March 28, 2022 2:08:24 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.

Dear

Thank you for your comments and taking the time to review the YNSE Environmental Project Report Addendum.

Metrolinx will continue to work with communities, municipalities and other partners on further development of the operating plan for the extension as the project design and development progress.

will be included in future circulations and consultations to ensure adequate opportunity to evaluate potential impacts to lands.

Thank you again for contributing to this important Metrolinx undertaking.

Sincerely,

YNSE Team

From:
Sent: March 14, 2022 6:45 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: **Subject:** Yonge North Subway Extension - Addendum EA

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 Afternoon,

With regard to the subject above, please find attached our comment letter on the Yonge North Subway Extension.

Thanks,

Metrolinx
10 Bay Street, 17th Floor
Toronto ON
M5J 2W3

Re: Yonge North Subway Extension Addendum EA

To Whom It May Concern,

SmartCentres acts as the manager of the South Hill Shopping Centre located at the northeast corner of Yonge Street and 16th Avenue, municipally addressed as 9301, 9325 and 9335 Yonge Street, in the City of Richmond Hill. The shopping centre represents a significant portion of the Yonge-16th Key Development Area, an important growth area in the City of Richmond Hill.

We appreciate this opportunity to participate in the public process for the Addendum EA for the Yonge North Subway Extension.

At this time, we are reserving our right to comment further as the process continues so that we can evaluate any impacts to the shopping centre and any future land uses. We wish to be included in future circulations and consultations to ensure there are adequate opportunities to evaluate potential impacts to the lands in the short and long term, particularly as it relates to the tailing tracks north of the proposed High-Tech Subway Station and how those tracks may impact the shopping centre (illustrated on Figures 28 and 29).

Going forward please direct communications and updates on this project to the undersigned and

Regards,

Public

From:
To: York Region
Subject: Bus Terminal
Date: Friday, February 11, 2022 11:03:42 AM

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.

Please forward information and location re bus terminal planned for construction at Yonge/Clark station.
Thank you,

Sent from my iPad

From:
To:
Subject: RE: Re-routing and deep tunneling for Yonge Subway Ext
Date: Thursday, March 10, 2022 2:21:00 PM

Hello

Thank you for contacting Yonge North Subway Extension team. My apologies for the delayed response.

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 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 YNSE. 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 route.

One of the primary reasons staff were able to reduce costs was by limiting the amount of excavation required for tunnels and stations. This is achieved by taking the northern segment of the route east of Yonge Street to meet the CN rail corridor, allowing the tracks to rise to the surface and run at grade, instead of underground.

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.

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**.

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.

Our virtual open house will be live on **March 10 from 6:30-8:30 PM**. To register, please click here.

As always, if you have any questions, please feel free to reach out.

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I 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: February 10, 2022 9:12 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Re-routing and deep tunneling for Yonge Subway Ext

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,

I hope this email finds you well. I am writing to ask if the re-routing and deeper tunneling (up to 50m) of the Yonge Subway Extension resulted in lowering of station stops or reduction in the route length to only 8 km? If yes, can you please tell me the changes that occurred (6 stations to 4, etc)?

Additionally, why is the extension being made using a deep bore tunneling method when a cut and cover or elevated track could be made in a much easier fashion in the lower density area?

Regards,

From: York Region
To:
Subject: RE: Noise measurements on Baythorn
Date: Friday, March 25, 2022 5:25:00 PM
Attachments:

Hi

Sincere apologies for the very delayed response on this. In response to your question, we are taking more than one sound measurement per day, to help provide a better baseline comparison for sound. Below is further information on our sound testing, which we are offering for residents. If you are interested, please let us know, and we can arrange for a test within the next two weeks.

Thank you,
Azim

Q1: What is the context for these measurements?

A1: We are creating sound demonstrations for Metrolinx to use in its public engagement efforts. These demos will allow the public to hear how the new subway will sound relative to existing subways in Toronto.

Q2: Why are sound measurements needed?

A2: A key component of these demonstrations is capturing the existing sounds of locations in affected communities. We are visiting a range of buildings—commercial/public/residential—to collect this data. We will use recordings of existing conditions as the base upon which we layer the anticipated sounds of the future train.

Q3: How long will the measurements take?

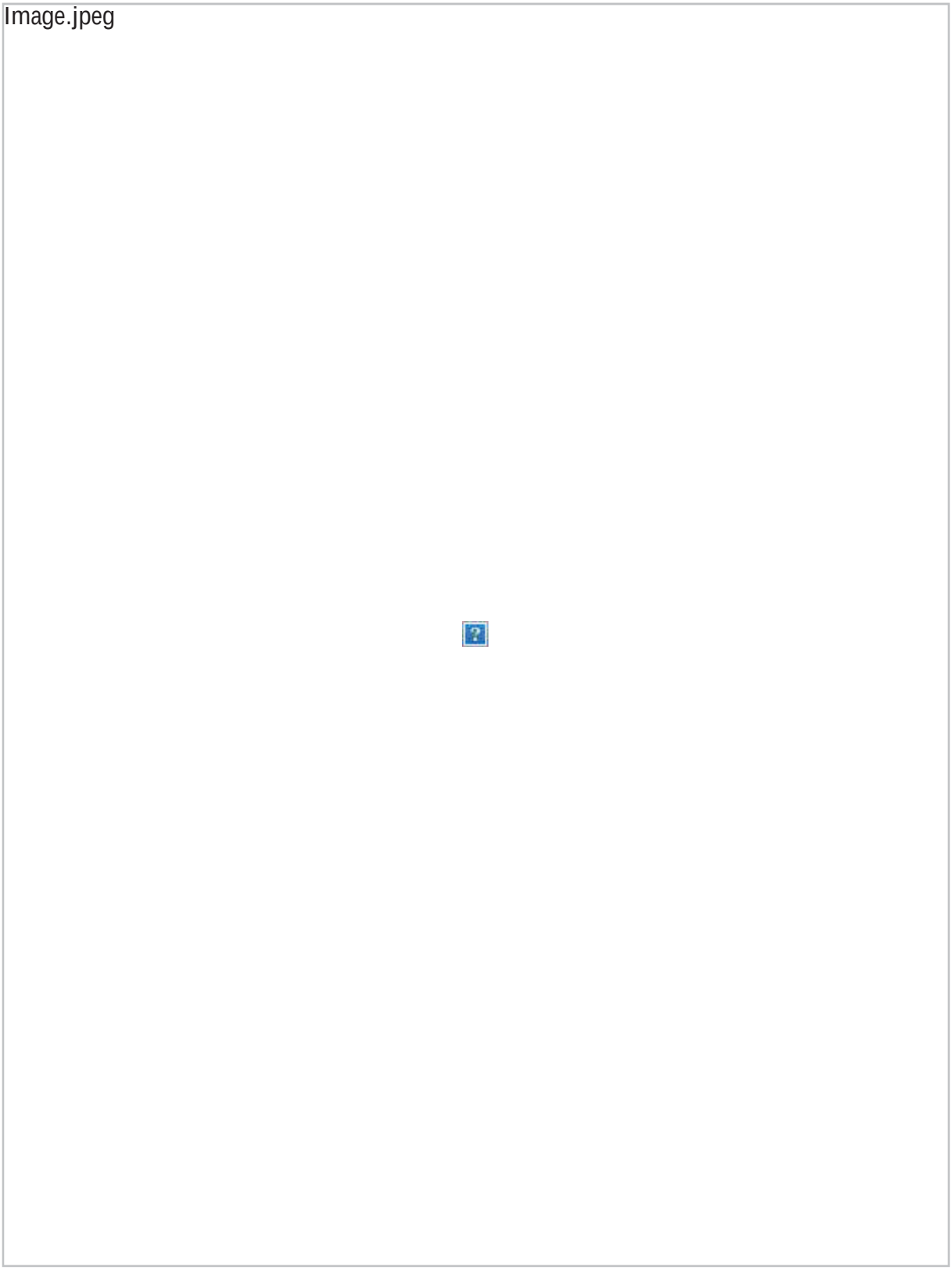
A3: No more than 30-45 minutes per room. We are trying to collect sounds from a wide array of daily life, including kitchens, living rooms, bedrooms, and basements.

Q4: Will the noise measurements be loud or intrusive?

A4: Not at all; it's important that the operation of the equipment make as little impact as possible on an existing sound "scene" so that we can be as faithful as possible to the actual sounds of daily life.

Q5: What equipment will be used to take the measurements?

A5: We are using a sound level meter and a special microphone that captures sound in 360°. All equipment is hand-held or mounted on a tripod. See photo of equipment below:



Q6: What will happen to the data that is collected?

A6: Portions of the recordings may be used in the public sound demonstrations to be deployed at the YNSE Community Office, in a specially-designed listening room. Before we use the recordings, all intelligible speech and any other personally-identifying sounds will be deleted from them. The data not used in the demonstrations will be kept on our secure servers for business purposes, and will never be shared with another party without prior written consent.

From:
Sent: February-16-22 3:05 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Noise measurements on Baythorn

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 Metrolinx,
With respect to noise measurements for Baythorn, will you be taking noise measurements throughout the day, or just one single point in time.
Pretty sure i just saw your resource taking noise measurements just now, at 3pm, on a Wed.
Just when school is letting out and there is much traffic from parents picking up their kids. Will that single measurement be your "noise base level" for Baythorn against which you will compare noise from the subway?

From: York Region
To:
Subject: RE: Royal Orchard subway station
Date: Tuesday, February 15, 2022 11:08:30 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 reaching out to the Yonge North Subway Extension team.

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.

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.

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.

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, 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.

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I 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: February 11, 2022 9:43 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Fwd: Royal Orchard subway station

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.

A few weeks ago the Ford government news release stated that the province was funding a Royal Orchard subway station. In the Toronto Star and on your site the Royal Orchard station is now a potential. So much for believing anything that Metrolinx or the government says . The regional council with their development friends have let us down and now you have as well for the second time.

From:	York Region
To:	
Subject:	RE: Richmond Hill Center Transit Hub Station ...
Date:	Wednesday, March 16, 2022 3:29:00 PM
Attachments:	image001.png

Hi
Thank you for your email and I apologize for the delay in response.

As you noted, 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 and under this proposal, the location of stations north of Highway 407 would shift.

By shifting the location of the planned northern transit hub south to Bridge Station between Highway 7 and Highway 407, more space will be available within the core of Richmond Hill Centre and allow this area to evolve into a thriving urban centre. The new transit hub will allow you to easily tap into more travel options than before, connecting you to the entire regional transit network. Bridge Station will conveniently connect to as many as six future and existing regional transit lines, as well as local bus services, including York Region Transit and regional GO buses that travel on major roadways like Highway 7, Highway 407 and Yonge Street.

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 visit our site, Metrolinx Engage. There you will find the recent environmental studies for the project, as well as past virtual open houses. The virtual open house from Dec. 16, 2021 and Jan. 5, 2022 discuss the adjusted route in detail.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

From:
Sent: February 11, 2022 3:01 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Richmond Hill Center Transit Hub Station ...

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.

Why not go back to the original plan of one station centrally connected to reach interchanging with high tech to 407 with YRT and GO.

This will save on a great deal of cost of implementation of such infrastructure then extra tunnel distance , equipment track wear on the curves , elevated station with half of the connections on High Tech station and the other half of connections on Bridge station. If centralized as one station as northeast direction then curve northwest parallel with the railway that has seamless pathway connections north to High Tech Rd. entrance, south pathway to 7 BRT , 407 BRT , Langstaff Rd. , east side YRT, VIVA blue, GO bus & train, kiss and ride parking and to shopping east side of tracks, west side shopping entrance. A much easier path of construction area of cut and cover station box, crossover track, 3 tail tunnels, starting on the north side of highway 7 , TBM entering site going southbound. Rerouting entrance on the southside to the bus hub station temporary. With all the cost in the savings do it simple route path of construction then the complex logistics Snake Bend in the subway line that's an extra 3 or more minutes of travel time. Seeing that moving the line off Yonge St. to joined in parallel with the CN railway line.

So I did a quick reference drawing not to scale but you have a basic idea how simple it is of one block walking distance from 407 BRT stop via tunnel to the subway, like Vaughan Center Station and Kipling Station to the Mississauga bus station.

Thank you for taking the time with this email, waiting for you're response back if any further questions that will help to make Transit efficiently seamless.

From:	York Region
To:	
Subject:	RE: Yonge North Subway Extension Project
Date:	Wednesday, March 16, 2022 1:39:00 PM
Attachments:	image001.png

Hi
My apologies for the delay in response to your last email, we somehow missed it in our inbox.

Your comments have been shared with the project team and the environmental team as part of the EPR Addendum.

Residents in Royal Orchard have asked how we will make sure that the new subway services will not affect neighbourhoods through noise and vibration and I encourage to take a look at the open letter from CEO Phil Verster to the Royal Orchard community, that discusses a number of your points.

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.

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 and we are pleased to be implementing this world class technology.

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.

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.
Regarding Royal Orchard Station, the province is working with our regional and municipal partners to explore potential funding opportunities that could support additional stations. Metrolinx is moving planning and design work forward for Cummer Station and Royal Orchard Station in case they can be included in the project
Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

From:
Sent: February 12, 2022 11:04 AM
To: lettertoed@thestar.ca; Phil Verster <Phil.Verster@metrolinx.com>; info.leader@ontarioliberal.ca; York Region <YorkRegion@metrolinx.com>; mayorscarpitti@markham.ca; stopsubwayoption3@gmail.com; melissa.lantsman@parl.gc.ca;
Subject: Yonge North Subway Extension Project

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.

TO: WHOEVER MADE THE TERRIBLE DECISION TO RUN A SUBWAY UNDER OUR HOMES

I don't know why I am writing this. Clearly, **NO ONE IS LISTENING**. Our homes are being threatened and big business does not care. Some in the government do not care. I am absolutely heartbroken that no one has listened to the many brave people in the Royal Orchard, Thornhill area that have spent hours, weeks, months, protesting against this.

Now the subway is to be built under my backyard neighbour's house on Baythorne. So close. I want to retain the peace and safety in my own home where I have lived for over 30 years. My husband and I are seniors. This was to be our **FINAL HOME**. Now where will we go? I don't want to live my last years in chaos. Our home was our savings for retirement and now **MY HOME WILL BE DEVALUED.**

According to Metrolinx property values will increase. **HOGWASH!** Who the heck would want to buy a home over or even close to a subway? I surely wouldn't and I don't think the people who made this terrible decision would buy a house here either.

This plan will totally ruin an area that is known for its peace and tranquility. Many seniors have lived here for over 40 years and depend on their homes for their retirement and financial investment. New young families have moved here to raise their children in a safe environment. Now, with this terrible decision, our lives are in upheaval and our homes, a huge investment, are at risk.

Metrolinx sent us a letter on December 15th. They describe the noise and vibration as; "nearly Imperceptible", "barely noticed", "comparable to an average whisper". **NOT GOOD ENOUGH.** It will be disruptive and unsafe for years during construction and the end result will be a constant noise and vibration that is not acceptable at any level.

To add insult to injury, the only benefit to the community would have been a station close by at Royal Orchard and Yonge but you have taken that away. We suffer the injustice with absolutely no benefit.

I AM NOT AGAINST THE SUBWAY. IT WILL ONLY BENEFIT OUR COMMUNITY IF IT STAYS ON YONGE STREET. IT WILL DESTROY OUR COMMUNITY IF YOU RUN THE SUBWAY RIGHT THROUGH IT.

From:	York Region
To:	Furfurica, Silvia
Subject:	RE: Environmental Project Report Addendum - Yonge North Subway Extension
Date:	Monday, March 28, 2022 2:32:24 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.

Greetings

Thank you for contacting the Project Team for the Yonge North Subway Extension (YNSE) regarding our approach for determining proposed station locations and how this work relates to the City of Toronto's plans for the North Yonge Street Corridor. Exhibit 1 within your correspondence presents an excerpt of the City of Toronto's Official Plan (Figure 4-29 within the Environmental Project Report Addendum), as well as a discussion of the City's Zoning By-law 569-2013.

In your letter to us, you ask why our study does not mention the ongoing Yonge Street North Planning Study that is being completed by the City of Toronto, which is intended to develop a vision for the future of the Yonge Street corridor between Finch Avenue and Steeles Avenue. While we are familiar with this City initiative, our approach within the Environmental Project Report Addendum has been to place greater emphasis on land use plans that have been approved through either the City's Official Plan or enacted by-laws. Metrolinx continues to support the City as they try to determine the level of development that can be supported by the existing and improved transportation network and planned higher order transit system, including the YNSE as it is currently envisioned.

Your letter also inquired about the evaluation process that was used to identify potential vs. confirmed stations, and how the current plan compares to other considered options. Details about this process can be found in the Yonge North Subway Extension: Neighbourhood Stations Analysis, which is available for viewing here: https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/YNSE-Neighbourhood-Stations-Analysis-Final.pdf. This study evaluated the benefits and trade-offs of Cummer, Clark and Royal Orchard stations to inform decisions on which fourth station to include in the project along with Steeles, Bridge and High Tech stations. The ridership model completed in support of the Neighbourhood Stations Analysis shows that Cummer station does not attract as many riders to the extension as expected due to its closer proximity to other nearby major subway stations (specifically, Finch and Steeles stations).

It is for this reason that Cummer Station has not been identified as a confirmed station at this time; however, we are assessing the potential impacts of its design, construction, and operation within the Environmental Project Report Addendum in the event that future funding becomes available. We hope this satisfactorily addressed your comments. Please do not hesitate to contact the Project Team again should you have additional questions or concerns.

Thank you very much,
YNSE Team

From:
Sent: February 11, 2022 3:50 PM
To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: Environmental Project Report 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.
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

Attached please find my questions/comments re Environmental Project Report Addendum - Yonge North Subway Extension - Cummer station.

Thank you for the opportunity to comment on this matter.

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.

To whom it may concern

Your present study uses the information shown on page 103 for the plan north of Finch to Steeles. See exhibit 1.

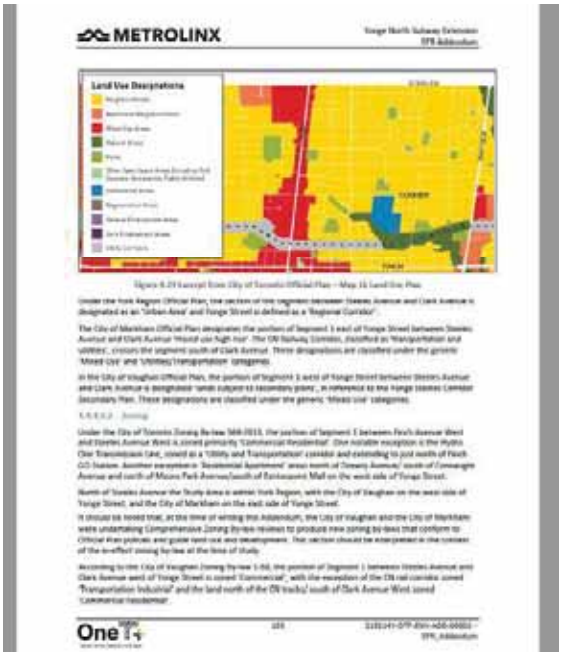


Exhibit 1 – Metrolinx Study as of Feb 10, 2022

Why has the study not been updated to the future plan for the North Yonge Street Corridor?

https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/yonge-street-north-planning-study/meetings-events-yonge-street-north-planning-study/

The slides from a City of Toronto presentation on May 10, 2021 plan for a walkable neighbourhood. The plan envisions large numbers of people moving to the area.

What will be the criteria be for locating a station at Cummer/Drewy and Yonge?

How does the revised plan compare to the other planned station.

From my view of the 2 studies it is very important that a station be located at Cummer/Drewy and Yonge.

Thank you

from YSN May 10 Presentation.pdf

Yonge North Subway Options

- Initial business case identified 3 "Neighbourhood Stations"
  - Cummer Station and 2 stations in York Region form the Neighbourhood Stations
  - Only 1 of 3 stations can proceed based on budget of $5.6 billion
  - Metrolinx has not yet made a decision on which station will proceed
- Steeles Station = Primary Station



TORONTO

Study Boundaries & Built Form



TORONTO

Public Realm - Cummer Node



TORONTO

From:
To: RE: Yonge North Subway Extension
Cc: Friday, March 4, 2022 12:56:59 PM
Subject:
Date:

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 Azim,

Please call me at my direct line.

Thanks,

From: York Region <YorkRegion@metrolinx.com>
Sent: Friday, March 4, 2022 12:22 PM
To:

Subject: RE: Yonge North Subway Extension

Alert: External E-mail

Hi

Apologies, I thought my response went through to you that evening, but evidently it did not. If its not too late, 1pm works for me as well, today. Do you prefer I reach you at any specific phone number from those below your signature?

Thank you,
Azim

From:
Sent: March-03-22 8:52 AM
To: York Region <YorkRegion@metrolinx.com> **Cc:**
Subject: RE: 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: York Region <YorkRegion@metrolinx.com>
Sent: Wednesday, March 2, 2022 7:06 PM
To:
Cc:

Subject: RE: Yonge North Subway Extension**Alert:**
External E-mail

Good evening

Apologies for the delayed response. Would be happy to hop on a call with you to help answer questions you may have. Would you be available Friday afternoon? Looking forward to our conversation.

Thank you,

Azim Ahmed
Manager, Community Relations, Yonge North Subway Extension (YNSE)
Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3

To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: RE: 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.

Good Afternoon,

Following up on the below, is it possible to set up a call this week? We would appreciate the opportunity to go through some questions that we have.

Thanks,

From:
Sent: Tuesday, February 15, 2022 11:10 AM
To: 'yongesubwayext@metrolinx.com' <yongesubwayext@metrolinx.com>
Cc:
Subject: RE: Yonge North Subway Extension

Good Morning,

Following up on the below, are you able to provide availability for a call this week?

Thanks,

Sent: Friday, February 11, 2022 10:57 AM
To: 'yongesubwayext@metrolinx.com' <yongesubwayext@metrolinx.com>
Cc:

Subject: Yonge North Subway Extension

Good Morning,

SmartCentres manages the South Hill Shopping Centre, located at the northeast corner of Yonge Street and 16th Avenue in the City of Richmond Hill. We've received the notice of the EA Addendum and have had the opportunity to review the report materials and concept design mapping.

We would appreciate the opportunity to meet with you to discuss the latest report and mapping.

Please let me know if there is availability next week for a call.

Thanks,

From: York Region
To: RE: ATTENTION : No tunnelling under Holy Cross cemetery
Cc: Friday, February 25, 2022 9:00:00 AM
Subject: image001.png
Date:
Attachments:

Hi
Thank you for reaching back out, and my apologies in the delay in response. Your comments have been shared with the team and included as part of the public review consultation for the EPR addendum. We have been and will continue to engage with all interested stakeholders as the design and planning process moves forward, including Holy Cross Cemetery.

Please let me know if you have any further questions or concerns.

Best,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

From:
Sent: February 17, 2022 3:58 PM
To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: Re: ATTENTION : No tunnelling under Holy Cross cemetery
Importance: High

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,

Thank you for your reply and the highlighted information sources.

Please register my communication as a petition to oppose and reject the current proposal to build the subway along the railway severing Holy Cross cemetery. The cemetery should be

completely avoided in your future proposal. The disruption and vibrations of a subway right between the old and new section of Holy Cross cemetery is at minimum disrespectful for the deceased and to their families. There must be an environmental study of the entire area in cooperation with the Archdiocese of Toronto. There must be feedback from Holy Cross cemetery, the Archdiocese of Toronto and the families of the deceased, this would provide a clear response to your endeavours.

https://www.metrolinxengage.com/sites/default/files/appendix-a_-_ynse_concept_design_mapping.pdf
See: page 20

From: York Region
Sent: Tuesday, February 15, 2022 4:53 PM

Subject: RE: ATTENTION : No tunnelling under Holy Cross cemetery

Hi
Thank you for reaching out about the Yonge North Subway Extension and my apologies for the delay in responding. The current plans for the project do not place the subway below Holy Cross Cemetery. The route travels north under Yonge Street, then first curves slightly west off Yonge Street before it travels east to align with CN Rail corridor as it emerges at the surface south of Langstaff Road. Metrolinx has refined plans for the subway extension that will result in deeper tunnels and under fewer single-family home. Once the subway travels east from Yonge, it will travel underneath Bay Thorn Drive wherever possible.

As you can see in the recently posted Environmental Project Report Addendum, the proposed subway route travels adjacent to Holy Cross Cemetery, within the CN Rail corridor, and does not travel below the cemetery. Page 20 of Appendix A – YNSE Concept Design Mapping shows the CN Rail corridor right-of-way, outlined in red. Within the CN right-of-way boundaries, the proposed subway route is outlined in green, running adjacent to Holy Cross.

If you'd like to learn more about the EPR Addendum, you can find more information on our project page, and I encourage to attend our upcoming virtual open house on Feb. 17, where we will discuss the report in more detail.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

From:
Sent: February 11, 2022 12:23 PM
To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: ATTENTION : No tunnelling under Holy Cross cemetery
Importance: High

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,

I repudiate the proposed map overview which indicates the subway extension line tunnelling under Holy Cross cemetery. There are boundaries that should never be crossed this is one of them.

Please address this situation immediately.

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
Sent: February 25, 2022 9:00 AM
To:
Cc:
Subject: RE: ATTENTION : No tunnelling under Holy Cross cemetery

Hi
Thank you for reaching back out, and my apologies in the delay in response. Your comments have been shared with the team and included as part of the public review consultation for the EPR addendum. We have been and will continue to engage with all interested stakeholders as the design and planning process moves forward, including Holy Cross Cemetery.

Please let me know if you have any further questions or concerns.

Best,

Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

You don't often get email from lforrai@primus.ca. Learn why this is important

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,

Thank you for your reply and the highlighted information sources.

Please register my communication as a petition to oppose and reject the current proposal to build the subway along the railway severing Holy Cross cemetery. The cemetery should be completely avoided in your future proposal. The disruption and vibrations of a subway right between the old and new section of Holy Cross cemetery is at minimum disrespectful for the deceased and to their families. There must be an environmental study of the entire area in cooperation with the Archdiocese of Toronto. There must be feedback from Holy Cross cemetery, the Archdiocese of Toronto and the families of the deceased, this would provide a clear response to your endeavours.

https://www.metrolinxengage.com/sites/default/files/appendix-a_-_ynse_concept_design_mapping.pdf
See: page 20

From: York Region
Sent: Tuesday, February 15, 2022 4:53 PM

Subject: RE: ATTENTION : No tunnelling under Holy Cross cemetery

Hi
Thank you for reaching out about the Yonge North Subway Extension and my apologies for the delay in responding. The current plans for the project do not place the subway below Holy Cross Cemetery. The route travels north under Yonge Street, then first curves slightly west off Yonge Street before it travels east to align with CN Rail corridor as it emerges at the surface south of Langstaff Road. Metrolinx has refined plans for the subway extension that will result in deeper tunnels and under fewer single-family home. Once the subway travels east from Yonge, it will travel underneath Bay Thorn Drive wherever possible.

As you can see in the recently posted Environmental Project Report Addendum, the proposed subway route travels adjacent to Holy Cross Cemetery, within the CN Rail corridor, and does not travel below the cemetery. Page 20 of Appendix A – YNSE Concept Design Mapping shows the CN Rail corridor right-of-way, outlined in red. Within the CN right-of-way boundaries, the proposed subway route is outlined in green, running adjacent to Holy Cross.

If you'd like to learn more about the EPR Addendum, you can find more information on our project page, and I encourage to attend our upcoming virtual open house on Feb. 17, where we will discuss the report in more detail.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From:
Sent: February 11, 2022 12:23 PM
To: York Region <YorkRegion@metrolinx.com>
Cc:
Subject: ATTENTION : No tunnelling under Holy Cross cemetery
Importance: High

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,

I repudiate the proposed map overview which indicates the subway extension line tunnelling under Holy Cross cemetery. There are boundaries that should never be crossed this is one of them.

Please address this situation immediately.

Thank you.

From: York Region
To:
Subject: RE: Potential Cummer station
Date: Thursday, March 10, 2022 12:54:00 AM

Hello,

Thank you for contacting Yonge North Subway Extension team. My apologies for the late reply. We would like to thank you for your feedback and comments regarding Cummer Station.

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**.

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.

Our virtual open house will be live on **March 10 from 6:30-8:00 PM**. To register, please click here.

As always, if you have any questions, please feel free to reach out.

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I 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: February 16, 2022 4:45 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Potential Cummer station

You don't often get email from arialynx604@gmail.com. Learn why this is important

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.

I think it would be a waste of resources & costs to have a station at Cummer. It would make things easier for those who are disabled or elderly yes. I don't know the numbers, the data on what the percentage of the population that makes up. But Cummer is a very short distance from Finch for those who are able bodied. In decent weather that is very walkable. If we had excess money in the budget I would say that should be the last potential station considered.

Regards,
A concerned citizen

From:	York Region
To:	
Subject:	RE: comment YONGE SUBWAY EXT
Date:	Thursday, February 17, 2022 3:26:32 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.

Hi

Thank you for reaching out about the Yonge Subway Extension and for sharing your thoughts on the project. My apologies for the delay in responding. Your comments have been shared with the project team for consideration.

You are correct that the extension will make commutes easier. 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.

The project will also offset traffic congestion on local roads as drivers get out from behind the wheel in favour of using the subway. In fact, the extension will reduce the total distance travelled by cars during morning rush hour by 7,700 kilometres. Serving growing communities along the route with convenient options to use rapid transit will be good for everybody, especially 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 – rather than adding to traffic congestion by using a vehicle of their own.

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.

If you're interested in learning more about the project, I encourage you to attend our virtual open house tonight, **February 17, which will be live from 6:30 – 8:30 PM. We are discussing the Environmental Project Report Addendum that was recently posted on our site**. Residents can submit and vote on questions through our dedicated page. You can also learn more about the EPR Addendum in our recent story on Metrolinx News.

If you have any further comments or questions please feel free to reach back out.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region

Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

From: **Sent:** February 12, 2022 3:14 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: comment YONGE SUBWAY EXT

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.

I'm excited to hear about this project coming to life. I am a long-time commuter since I was 15. I am now 62 lived in Toronto all my life. i had always hoped that the yonge line would be extended to Richmond Hill as I live at yonge and steeles. The worst part of my commute is waiting for my bus taking me from finch to steeles west. Extending the line would mean i could literally walk home from steeles at yonge. I know these things take time unfortunately I will probably be retired by the time this project is completed. Our TRANSIT system is very slow in progressing compared to other cities. To improve transit it should constantly be evolving and progressing as it is a necessity for many people that choose not to drive. This would decrease in traffic congestion. I also believe TTC should run 24/7 enabling shift workers to have access to transportation when they need it and i think it would also decrease people driving while intoxicated as then they would have access to TTC around the clock especially after hours. I woudl also like to thank TTC for existing as without it i don't know how i would get around. The TTC talks about losing money, one reason is that drivers let people on the bus without paying, i see it all the time, people dont have enough money on their presto is one, what is the point then of having ttc fares if not to make money another reason i have seen is that the presto machines are not working, some thoughts to consider.
Sincerely

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: Will our house be effected?
Date: Thursday, March 10, 2022 2:10:00 PM

Hello

Thank you for contacting Yonge North Subway Extension team. I apologize for the delayed response.

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.

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**.

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.

Our virtual open house will be live on **March 10 from 6:30-8:00 PM**. To register, please click here.

As always, if you have any questions, please feel free to reach out.

Regards,

ZAR HAKIME (she/her)
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I 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: February 17, 2022 10:07 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Will our house be effected?

You don't often get email from vivacepiano@gmail.com. Learn why this is important

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 there,

Read about the addendum and saw the proposed map and see that the subway will be going under St Anthony's school. We live just a few houses away from there, at
Could you kindly confirm whether our house would be one of the houses having the subway under it? If so... how much of compensation were you thinking?

I sure hope you will add the Royal Orchard station.

From:	York Region
To:	
Cc:	DHamilton@markham.ca; KIrish@markham.ca; jheath@markham.ca;
Subject:	RE: Yonge Subway Extension
Date:	Friday, February 25, 2022 4:25:00 PM
Attachments:	image001.png

Hi
Thank you for reaching out and for your interest in the project.

Metrolinx has refined plans for the subway extension from Option 3 that will result in deeper tunnels and a route that travels under fewer single-family homes in the Royal Orchard community than the previous route.

The route 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 places Bridge Station and High Tech Station 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. In addition, 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. Finally, this route protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

You can read more about the route and how it maximizes transit benefits in the open letter from Metrolinx CEO Phil Verster to the Royal Orchard Community.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

Sent: February 22, 2022 8:37 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: DHamilton@markham.ca; KIrish@markham.ca; jheath@markham.ca; James Laframboise <Jgl+1@yorku.ca>
Subject: Yonge 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.

I have never understood why Metrolinx thinks that Option 3 is necessary. I presume that a High Tech Station and/or a Bridge Station on Yonge Street is considered to be too far from the existing Langstaff GO Station, for people to walk from one to the other.

But a simple remedy for this would be to use moving walkways of the kind already in use in airport terminals in many cities, including Detroit, Chicago, Denver, Amsterdam, Frankfurt, Paris, Madrid,.... In this situation, such a walkway would be put underground in a pedestrian tunnel. If desired, a shopping concourse could be put on either or both sides of this tunnel.

If a further extension northward along the CN railway corridor is planned, then a much more gentle curve eastward starting just south of Highway 407 would accommodate this more advantageously and decrease both the required length of this pedestrian tunnel and the required length of subway.

From:	Allie McHugh
To:	Furfurica, Silvia; Jessica Neto
Subject:	FW: Yonge Subway Extension
Date:	Friday, February 25, 2022 4:27:42 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.

From: York Region
Sent: February 25, 2022 4:25 PM
To:
Cc: DHamilton@markham.ca; KIrish@markham.ca; jheath@markham.ca;
Subject: RE: Yonge Subway Extension

Hi
Thank you for reaching out and for your interest in the project.

Metrolinx has refined plans for the subway extension from Option 3 that will result in deeper tunnels and a route that travels under fewer single-family homes in the Royal Orchard community than the previous route.

The route 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 places Bridge Station and High Tech Station 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. In addition, 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. Finally, this route protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor.

You can read more about the route and how it maximizes transit benefits in the open letter from Metrolinx CEO Phil Verster to the Royal Orchard Community.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

From:
Sent: February 22, 2022 8:37 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: DHamilton@markham.ca; KIrish@markham.ca; jheath@markham.ca;
Subject: Yonge 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.

I have never understood why Metrolinx thinks that Option 3 is necessary. I presume that a High Tech Station and/or a Bridge Station on Yonge Street is considered to be too far from the existing Langstaff GO Station, for people to walk from one to the other.

But a simple remedy for this would be to use moving walkways of the kind already in use in airport terminals in many cities, including Detroit, Chicago, Denver, Amsterdam, Frankfurt, Paris, Madrid,.... In this situation, such a walkway would be put underground in a pedestrian tunnel. If desired, a shopping concourse could be put on either or both sides of this tunnel.

If a further extension northward along the CN railway corridor is planned, then a much more gentle curve eastward starting just south of Highway 407 would accommodate this more advantageously and decrease both the required length of this pedestrian tunnel and the required length of subway.

Ph.D., Aerospace Sciences (1966)
Professor Emeritus, Physics and Astronomy, York University
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:
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.

Thanks for the response Allie, looks like it isn't concrete.

From: York Region
Sent: February 22, 2022 4:01 PM
To:
Subject: RE: Cummer/Drewry Station

Hi
Thank you for your patience and my apologies for the delay. The province is working with our regional and municipal partners to explore potential funding opportunities that could support additional stations. Metrolinx is moving planning and design work forward for Cummer Station and Royal Orchard Station in case they can be included in the project.

Please let me know if you have any further questions.

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.

We are also holding a virtual open house tomorrow, Feb. 23, on our recently released environmental assessments, where we'll discuss the project in more detail. If you'd like to attend, you can register now on our event page.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

From: **Sent:** February 22, 2022 1:09 AM

To: York Region <YorkRegion@metrolinx.com>
Subject: Re: Cummer/Drewry Station

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 look forward to the response.

Thanks
-Kevin K

On Tue, 15 Feb 2022 at 01:02, York Region <YorkRegion@metrolinx.com> wrote:

> Hi
> Thank you for reaching out about the Yonge North Subway Extension. I'm writing to let you know that we have 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 I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
>
> METROLINX
>
> **From:**
> **Sent:** February 12, 2022 12:56 AM
> **To:** York Region <YorkRegion@metrolinx.com>
> **Subject:** Cummer/Drewry Station
>
> 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 Metrolinx
>
> Recently it was announced I believe officially that the Royal Orchard station would be added to the North Yonge extension and as a result I was wondering what the status is for Cummer/Drewry station?

According to Metrolinx's own report/study, the order of priority for the "neighbourhood" stations was Clark > Cummer/Drewry > Royal Orchard. Since at the time we were only going to build one of the neighbourhood stations, Clark was chosen.

Now that we are building another station, why was Royal Orchard picked over Cummer/Drewry? By Metrolinx's own documents, Royal Orchard would have the least ridership of the 3, and with the inclusion of Clark, would also cannibalize ridership between the two (so the ridership would actually drop for both stations). There is also heritage protection in the area of Royal Orchard which makes it difficult to develop and intensify.

Contrast this with Cummer/Drewry they would only be taking ridership from Finch station which is already a very busy station, in addition with the North York secondary plan that goes up to Steeles, there is many more developments coming to that area of North York. There is already a large mulit-tower complex on the south east corner of Yonge and Cummer.

Because Royal Orchard is going to be a deep station, it is going to cost way more than Cummer/Drewry.

So the question is, why was Royal Orchard chosen over Cummer/Drewry?

Thanks

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.

From: Azim Ahmed
To:
Subject: RE: Full Report Feedback of the Environmental Project Report (EPR) Addendum
Date: Friday, March 25, 2022 6:11:13 PM
Attachments: image001.png

Greetings,

Thank you for providing comments on the Yonge North Subway Extension (YNSE) Environmental Project Report Addendum. Your February 23, 2022, correspondence touched upon several concerns, and we have attempted to respond to related items together rather than individually as they appear within your letter to help improve the clarity of our response.

Current Environmental Project Report Addendum Status and Next Steps

Please allow us to first provide some initial clarifications regarding the assumptions contained in your letter; specifically, those regarding the status of the Environmental Project Report (EPR) Addendum within the Transit Project Assessment Process (TPAP).

The EPR Addendum for the YNSE Project is currently in the Issues Resolution Process, which forms part of the larger EPR Addendum Approvals Phase of the TPAP (see timeline graphic below).

Diagram, timeline Description automatically generated



This phase of the project commenced on February 10, 2022, when the Notice of Environmental Project Report Addendum for the YNSE was first published through direct mailings, advertisements in local newspapers, and through online and social media announcements. During this time, affected stakeholders or interested members of the public can provide feedback on the project, as you have done, and Metrolinx will respond to describe how your feedback has been taken into consideration. Following the end of the EPR Addendum Review period on March 14, 2022, we will update the EPR Addendum by adding a description of the Issues Resolution Process, what Metrolinx did to address received comments and concerns, and if the Project timeline will be impacted as a result of addressing any concerns.

Your letter raises a number of questions regarding the wording used within Section 3.1 of the EPR Addendum, including use of the phrases "*in a way that does not cause unreasonable delay to the implementation of the Project*" and how "*implementation of the transit project may proceed if no notice is received within the 35-day [Minister Review] period*". In both these cases, the language used is the same as what appears within Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings, which governs the TPAP.

Comments Related to the Presentation of the Initial Business Case Within Section 1 of the EPR Addendum

Sections 1.2.3.2 and Section 1.3 of the EPR Addendum discuss a refinement to the YNSE route and updates to the Initial Business Case (IBC) analysis, respectively. The statement that appears within the EPR Addendum is correct and Option 3 does have fewer and simpler property requirements compared to the other alignment options considered as part of the IBC. This is because a significant portion of the alignment is owned by a single entity – CN Rail. The number of impacted property owners directly above and adjacent to the alignment would have been greater were the alignment to travel directly along Yonge Street. Avoiding tunnelling beneath Holy Cross Cemetery was another major contributing factor for the selection of the refined route and we feel the wording currently used within Section 1.3 is appropriate. There are no transit routing constraints associated with this option.

Your remaining comments on Section 1 suggest that Bridge and High Tech stations should be indicated as "Proposed" and not "Confirmed" within Figure 1-2 and elsewhere, as your understanding is that this Addendum is for route selection purposes, not route confirmation purposes. We would like to clarify that the purpose of the TPAP is not to assess planning alternatives or alternative solutions to a public transit project. Rather, the TPAP is intended to provide an assessment of the currently proposed YNSE, which is a refinement of the Option 3 alignment from the IBC and includes four (4) confirmed stations, as well as an additional two that are under consideration. During detailed design of the YNSE, additional refinements will be made and Metrolinx will continue to provide project updates as they become available.

Existing Conditions Study Area

Your correspondence included several references to potential study area gaps that need to be filled to provide a direct, "apples to apples" comparison of the three alignment options presented within the IBC. As described in our response to your previous comments, the EPR Addendum is not intended to document a route selection or evaluation exercise and instead presents a re-assessment of the Project as it is currently envisioned. Therefore, the EPR Addendum presents a relatively limited assessment of areas along Yonge Street north of Baythorn Drive and is why only the southern portion of the Yonge Steeles Corridor Secondary Plan area is presented in Figure 4-23. We have updated the caption for this Figure to indicate it presents the southern portion of the study area, per your comments. We will also update the EPR Addendum to clarify that the approved Langstaff Gateway Secondary Plan is based on the Gateway Community being serviced by a subway entrance located at Yonge Street, again per your feedback.

Hydrogeology and Groundwater

The Hydrogeology and Groundwater information presented within the EPR Addendum reflects the extent of available information and the average depth range for hydrostratigraphic layers & groundwater is not yet available for the entirety of the alignment. Based on the hydrostratigraphy that has been interpreted at specific sections along the alignment, we will be expanding the discussion of groundwater conditions within Section 4.3 of the EPR Addendum to note the area near and north of Clark Station is the only area where it is expected that temporary dewatering will be required to control of high volumes of groundwater seepage. Permanent dewatering is not planned for the project, and the tunnel and structures will be designed to resist hydrostatic pressures. All construction dewatering will be in accordance with the requirements of the *Ontario Water Resources Act* and necessary permits and approvals will be obtained from the Ministry of the Environment, Conservation and Parks, where required.

It is our hope that the responses contained within this letter provide useful clarification on the intent behind the YNSE EPR Addendum, the status of the TPAP, and its approach for assessing and mitigating the anticipated impacts of the subway extension. We thank you for your comments, including those related to the misaligned page numbering in Section 3 and 4. These typos will be corrected within the Updated EPR Addendum following the Issues Resolution Process. Please do not hesitate to contact the Project Team again should you have additional questions or concerns.

Thank you very much,
YNSE Team

From:
Sent: February-23-22 7:52 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Full Report Feedback of the Environmental Project Report (EPR) Addendum

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.

Attached is a pdf document of my feedback on the Draft Environmental Project Report (EPR) Addendum. Please provide a response to acknowledge receipt. I look forward to discussing/clarify my comments further.

One other general request I have is related to your stakeholder engagement process. Does Metrolinx have a Code of Practice, or guidelines, for stakeholder consultation and if so, can you direct me to this document? This would be similar to the Ministry of the Environment and Climate Change's expectations for appropriate consultation, as found in the following link: :https://www.ontario.ca/page/consultation-ontarios-environmental-assessment-process#:~:text=In%20the%20environmental%20assessment%20process%2C%20consultation%20is%20a%20two%2Dway.and%20monitoring%20of%20an%20undertaking.

Regards,

Yonge North Subway Extension DRAFT EPR Addendum (dated Feb 10, 2022) Comments

Name:

Contact Email:

Contact Phone:

My comments are written in blue font below. I have included "snips" from the EPR document to provide reference context. My comments are based on the following assumptions (as it is not clear in the document, the document title, or on the Engage web page):

- this the DRAFT EPR being circulated as part of the Stakeholder review within the Planning Phase
- Based on stakeholder comments received by March 14, 2022s, the EPR will be updated to address gaps.
- The finalization of this EPR Addendum is part of the still ongoing Planning Phase.

If I am incorrect on these assumptions, please let me know.

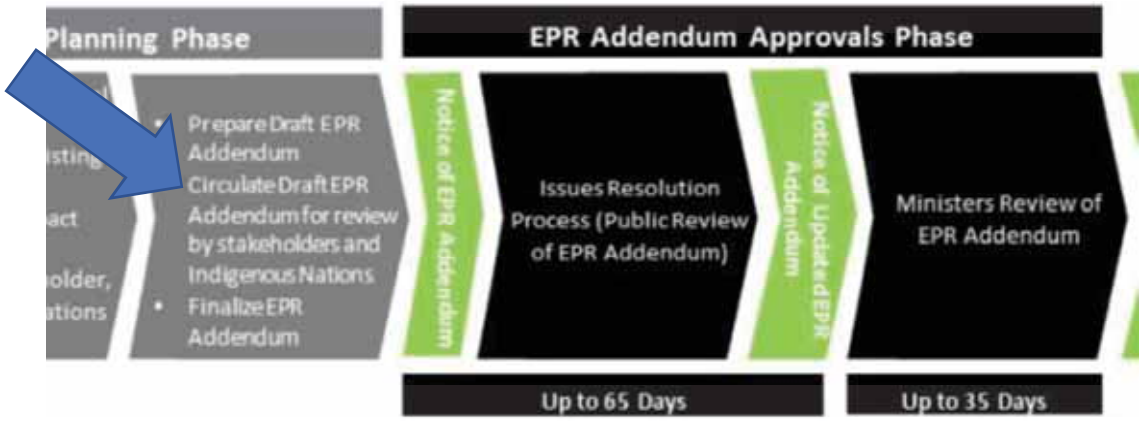


Figure 3-1 EPR Addendum Process – Priority Transit Subway Projects

Date: Feb. 23, 2022

1.2.3.2 Alignment Option 3 Refinement, page 6:

As part of the IBC, Option 3 was identified as the preferred Reference Alignment because it simplifies property requirements for the Project by increasing the length of the infrastructure within the CN/GO railway

Incorrectly summarizes the Option 3 route selection rationale as *simplifies property requirements.* Compared to Options 1 and 2, Option 3 complicates the property requirements by requiring additional residential properties, an expanded CN/GO railway corridor and also introduces transit routing constraints to minimize impacts to Holy Cross cemetery.

1.3 Post IBC Analysis, page 8.

Preliminary Design Business Case, which will guide the next phase of the project. It represents refinements to the Option 3 alignment to avoid tunneling under Holy Cross Cemetery and any associated land requirements.

The refinements to Option 3 were not driven only by Holy Cross Cemetery as the last line suggests. The last line of the Analysis should also identify the Royal Orchard Neighbourhood Community impacts.

Figure 1.2, page 12:



Bridge and High Tech stations should be indicated on the map as Proposed, not Confirmed. My understanding is this Addendum is a report for route selection purposes, not route confirmation purposes.

3.1 EPR Addendum Process, page 33:

- Implement the Issues Resolution Process with Indigenous Nations and/or affected Interested Parties to attempt to resolve any concerns raised by reviewers, in a way that does not cause unreasonable delay to the implementation of the Project;

Is the inclusion of the wording "*in a way that does not cause unreasonable delay to the implementation of the Project*" accurate and appropriate? The Issues Resolution Process does not have a timeline.

3.1 EPR Addendum Process, page 34:

The implementation of the transit project may proceed if no notice is received with the 35-day period, the Minister informs Metrolinx that no notice will be issued, or if the requirements of the Minister's notice have been satisfied.

The Draft states that the project "*may*" proceed if no notice is received within a 35 day period: Is this correct? The project still needs to follow steps, including issuing Notice of Commencement (Reg 231/08 section 8.1).

Date: Feb. 23, 2022

Document Page numbering format issue: Pages 38 to 44 are unaccounted for.

4.1. Existing Conditions, Study Area, page 45:

There are two significant study area gaps missing from the study, that are related to the following section from the EPR Addendum Process Section 3.0 taken from page 32:

> Furthermore, as per *Section 16, O. Reg. 231/08*, since the construction of the Project has not commenced within 10 years of the issuance of the Statement of Completion (originally issued in 2009), Metrolinx is required to re-examine existing conditions as well as potential environmental impacts and mitigation measures documented in the previously approved EPR to ensure they are still valid and subsequently carry out additional environmental studies as appropriate.

Metrolinx is required to re-examine existing conditions as well as potential environmental impacts and mitigation measures documented in **the previously approved EPR.** Missing in this Draft Addendum is any updated information for the Options 1 and 2 areas in Segments 2 & 3 for the sections between Baythorn Drive north to Richmond Hill Station. This data gap needs to be filled and addressed to provide an ‘’apple to apples” comparison with Option 3 for route selection purposes.

4.3 Hydrogeology/Groundwater, page 74 & 75:

Table 4-5 provides a description of the soil and bedrock stratigraphy along with the geological units that make up the hydrostratigraphy.

Table 4-5 Soil and Bedrock Hydrostratigraphy - Segment 1

Hydrostratigraphic Layer	Description & Corresponding Stratigraphic Category(s)
Poor / Moderate Aquitard	Fill (Sand with Gravel to Silty Sand) above discontinuous Till (Sandy Silty Clay/Silty Clay) with some Clay/Silty Clay
Upper Semi-Confined Aquifer	Silt/Sandy Silt/Silty Sand
Intermediate Discontinuous Aquitard	Clay/Silty Clay with some Sand and Gravel. some Till (Sandy Silty Clay/Silty Clay)

Hydrostratigraphic Layer	Description & Corresponding Stratigraphic Category(s)
Lower Semi-Confined Aquifer	Silt/Sandy Silt/Silty Sand
Lower Aquitard	Clay/Silty Clay with Till (Sandy Silty Clay/Silty Clay) and Sand and Gravel includes Bedrock shale/limestone (unweathered to weathered)

Request adding to the report, the average depth range information for the above Hydrostratigraphic layers & groundwater and correlated to the depth of the subway tunnels in each of the segments, so the impacts of these parameters can be understood and impacts assessed in the report.

Date: Feb. 23, 2022

4.4.3.3.2 City of Vaughan Planning Studies, page 91

The Yonge Steeles Corridor Secondary Plan was adopted by Vaughan City Council on September 7, 2010 and contains land use policies and urban design guidelines for future development in the plan area, which is depicted in **Table 4-22**. The Secondary Plan includes policies to integrate transit and land uses, assuming that either the extension of the Yonge Subway or the introduction of a Bus Rapid Transit service would be implemented along Yonge Street.

This section is incomplete:

1. The description should note that the Planning Studies are based on a planned Yonge subway extension to Highway 7 **along the eastern boundary of Vaughan**. The section of Yonge Street between Steeles Avenue and Highway 407 has been identified as a Primary Intensification Corridor in the Study.
2. Figure 4.23 and related text reflects only the South portion of the Yonge Steeles Corridor Secondary Plan. The following figure title should be corrected.

   Figure 4-23 City of Vaughan Yonge Steeles Corridor Secondary Plan Area
3. The report is missing the inclusion of the following Figure: Secondary Plan North portion map (the section between the Thornhill Country Club and Highway 407) and requires the report to include a related text description (similar to the text to describe Figure 4.23):



Date: Feb. 23, 2022

4.4.3.4.2 Langstaff Gateway Secondary Plan (2011), page 94

> In May 2008, the City of Markham initiated a Master Plan for the Langstaff area, bounded to the north by Langstaff Road, to the south by the Holy Cross Cemetery, to the east by Bayview Avenue and to the west by Yonge Street. A large proportion of the Langstaff area is located within the YNSE Study Area.

The description should include that the approved plan is based on the Gateway Community being serviced by a Subway Entrance located at Yonge Steet, as shown in Schedule BB – Community Structure, found in official Plan Amendment No. 183:

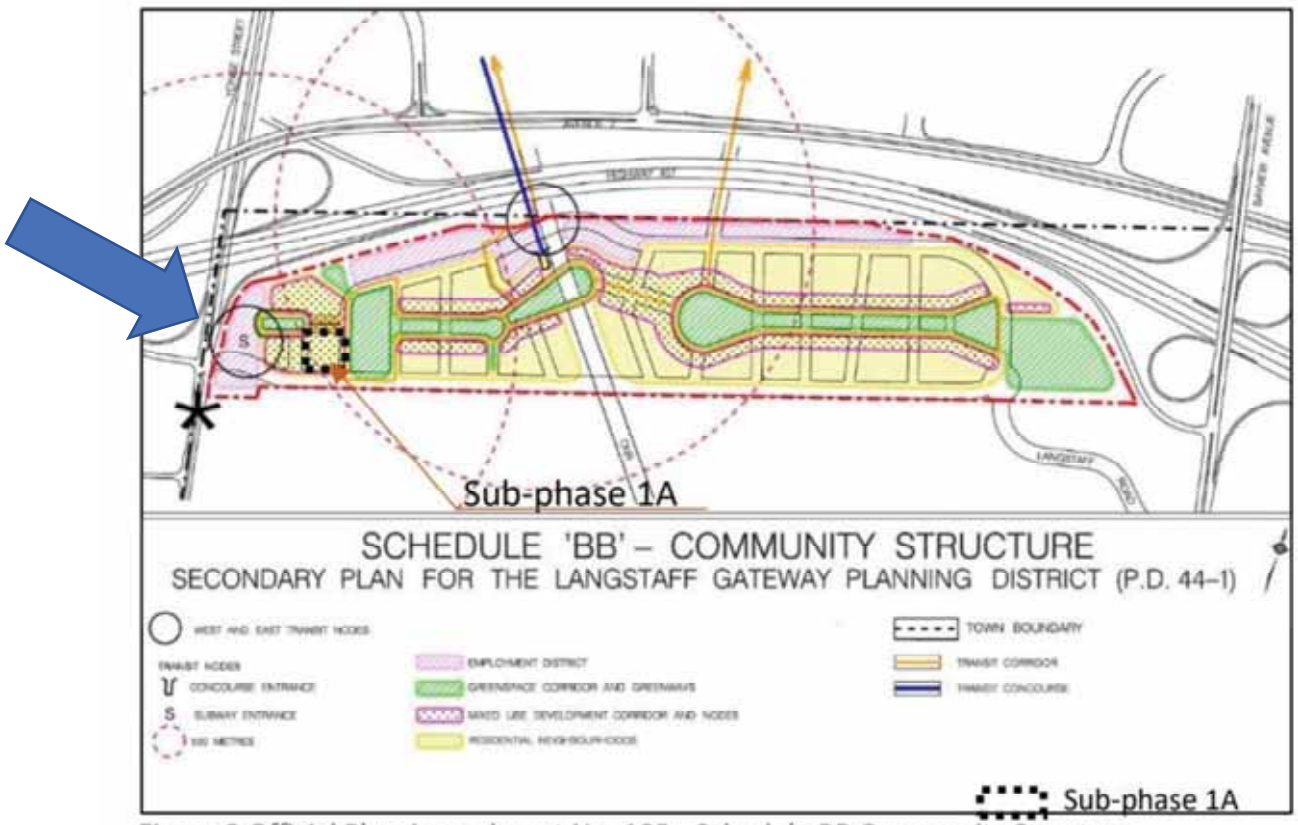


Figure 3 Official Plan Amendment No. 183 - Schedule BB Community Structure

4.4.5. Segment 2, page 105

Related my previous 4.1. comments, where Metrolinx is required to re-examine existing conditions as well as potential environmental impacts and mitigation measures documented in **the previously approved EPR**, this report section is incomplete and needs to include updated information for the Options 1 & 2 areas which is missing for the areas between Baythorn Drive north to Richmond Hill Station. This data gap needs to be filled and addressed to provide an ''apple to apples" comparison with Option 3 for route selection purposes.

4.4.6. Segment 3, page 114

Related my previous 4.1. comments, where Metrolinx is required to re-examine existing conditions as well as potential environmental impacts and mitigation measures documented in **the previously approved EPR**, this report section is incomplete and needs to include updated information for the Options 1 & 2 areas which is missing for the areas between Baythorn Drive north to Richmond Hill Station. This data gap needs to be filled and addressed to provide an ''apple to apples" comparison with Option 3 for route selection purposes.

Date: Feb. 23, 2022

From: York Region
To:
Subject: RE: EPR Addendum
Date: Wednesday, February 23, 2022 12:41:55 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.

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

The route actually protects for a future potential northern extension of the subway by better utilizing the existing railway transportation corridor. Building the subway at surface level along the existing CN railway corridor also 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.

It also 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 route we are moving forward with 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.

Regarding the CN Rail corridor, we'll be adding dedicated subway tracks to the existing railway corridor that will be completely separate from other rail operations to keep all services using the railway corridor running smoothly. We are looking at ways to keep the footprint of the additional track 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.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416-953-1073

METROLINX

-----Original Message-----
From:
Sent: February 18, 2022 3:51 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: EPR Addendum

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 afternoon,

I fail to understand why a Yonge North Subway Extension route below an existing neighbourhood is the preferred route. Other than benefiting the developer of the proposed Langstaff Road development , how is Option 3 the best?

At some point in the distant future, 50 or 100 years from now, extending the subway further north will be contemplated. Would it not be better for future expansion if the current subway extension remained under Yonge Street, without any zig-zag incorporated into the line? Underground pathways, with moving sidewalks, would connect subway stations with other transit infrastructure not located along Yonge Street. A pathway system, similar to what exists in Toronto, could also connect to planned residential and commercial developments on Langstaff or elsewhere.

Also, does an at-grade segment along CN's Bala corridor preclude future additions of new rail track being added to the corridor? I am thinking if a dedicated GO train track would ever be required, would space exist?

I wish to see the Yonge North extension remain below Yonge Street. I believe it is the best location for a subway.

From:
To: York Region
Subject: Re: Follow up on vents/grates question from Feb. 23 VOH
Date: Monday, February 28, 2022 10:59:09 AM
Attachments: image001.png

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,

Thank you and thank Mark for me for the personal reply,
and the positive answer.

Regards,

On Monday, February 28, 2022, 10:54:53 a.m. EST, naama zukier <naama.zukier@rogers.com> wrote:

Hi Allie,

Thank you and thank Mark for me for the personal reply,
and the positive answer.

Regards,
Naama

On Monday, February 28, 2022, 10:17:57 a.m. EST, York Region <yorkregion@metrolinx.com> wrote:

Hi

Thank you for attending the virtual open house on Wednesday night. As promised, Mark took your question about venting infrastructure in the Royal Orchard neighbourhood back to the team for review.

During the Q&A period, you asked "are there going to be any vents or grids between the potential Royal Orchard Station and Bridge?", specifying Bay Thorn Drive and Kirk Drive. 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.

As a reminder, the public review period for the Environmental Project Report (EPR) Addendum is open until March 14. We also have two more open houses on the EPR Addendum on March 2 (focusing on the

surface segment) and March 10 (focusing on what we've heard from the community). We hope you can join us on those dates as well.

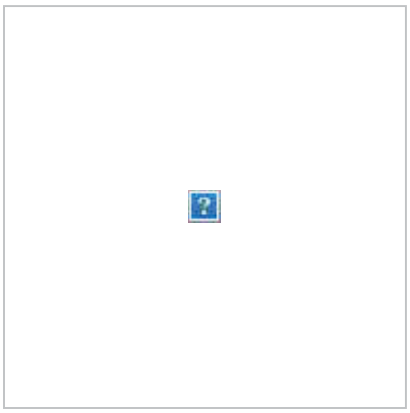
Best,

Allie

ALLIE MCHUGH

Community Relations and Issues Specialist – York Region

Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3



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:
Cc:
Subject:
Date: Wednesday, March 16, 2022 2:20:00 PM
Attachments: [illegible]

My apologies for the delay in response to this email.

Yonge Street is a listed heritage property on the City of Markham's Heritage Register. As a listed property, Yonge Street is considered a 'potential heritage property' and requires a Cultural Heritage Evaluation Report (CHER) to determine whether or not it has cultural heritage value or interest (CHVI) under the Ontario Heritage Act (O. Reg. 9/06 or O. Reg. 10/06).

If direct impacts are anticipated to this property as part of the Yonge North Subway Extension, then a cultural heritage evaluation report is recommended. If the evaluation report determines that the property has cultural heritage value or interest, then a Heritage Impact Assessment (HIA) would also be recommended. The requirements to complete these studies would be confirmed with the City of Markham, as identified in the Cultural Heritage Report in the EPR Addendum prepared for Yonge North Subway Extension.

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.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

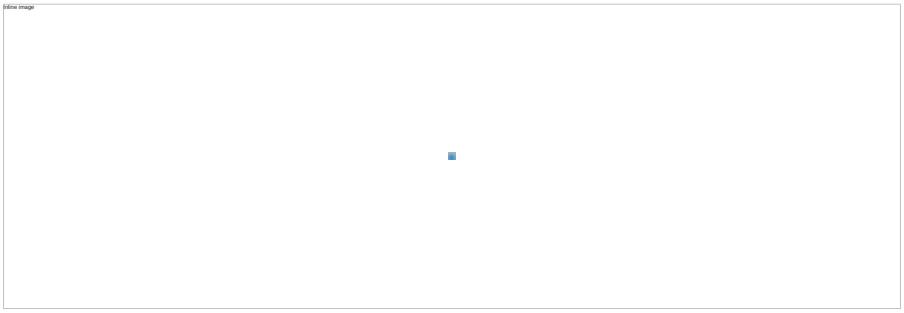
Sent: March 9, 2022 10:44 AM
To: yongesubwayext@metrolinx.ca; York Region <YorkRegion@metrolinx.com>
Cc:
Subject: Yonge North Subway Extension - Project Report Addendum Feb 2022 (Comments on behalf of 7951 Yonge Street)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPEDITEUR 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,

I represent the owner of and am responding to the recent Project Report Addendum which shows a new alignment for the subway within the Yonge Street ROW (as shown in the email string below).

Inline image



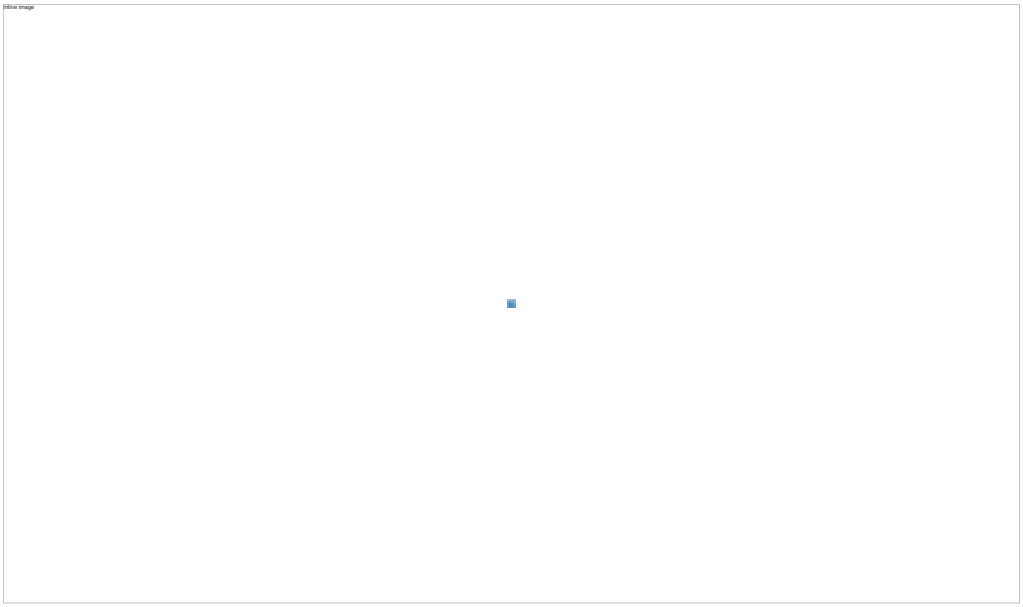
In our email of February 18, 2022 to the City of Markham (below), we noted that there is now the potential for a station (box) at Royal Orchard which could provide a direct connection to Yonge's lands - which is supported.

s lands are currently designated for high density development in Markham's OP in order to support the subway. **The property is available for development now**, with the concept plan attached to show the context *and intended housing outcomes*.

The information currently posted by Metrolinx as part of its ongoing studies suggests that the subway will impact a heritage resource located on the property. **This statement is not accurate and is not based on any real study.** The property is not within a heritage conservation district (although the subway appears to be within it), it is not designated but only listed. The property is surrounded by high density development.

Would Metrolinx please contact me to discuss this matter further and in order to clarify the record for the Minister.

Inline image



Thank you.

Planning & Development Approvals
Municipal & Environmental Law
Boundary & Property Disputes
Trials, Hearings, OMB (LPAT) and Court Appeals

This e-mail may be privileged and/or confidential, and the sender does not waive any related rights and obligations.

---- Forwarded Message ----
From:
Sent: Thursday, March 3, 2022, 05:01:42 p.m. EST
Subject: Re: Request to Mark Yorn Heritage Planning - Re: Yonge Corridor Land Use and Built Form Study - Meeting with Landowners (Comments on behalf of Yonge Street)

Good afternoon Peter,

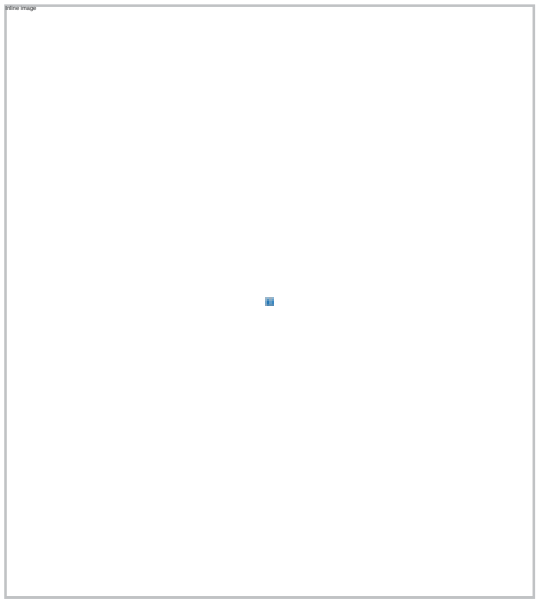
Just following up on the email string below.

I am not clear on how or why that position would be taken since the building is not designated, is not within a heritage district and is surrounded by apartment buildings.

More importantly however, the property is designated for mixed use high rise according to the city OP. Moreover according to s.9.18 of the City OP

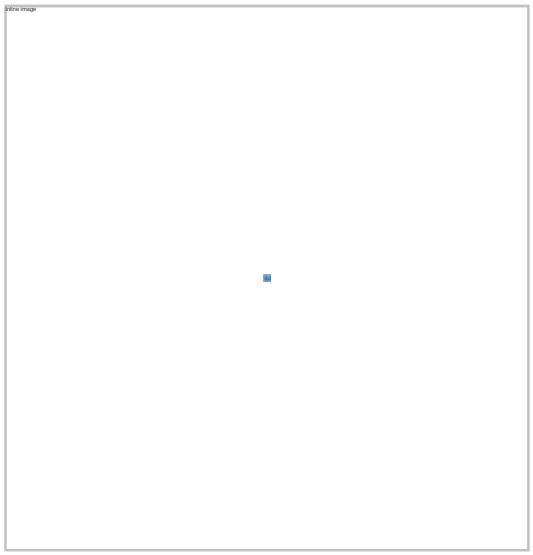
- The lands are located within the thornhill **planning district** of the plan area (which is a larger area than the heritage conservation district), but outside of the heritage conservation district.
-

Inline image



The lands or property are also located within the Yonge North Corridor KDA - where no heritage preservation is contemplated. Rather, densities are required to support the subway.

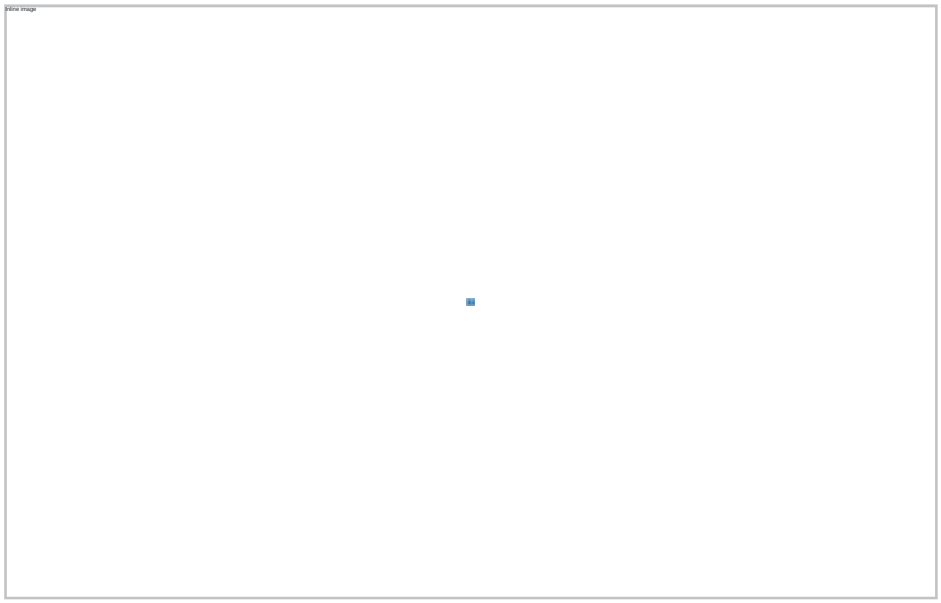
Inline image



There is no heritage preservation value that we can see or that the planning contemplates.

That said, we are interested in exploring interpretative signage ...like the attached - for visual interest and history.

Inline image



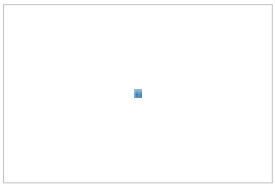
Please let me know when you are available to discuss.

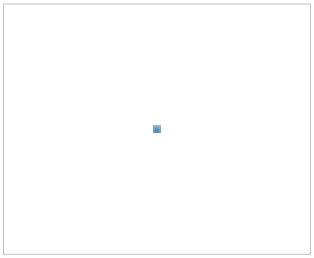
Trials, Hearings, OMB (LPAT) and Court Appeals
This e-mail may be privileged and/or confidential, and the sender does not waive any related rights and obligations.

On Monday, February 28, 2022, 09:20:48 a.m. EST, wrote:

Hi

I can confirm that the property is not within the Thornhill Heritage Conservation District, but it does border it as the district extends north on Yonge Street. The district boundry is shaded in light blue in the map below and outlined with the dark broken line in the map below the map below.





Development Services Commission
City of Markham
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

From:
Sent: February 28, 2022 9:11 AM
To: _____
Subject: Re: Request to Markham Heritage Planning - Fw: Yonge Corridor Land Use and Built Form Study - Meeting with Landowners (Comments on behalf of Yonge Street)

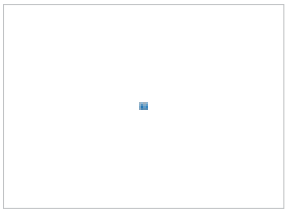
Good morning. Can you confirm that the property is not within a heritage district.

_____

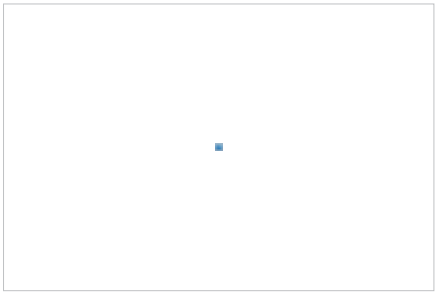
On Monday, February 28, 2022, 08:54:29 a.m. EST, wrote:

Good Morning

The property at s included on the Markham Register of properties of Cultural Heritage Value or Interest because the dwelling that occupies the property is a good example of an Edwardian Classic American Foursquare style house which was constructed in the rough time period from 1910-1930.



This early 20th century architectural style is identified in the Thornhill Heritage Conservation District Plan using this particular house as a good example.



All known examples of this style of architecture in the City of Markham are listed on the Register, so Heritage Staff would not support removal of this house from the Register.

From:
Sent: February 27, 2022 2:34 PM
To: _____
Subject: Request to Markham Heritage Planning - Fw: Yonge Corridor Land Use and Built Form Study - Meeting with Landowners (Comments on behalf of Yonge Street)

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Good afternoon

I trust you are both well.

I represent the owner of**.** The property is listed on the Markham heritage register.

It is unclear why the house is even listed.

Please call or email to discuss removing the property from the list.

Thank you.

Trials, Hearings, OMB (LPAT) and Court Appeals

This e-mail may be privileged and/or confidential, and the sender does not waive any related rights and obligations.

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

From:
To: _____ _____
Cc: _____ _____ _____

Calendar invite updated to include Zoom link.

The City of Markham invites you to a Landowner Meeting being held as part of the Yonge Corridor Land Use and Built Form Study.

This interactive meeting will provide landowners along the Yonge Street corridor with the opportunity to ask questions of clarification and comment on the draft land use and built form concepts prepared for Royal Orchard, Clark and Steeles Station Areas.

The Interim Findings Presentation, which was presented to Markham's Development Services Committee on October 25, 2021, can be accessed here: https://pub-markham.escribemeetings.com/filestream.ashx?DocumentId=63626

Feedback obtained through this meeting will inform potential revisions to the Study.

Meeting details:

- **When:** Wednesday, February 16, 2022
- **Time:** 10:00 AM to 11:30 AM
- **Where:** Virtual Meeting using Zoom

Join Zoom Meeting

https://us02web.zoom.us/j/82990185276?pwd=SGk3ZWlwdDVyd0JRTkNUMEBHQRHUT09

Meeting ID: 829 9018 5276

Passcode: 830037

One tap mobile

+12042727920,,82990185276#,,,,*830037# Canada

+14388097799,,82990185276#,,,,*830037# Canada

Dial by your location

+1 204 272 7920 Canada

+1 438 809 7799 Canada

+1 587 328 1099 Canada

+1 647 374 4685 Canada

+1 647 558 0588 Canada

+1 778 907 2071 Canada

Meeting ID: 829 9018 5276

Passcode: 830037

Find your local number: https://us02web.zoom.us/u/kx2PgmQi5

If you have any questions, please contact me at accompton@markham.ca or Darryl Lyons, Manager, Policy at dlyons@markham.ca.

Thank you,

Canada's Best City Employer 2021 & 2022

Connect with us:

This e-mail contains information that may be privileged and/or confidential. If you are not the intended recipient, any disclosure, distribution, copying or any other use of this e-mail or the information contained herein or attached hereto is strictly prohibited and may be unlawful. If you have received this e-mail in error, please notify this sender immediately and delete this e-mail without reading, printing, copying or forwarding it to anyone. Thank you for your co-operation.

From:	Katelyn Brown
To:	Furfurica, Silvia
Cc:	Jessica Neto
Subject:	FW: Concerns about my Property at Yonge North Subway Extension
Date:	Wednesday, March 30, 2022 9:35:45 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: York Region
Sent: March 29, 2022 1:12 PM
To:
Subject: RE: Concerns about my Property at Yonge North Subway Extension

Hi

Thank you for your letter, dated March 7, 2022, containing your comments on the Yonge North Subway Extension (YNSE) Environmental Project Report Addendum (the EPR Addendum). Your correspondence raised questions regarding the natural environment study are definition, as well as your property's relationship with the YNSE route.

Natural Environment Study Area

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 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.

Metrolinx is in agreement with the guidance provided in the Natural Heritage Reference Manual and considers a 120 metre study area around the footprint of proposed project infrastructure appropriate for the identification and mitigation of natural environment impacts, particularly given the extensive tunnelling and use of existing at-grade rail corridors for the currently-envisioned YNSE. Extending the natural environment study area to match past addendums would not result in any additional impacts beyond those already considered, documented, and mitigated within the current

EPR Addendum.

3 Banquo and the proposed route
Based on our records, the subway tunnelling is not set to go under any of your property. As mentioned above, you are still within the general study area, as the tunnelling may go under properties near you.

Thank you,
Azim

From:
Sent: March-07-22 8:53 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Concerns about my Property at 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.

Hi Azim Ahmed and the Engagement team,

I received a letter from you that highlighted my property at is within an area being studied as part of the planning to support the construction and delivery of the Yonge North Subway Extension. And in the section of Your Property and the Environmental Project Report Addendum, it stated that based on the current design of the Yonge North Subway Extension, my property is within the area of the proposed route. Can you please kindly let me know what "within an area being studied" means, and what "within the area of the proposed route" means? Can you clearly let me know if the proposed route will go through my property, and what the exact route of YNSE will tunnel under people's home?

I strongly suggest that please deliver the letter in person or by Canada Post in future. This very important letter shouldn't be just dropped in the old mailbox no longer use.

Thanks,

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: York Region
Subject: Re: Train Storage Location
Date: Thursday, March 10, 2022 7:26:57 PM

You don't often get email from nurselimozer@gmail.com. Learn why this is important

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.

You have not answered my question and instead gave me just a blurb of same script in these virtual meetings

I need to know if you are going to have a storage facility in front of my house as i asked in my previous email?? I need an answer on this!

On Thu, Mar 10, 2022 at 2:02 PM York Region <YorkRegion@metrolinx.com> wrote:

> Hello
>
> Thank you for contacting Yonge North Subway Extension. My apologies for the late reply.
>
> 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 planning and design teams will continue to explore ways to enhance the route and the project as a whole as they move through the preliminary design phase and prepare the Preliminary Design Business Case for 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. 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.
>
> 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 up and running.

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.

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**.

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.

Our virtual open house will be live on **March 10 from 6:30-8:00 PM**. To register, please click here.

As always, if you have any questions, please feel free to reach out.

Regards,

ZAR HAKIME (she/her)

Community Relations and Issues Specialist – York Region

Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I 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: March 7, 2022 10:59 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Train Storage Location

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 Metrolinx Team

I am very concerned regarding the location of the train storage facility location -on the Yonge Subway Extension Project- as I do own a house in front of the CN RAILWAY, at intersection

The current project map shows that the Train Storage facility will be north of High Tech road but there isnt an exact location pointed out.

Can you please advise where the exact location of the future Subway Train Storage facility will be?? If it will be running in parallel to CN RAILWAY at intersection area?

Can you please share location specifics on where the Train Storage facility will be?

This is very key for me and my family- as I will consider selling my home, due to the disruption and possible homeless people being sleeping on these storage facilities, as we know from TTC storage facilities.

Please advise

Thank you in advance

From:	York
To:	Region
Subject:	FW: Unacceptable Noise and Vibration - single family homes
Date:	Wednesday, March 9, 2022 2:36:08 PM

For CRM

From:
Sent: March-09-22 2:17 PM
To: Stop Subway Option 3 <stopsubwayoption3@gmail.com>
Cc: Allie McHugh <Allie.McHugh@metrolinx.com>; Azim Ahmed <Azim.Ahmed@metrolinx.com>; Councillor, Keith Irish - Markham <kirish@markham.ca>; Nick Faieta <Nick.Faieta@metrolinx.com>; melissa.lantsman@parl.gc.ca; skulendran@jecoulterassoc.com
Subject: Unacceptable Noise and Vibration - single family homes

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.

Metrolinx has been very good in responding to my emails. I also had two good zoom calls with them. After some thought about it all I do not believe that there is positive technical data at this time to assure us that subdivision homes above the subway tunnels will not experience annoying noticeable vibrations and noise.
My reasons for saying this are: (sorry for repeating a few things here)
1. Trains get noisier going through curves and we have 2 curves under our homes. One of these curves is slightly less than 90 degrees and one is greater than 90 degrees.
2. The radii of the above curves are are at the limit where curves start to become troublesome. Metrolinx has not gone to larger radii just to err on the safe side.
3. The structure of the tunnels being used under our homes is the type that transfer noise and vibration well versus a heavier construction that would deaden noise and vibration.
4. The soil in our subdivision is clay which transmits noise and vibration very well.
5. The tunnels under our homes are probably going through undisturbed soil which is probably dense and 'good' for transmitting noise and vibration.
6. At this time soils conditions have not been considered when predicting noise and vibration in homes.
7. The TTC has no experience with the noise and vibration attenuation solutions proposed. The locations that I was given where current subways go under single family homes are all on line 2.
8. I do not think that one should say that the noise and vibrations experienced in the York University building is similar to what will be felt in our homes. The US Federal Transit Noise and Vibration Impact Assessment Manual indicates that a heavy institutional building will attenuate noise and vibration much better than houses.
9. Noise and vibration will get worse as tracks and wheels wear. What ever levels we start with will go through cycles of deterioration and improvement. Infrastructure maintenance spending / budgets regularly get 'put off'. I'd predict that in the future we will hear " sorry we cannot afford to grind the tracks and wheels this year".
10. Vibration isolation using tracks on concrete slabs on blocks of rubber on the tunnel floor is not

really ‘the latest technology’. This method of vibration isolation has been used ‘forever’ in such things as residential furnace fans, and refrigerator compressors etc to large industrial fans and compressors. It helps reduce the transmission of vibration but it does not eliminate it.
11. I think that we have the ‘perfect storm’… sharp curves, light weight tunnels, dense soil, budgets, and limited ability for attenuation.

Regards

From: York Region
To:
Subject: RE:
Date: Tuesday, March 29, 2022 9:41:00 AM

Hi,

Happy to take your question, and sorry for the delayed reply. We've had a ton of correspondence recently on the YNSE, so we're just getting caught up.

It's not a strange question at all. The tunnel will be dug starting at the launch shaft, which is located just south of Highway 407/7 along the CN/Richmond Hill GO corridor. Tunneling works will proceed south toward Finch.

I hope this answers your question, and please let me know if there's anything else you need.

Nick

NICK FAIETA
Senior Manager, Community Engagement
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3
T: 416.202.0402 | M: 416.414.1845

-----Original Message-----
From:
Sent: March-10-22 2:59 PM
To: York Region <YorkRegion@metrolinx.com>
Subject:

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, this may sound like a strange question but will the subway construction start from Finch going north or will it start from the north part of Yonge Street continue down to Finch station?
Thanks

Sent from my iPhone

From:	Leona Hollingsworth
To:	York Region
Subject:	FW: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum
Date:	Wednesday, March 16, 2022 1:28:43 PM
Attachments:	Royal Orchard Submission on 2022 EPR Addendum final.pdf image001.png

Hi Allie. Just for the records, Stephen's response to regarding the EPR Addendum submission.
Leona

From: Stephen Collins <Stephen.Collins1@metrolinx.com>
Sent: March 11, 2022 4:45 PM
To:
Cc: Marcela Miranda <Marcela.Miranda@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Nikhil Lobo <Nikhil.Lobo@metrolinx.com>; Jeff Garkowski <Jeff.Garkowski@metrolinx.com>
Subject: FW: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum

Good afternoon

Thank you for providing the submission from the Keep the Subway on Yonge Committee.

Please accept this as our acknowledgement of receipt and that the Committee's comments are being provided to our environmental planning and technical teams for review.

Kind regards,
Steve

Stephen Collins, P.Eng.
Program Sponsor - Subways
Metrolinx
130 Adelaide Street West, 15th Floor | Toronto | Ontario | M5H 0E2
Mobile: 416.305.1752

While it suits me to email now, I do not expect a response or action outside of your own working hours.

From:
Sent: Friday, March 11, 2022 3:27 PM
To: Stephen Collins <Stephen.Collins1@metrolinx.com>
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; mayorscarpitti@markham.ca; Deputy Mayor, Don Hamilton – Markham <dhamilton@markham.ca>; Regional Councillor, Jack Heath - Markham <jheath@markham.ca>;

joeli@markham.ca; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; officemayor@richmondhill.ca; david.west@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; maurizio.bevilacqua@vaughan.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; regional.clerk@york.ca; melissa.lantsman@parl.gc.ca; Gila.Martow@pc.ola.org
Subject: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum

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.

Please find attached the feedback/concerns of Royal Orchard residents to the 2022 EPR Addendum and recommendations for the Updated Addendum. Questions on our submission may be directed to

Dwight Richardson and Councillor Keith Irish
Co-chairs
Keep the Subway on Yonge Committee

From:	York Region
To:	
Cc:	Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; mayorscarpitti@markham.ca; hamilton@markham.ca; Regional Councillor, Jack Heath - Markham; joeli@markham.ca; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; officemayor@richmondhill.ca; david.west@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; maurizio.bevilacqua@vaughan.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; regional.clerk@york.ca; melissa.lantsman@parl.gc.ca; gila.martow@pc.ola.org; Stephen Collins; Nick Faieta
Subject:	RE: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum
Date:	Wednesday, April 13, 2022 4:22:02 PM
Attachments:	YNSE_Response to Royal Orchard Letter_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

Thank you for your comments and taking the time to review the YNSE Environmental Project Report Addendum. Please see the attached Metrolinx response letter which addresses your comments received on March 11, 2022.

Metrolinx will continue to work with the Royal Orchard Community during future project phases.

Sincerely,

YNSE Team

From: A
Sent: March-11-22 3:27 PM
To: Stephen Collins <Stephen.Collins1@metrolinx.com>
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; mayorscarpitti@markham.ca; Deputy Mayor, Don Hamilton – Markham <dhamilton@markham.ca>; Regional Councillor, Jack Heath - Markham <jheath@markham.ca>; joeli@markham.ca; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; officemayor@richmondhill.ca; david.west@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; maurizio.bevilacqua@vaughan.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; regional.clerk@york.ca; melissa.lantsman@parl.gc.ca; Gila.Martow@pc.ola.org
Subject: Royal Orchard Community Submission On 2022 YNSE Environmental Project Report Addendum

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.

Please find attached the feedback/concerns of Royal Orchard residents to the 2022 EPR Addendum and recommendations for the Updated Addendum. Questions on our submission may be directed to

Dwight Richardson and Councillor Keith Irish
Co-chairs
Keep the Subway on Yonge Committee
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.

YNSE EPR Addendum
Response to Royal Orchard Community Submission to 2022 YNSE EPR Addendum

Greetings, Mr. Richardson and Councillor Irish:

Thank you for your letter containing the feedback and concerns from the Keep the Subway on Yonge Committee regarding the Yonge North Subway Extension (YNSE) Environmental Project Report (EPR) Addendum. Your March 11, 2022, correspondence touched upon a variety of topics, and we have attempted to respond to each of them below.

Langstaff / Longbridge Commuter Parking Lot

The purpose of the current EPR Addendum is to provide an updated assessment of YNSE project components that have meaningfully changed or that are inconsistent with the original assessment, or any subsequent addenda, per the addendum process described within Ontario Regulation 231/08. This extends to the commuter parking lot south of Highway 407 described within the 2009 EPR. Table 2-1 in the current EPR Addendum presents a comparison between the original 2009 project components, those from the 2014 EPR Addendum, as well as what is currently proposed.

The Reference Concept Design that forms the basis for assessment in the current EPR Addendum does not include a commuter parking lot in the vicinity of Langstaff Road and Longbridge Road, so there are no impacts related to this facility to assess. 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 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.

Emergency Exit Buildings (EEBs)

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

EEBs are anticipated to be used only in exceedingly rare situations when it is necessary to protect the health and safety of transit riders and operators. Should such extremely rare situations arise, passengers, once at surface, would be moved from an EEB, for example via a shuttle service provided by the subway operator. As the EEBs are not part of stations, they are not intended to be used for routine activities and are in place solely to facilitate emergency access for firefighters and egress for passengers. Metrolinx will continue to engage residents in Royal Orchard as design plans progress and specific locations of EEBs are confirmed.

Property Acquisition/Description

Metrolinx has taken the comments from the community and elected leaders on board and completed a detailed technical review that improved our initial designs. This new design (Option 3 Adjusted Route, as described in the December 8 2021 release available here: https://blog.metrolinx.com/2021/12/08/metrolinx-ceo-statement-on-refined-route-for-yonge-north-subway-extension/; as well as presented during the December 16 2021 and January 5 2021 Virtual Open Houses) allows us to tunnel even deeper and under fewer homes in the Royal Orchard 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.

The description of the proposed subway alignment noted within your comments is contained within EPR Addendum Table 2-1 intended to summarize the current components of the YNSE project, changes from past assessments, and associated rationale. The nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum - most notably, the YNSE Concept Design Mapping in Appendix A. The EPR Addendum does not specify property requirements and associated property addresses as the Addendum is based on the project conceptual design, and the final property requirements for the entire alignment are still being determined. Built heritage resources/cultural heritage landscapes were identified by address within the EPR Addendum to meet requirements of "*Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) Under Transit Project Assessment Process (TPAP) for Proponents and their Consultants*" document.

Metrolinx has begun engagement with property owners and will continue these efforts as project planning progresses. In December 2021, Metrolinx shared letters with the Royal Orchard residents whose home, front yard or back yard are directly above the planned tunnels.

Metrolinx only acquires properties that are absolutely necessary for projects, and we take every effort to minimize the footprint of land required through careful planning and design work. When we confirm that certain properties are needed, either permanently or temporarily, we begin working directly with every single property owner to reach amicable agreements for everyone involved, through a process that's as simple and stress-free as possible. Our preference is to start working with property owners as early as possible to reach amicable agreements and compensate them with fair market value for any land that is required.

We understand that residents and businesses would like to be informed of the property requirements as early as possible and we reach out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive a written notification from us informing them that this is case. After the initial outreach, 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 take place throughout the property acquisition process to ensure property owner has the information and support they need.

Incomplete Consultations

Please allow us to clarify that Table 6 - 10 (List of Review Agencies and Conservation Authorities Who Received the Draft EPR for Review) does not include Indigenous Nations participation. These details are instead contained within Section 6.5, which is dedicated to engagement with Indigenous Nations, and is the reason that only 26 organizations appear within Table 6 - 10. The EPR Addendum currently includes all feedback that was received from the review agencies that provided it within Appendix I.11 (GRT Circulation), and the Updated EPR Addendum to be issued following the public review period will document any further comments received, as well as Metrolinx's responses. Metrolinx will continue to engage review agencies, CN Rail and other technical stakeholders during the detailed design and construction phase of the project, as required.

Noise and Vibration

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. Metrolinx will continue to engage with the local community during the detailed design phase and updated assessments and information will be shared through the Construction Liaison Committee process.

Metrolinx's assessment and management process for noise and vibration for the YNSE follows Ministry of the Environment, Conservation and Parks (MECP) protocols for transit projects. This process entails predictive modelling and making commitments for mitigation to meet applicable regulatory requirements, documented in the EPR Addendum. Current commitments associated with noise and vibration include adherence to project-specific operational noise and vibration limits, real-time monitoring of construction noise and vibration levels to allow for adaptive management, and others as outlined in the EPR Addendum.

The industry standard criteria for ground-borne noise and vibration at residential receptors are 35 dBA and 0.10 mm/s, respectively. To reduce the potential impact of operations under existing low-rise homes in a mature residential neighbourhood, Metrolinx is committed to achieving ground-borne noise levels of less than 30 dBA and ground-borne vibration levels of less than 0.05 mm/s. This commitment will be added to the Noise and Vibration Existing Conditions & Impact Assessment Report / Appendix G of the Updated EPR Addendum, to be published following the EPR Addendum public review period. EA commitments captured in the (Updated) EPR Addendum (mitigation measures, monitoring activities and future studies to manage and refine environmental effects) are binding and included in the project contractual documents.

The findings of the updated environmental studies show that by using the proven solutions available, noise levels from subway operations will be so faint in the Royal Orchard community that they'll be very difficult to notice, and that vibration levels will be imperceptible. We are

confident that high-quality, modern tunnels built to the latest industry standards will ensure future subway services will not disrupt the community.

Construction Noise & Vibration

Construction noise and vibration will be tightly controlled and monitored so as not to exceed applicable limits and to ensure mitigation measures are effective. The suite of mitigation measures that could be used to reduce construction noise and vibration outlined in the EPR Addendum is applicable to the entire project and not exhaustive. As planning progresses, additional measures may be identified and implemented to control noise and vibration at specific locations along the alignment or during specific construction phases/activities. Prior to construction commencement, Contractors will update construction noise and vibration assessments and submit detailed, site-specific noise and vibration management plans for Metrolinx to review and approve. Such plans will be based on construction means and methods at each site, developed once detailed design is complete and closer to construction.

As there are no provincial standards or criteria that would apply to the ground-borne noise and vibration generated by the service trains/locomotives that could be used during the tunnelling operations, Metrolinx adopted FTA limits for long-term noise and vibration exposure, which are 38 dBA and 0.14 mm/s for noise and vibration, respectively, for the purposes of the YNSE project construction noise and vibration assessment. The construction noise and vibration assessment has been completed conservatively, assuming temporary service locomotives/trains operate on a rail-based system and without mitigation measures.

Without mitigation in place, the adopted limits for noise and vibration from the service locomotive would be exceeded at several receptors along the alignment. However, our assessment shows that these noise and vibration levels can be successfully controlled using solutions such as resilient fasteners that provide effective vibration isolation of the temporary track. Typical resilient fasteners can provide a 10 dB reduction in the vibration levels and a 15 dB reduction in the ground-borne noise levels, though they can be optimized to provide even more reduction where needed. In other words, we expect that construction noise and vibration resulting from temporary service locomotives will be effectively mitigated using well-established and readily available solutions.

As part of the design phase, project-specific noise and vibration limits will be developed, as stated in Table 5-53 of the EPR Addendum, which the Contractors will be required to meet regardless of construction means and methods (i.e., whether the Contractor uses service locomotives on a rail-based system or rubber-tired vehicles).

Before construction starts, Metrolinx will establish a comprehensive communications program to inform local communities about the project's scope, schedule, noise and vibration management strategies, and complaint resolution protocols.

Operational Noise & Vibration

The EPR Addendum 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, summarized in Section 8.8.1.2, Table 5-39. Mitigation measures – solutions such as floating slab track– that will be effective in achieving the required reductions are presented in a separate table, Table 5-40. Though subject to further refinement as the

design progresses, mitigation would entail installing floating slab track between approximately the north end of Royal Orchard Station and the south end of the portal.

The existing TTC subway systems in Toronto employ a type of floating slab track known as the double tie floating slab (also referred to as a discontinuous floating slab). This system is highly effective at controlling ground-borne noise. 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 sound level measurements indicated that the target performance was exceeded significantly (~29 dBA vs. a target of 35 dBA).

The Line 4 Sheppard Subway line that utilizes floating slab track travels 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.

Floating slab technologies are widely deployed and widely understood as a noise mitigation. A reduction of more than 25 dBA will ensure that ground borne noise levels in the Royal Orchard neighbourhood will be below 30 dBA and vibration levels will be below 0.05 mm/s which is well below the current industry standards of 35 dBA and 0.10 mm/s, respectively. This will be outlined in the Updated EPR Addendum. The commitments captured in the EPR Addendum are binding and included in the project contractual documents. Further, once the trains are running, there will be continual track and vehicle maintenance, combined with regular inspections. Implementation of regular vehicle and infrastructure maintenance such as rail grinding and wheel maintenance are included as commitments in the Noise and Vibration Impact Assessment Report. The use of these measures will ensure compliance with the noise and vibration exposure limits as committed to by Metrolinx.

Hydrogeology and Groundwater

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. No permanent dewatering to control high volumes of groundwater seepage is currently anticipated along the alignment section under the Royal Orchard neighbourhood, including in vicinity of Pomona Creek. Any construction dewatering along the alignment will be in accordance with the requirements of the *Ontario Water Resources Act* and necessary permits and approvals will be obtained from the Ministry of the Environment, Conservation and Parks, where required. Permanent dewatering is not anticipated for the project, as the tunnel and structures will be designed to resist hydrostatic pressures. This means that the structures and tunnels below ground will be designed to be watertight to avoid impacts to groundwater and to avoid long-term dewatering.

Soil subsidence/displacement during tunnelling is well understood, and modern tunnel boring machines (TBMs) control subsidence by using a number of techniques. This includes sequential excavation, where the tunnel is divided, excavated, and supported in several relatively small segments. After the cutting head of the TBM has advanced the tunnel to the required distance, precast concrete liner segments are installed. The liner segments are installed around the circumference of the tunnel, until the section is complete. The TBM will also use Earth Pressure Balance (EPB) technology. EPB uses mechanical pressure at the face of the tunnel to counterbalance earth pressures, by monitoring and adjusting the pressure inside the cutting head in balance with the pressure in front of the cutting head.

Soil displacement has been identified as a potential environmental impact in the EPR Addendum, and a number of corresponding mitigation measures was proposed. The potential impacts, mitigation measures and monitoring activities for the construction and operation phases related to soil and groundwater are included in Table 5-48 of EPR Addendum. Additional, site-specific mitigation measures may be identified prior to construction, once project detailed design is further progressed and more information is available about site-specific subsurface conditions along the alignment.

Natural Environment

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.

The natural environment impact assessment completed for the YNSE considers the anticipated extent and duration of potential impacts relative to the infrastructure that is proposed. In the case of Pomona Creek, the top of the subway tunnel will be approximately 17 m below the bed of the creek and neither tunnelling nor project operations are anticipated to negatively impact aquatic ecosystems. This is reflected in the impact assessment, which is specific to this project. As the subway tunnel is well below the bed of the creek and there are no in-water works proposed, the secondary fish community data coupled with incidental observations during field work were considered to provide a suitable characterization of the creek’s fish community.

We thank you for bringing the local evidence of groundwater seepage into the creek to our attention. Our field assessment did not note evidence of groundwater seepage, which could be attributed to the fact that a relatively short segment of the creek was assessed, adjacent to the proposed underground tunnel crossing. This information will be further considered in the context of future hydrogeologic assessments and during the development of the Groundwater Management and Dewatering Plan. Note that, as the tunnel is well below the creek bed and no long-term dewatering has been identified in the context of the Pomona Creek crossing, no impacts or mitigation are anticipated.

The mitigation measures and monitoring activities in Table 5-47 are based on the existing conditions for the natural environment and the potential to impact the resources present in the Study Area. As most of the YNSE project is underground, there is limited potential for interaction. The mitigation and monitoring requirements shown are specific to the project, are well understood and widely applied to other similar projects. Prior to construction, the Contractors will be submitting detailed, site-specific natural environment management plans to be reviewed and approved by Metrolinx. These plans will consider local context of construction sites and may include additional mitigation measures.

The YNSE will be subject to the requirements of a federal climate lens, which will include a detailed assessment of how the project will be designed to anticipate, prevent, withstand and adapt from climate change and its associated effects on the environment. The *Metrolinx Sustainability Strategy* (2015-2022) (https://www.metrolinx.com/en/aboutus/sustainability/Sustainability_Strategy_2015-2020_EN.pdf) and the Metrolinx Climate Adaptation Strategy (https://www.metrolinx.com/en/aboutus/sustainability/MX%20Climat%20Adapt_Str_May8_vs4.pdf) provide additional detail on how the uncertainties associated with climate change will be addressed by applying robust solutions that are effective, economical and efficient.

Air Quality

Thank you for the comments and suggestions regarding the collection of baseline air quality information. The approach used within the current EPR Addendum has been accepted by the MECP and Environment and Climate Change Canada for other air quality studies in support of the Ontario Line, Eglinton Crosstown West Extension, and Scarborough Subway Extension reviewed as part of the environmental assessment process. Similarly, the two air dispersion models used to assess air quality impact assessments within the EPR Addendum (AERMOD and CAL3QHCR) are both approved by MECP and the Ministry of Transportation.

With respect to the 2041 ‘build’ and ‘no build’ scenarios, the Air Quality assessment is based on the known conditions, using the accepted methodology from MECP and Environment and Climate Change Canada in the context of the environmental assessment. As required for this type of assessment, the same meteorological file was used for the 2041 ‘build’ and ‘no build’ scenarios. The actual land use was considered by the MECP when the site-specific meteorological data was created and provided to the project team. The future landscape will not be significantly different from the current conditions and will not affect the meteorological file used for the dispersion modelling. The scope is limited to identifying potential impacts of the proposed YNSE project. Section B 2.3 of the Report notes that future build scenario (2041) includes the development of high-rise developments adjacent to the alignment. Addition of new buildings in already developed urban area will not change the AQ modelling input, which is

already considering the appropriate surface roughness that takes into account obstacles to the wind. The AQ modelling in support of the EPR is a so-called stress test modelling with very conservative assumptions. In our modelling the elevated receptors on high rise buildings were modelled. The downwash effect created by buildings (wind going down when it blows against tall buildings) is not applicable to air sources representing construction activities.

The greenhouse gases (GHG) assessment was done by Metrolinx in the Initial Business Case, which demonstrated GHG reduction and positive effects on climate change as a result of the Project. The effect of climate change as a result of the project (construction and operational phases) was beyond the scope of work for the air quality assessment.

Ultimately, the YNSE is expected to improve air quality throughout the study area – i.e. greenhouse gas emissions are anticipated to decrease as commuters shift from the use of personal vehicles to the new subway extension, a public transit line powered by Ontario's energy grid which has one of the lowest carbon intensities in the world.

Built Heritage Resources and Cultural Heritage Landscapes

The assessment of heritage resources contained within the EPR Addendum was completed in accordance with applicable legislation and guidance documents issued by the MHSTCI. Applicable legislation, such as the *Ontario Heritage Act*¸ obliges Metrolinx to consider known or potential Built Heritage Resources and Cultural Heritage Landscapes in a unique way that is not applicable to residential homes. This does not mean that residential properties are not being carefully considered, however. We take every effort to minimize the footprint of land associated with our projects, whether at the surface or below, through careful planning and design work. In December 2021, Metrolinx 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, available at https://blog.metrolinx.com/2021/12/08/metrolinx-ceo-statement-on-refined-route-for-yonge-north-subway-extension/. 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. Please see the December 15 2021 open letter to the residents of the Royal Orchard community for more information about why the route of the subway extension has shifted off of Yonge Street in the northern segment of the line and how Metrolinx will make sure that the new subway service does not become a disruption to the community, available at https://www.metrolinxengage.com/sites/default/files/metrolinx_ceo_letter_to_royal_orchard_community.pdf . EPR Addendum offers further details on managing the potential noise and vibration and other environmental impacts associated with project construction and operation.

Archaeological Assessment

Thank you for your questions regarding the potential Stage 2 Archaeological Assessment for the portion of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive. At this time, we do not anticipate any project construction-related ground disturbance in the Royal Orchard Park as tunnelling activities will be below surface. Site-specific geotechnical investigations (borehole drilling) will be completed at Royal Orchard Park in Spring 2022, accompanied by a Stage 2 archaeological assessment. Notifications for the borehole drilling work were sent to the Royal Orchard community the week of March 28th 2022. For any fieldwork, communications will occur with the local community related to the nature, extent and duration of the work prior to work commencement.

Socio-Economic and Land Use Exiting Conditions

Finally, in response to your comment regarding the description given to St. Anthony Catholic School, a revision will be made within Section A3.11.2.4 of the Land Use Existing Conditions and Impact Assessment to indicate that the alignment is proposed to run directly beneath this property.

It is our hope that the responses contained within this letter provide useful clarification on the topics above and the YNSE EPR Addendum approach for assessing and mitigating the anticipated impacts of the subway extension. Please do not hesitate to contact the Project Team again should you have additional questions or concerns.

Thank you very much,

-The YSNE Project Team

cc:

From:	York Region
To:	
Cc:	
Subject:	RE: Yonge North Subway Extension Environmental Project Report Addendum from Catholic Cemeteries and Funeral Services [MTDMS-Legal.FID11240849]
Date:	Monday, March 14, 2022 1:52:00 PM
Attachments:	image001.png image002.png

Hi
Thank you for your email. I'm writing to let you know that we have received your email with your letter attached.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

From:
Sent: March 14, 2022 11:11 AM
To: minister.mecp@ontario.ca; York Region <YorkRegion@metrolinx.com>
Cc:
Subject: Yonge North Subway Extension Environmental Project Report Addendum from Catholic Cemeteries and Funeral Services [MTDMS-Legal.FID11240849]

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 day:

Attached please find a copy of our letter dated today (Mon. Mar. 14/22). Please note that a hard copy of the letter will be sent via same day courier.

Thank you.

From:
To:
Cc: York Region
Subject: Re: New owner of 30 Thorny Brae Dr
Date: Tuesday, March 15, 2022 8:07:18 AM

You don't often get email from sil@spera.me. Learn why this is important

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

Thank you for your e-mail. We have included you as the new owner of and noted the contact information. Feel free to reach out to me if you have any questions.

Best regards,

On Mon, Mar 14, 2022 at 11:23 AM Hongzhang Tang <> wrote:

> Hi,
>
> Good morning!
>
> Please be kindly noticed that I am the new owner of the house,
>
> As I will not live in the house in the next few years, if my phone call is not reachable, please send me email, or contact my emergency contact. My neighbour, aslo has my contact information.
>
> Regards,

--

From:	Allie McHugh
To:	Furfurica, Silvia; Jessica Neto; Katelyn Brown
Subject:	FW: YNSE questions
Date:	Friday, March 11, 2022 1:48:44 PM
Attachments:	RE Yonge North Subway Extension.msg RE Will our house be effected.msg RE Potential Cummer station.msg RE Yonge Subway Extension.msg Re Follow up on ventsgrates question from Feb. 23 VOH.msg

[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 all,
Forwarding along these replies in case you weren't included on these replies. Below and attached are ones that I didn't see you bcc'd on.

Let me know if you need anything else.

Best,
Allie

From:
Sent: March 6, 2022 8:03 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Subject: Re: YNSE questions

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 Azim,

Further to my quick email response to you on Friday (below).

My questions covered 4 topic areas, so I am summarizing what you have answered/what hasn't yet been answered. For questions in topics 1-3 and one question in topic 4 that weren't answered, I am assuming that the updated Addendum will include the needed answers. And one question under topic 4 is specific to our property on Donalbain Crescent and still needs to be answered.

1. **Subway grid vents**: From your email: Metrolinx's 'current' analysis indicates there wouldn't be any vents or grates required in our area but 'further investigations will confirm the ventilation infrastructure required for the full route.' So, it appears that we may/may not have vents in the area. I would assume that IF we are going to have vents in our residential neighbourhood that this information should have been included in the Addendum, with any potential air quality/odor/noise impacts provided. *As per my original question, will you be deciding on/adding the information on vents in the Royal Orchard neighbourhood to the Addendum?*

2. **Emergency exit buildings** Thanks for confirming the size of the EEBs (and Metrolinx (Mark) on a recent virtual engagement also indicated their footprint would be approximately 7 x 5 square meters).

When can we expect the design team to decide on the EEB-6 and EEB-7 locations? Again I would have expected this work would have already been completed and the information added to the Addendum. I will assume this will be in the updated Addendum.
And I still don't have an answer to the following:
Can these EEBs be situated on school properties (we have little open space to accommodate them and expropriation of people's homes should not be an option)? Will Royal Orchard residents be advised of the location of EEB-6 and EEB-7 prior to the finalization of the Addendum?

3. **Subway alignment map** under Royal Orchard neighbourhood which shows tunnelling depth. You've indicated this map will be updated as well. *I assume this map will be included in the Addendum as well*, as there presently isn't any map of tunnelling depths (or any graphic showing vertical profile cross-sections of the soil and bedrock Hydrostratigraphic layers and groundwater, another issue which I include in my review of the Addendum that I will be submitting to Metrolinx in the next few days).

Also, your email indicates: 'Tunnel depths under Pomona Creek remain at least 16m as shared previously' Note that this differs from what Metrolinx (Mark) told us in a recent virtual engagement: he indicated 14 m??

4. From your email:
In December 2021, Metrolinx shared letters with people in Royal Orchard whose home, front yard or back yard is directly above the planned tunnels. Based on our updated designs, no tunnel infrastructure planned under other properties in the community. The tunnels will be 5.6m in diameter, spaced 5.6m apart.

I already knew the diameter of the tunnels but it is the width of the entire excavation I am interested in. We understood that the tunnels themselves would not be under our home or any part of our home, BUT it's not clear how much space there is on **either side of each of the tunnels to the outside concrete walls** which I'm assuming 'line' the entire underground excavation. *So what is the WIDTH of the **entire** underground excavation, outside wall to outside wall with the tunnels within?* A diagram would be useful to show this.

And my question specific to our property remains unanswered:
How close will the edge of our property line at 5 Donalbain Crescent be to the edge of the underground excavation? (rough estimate in metres)

By knowing this, we will then know whether or not we will be in the 30 m BUFFER ZONE, and hence the Corridor Transit Lands, which based on what I've read means that we would need to seek a permit for certain types of renovations to our home.

So still more unanswered questions than answered questions.

Thanks,
Joan

On Fri, Mar 4, 2022 at 8:32 AM

> Thanks Azim. I've been busy with some other things yesterday (and again today). Will give this a closer read this weekend, and reply then.

On Wed, Mar 2, 2022 at 5:10 PM York Region <YorkRegion@metrolinx.com> wrote:

> Hi
>
> Leona shared the questions you had asked earlier, to me. We appreciate your patience with us on providing you with a meaningful and helpful response.
>
> In December 2021, Metrolinx shared letters with people in Royal Orchard whose home, front yard or back yard is directly above the planned tunnels. Based on our updated designs, no tunnel infrastructure planned under other properties in the community. The tunnels will be 5.6m in diameter, spaced 5.6m apart.
>
> The Yonge North Subway Extension will use tunnel boring machines to enter the ground from a launch shaft, away from your neighbourhood. This 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 deep below the surface, with no direct impacts to the homes, buildings and/or roads at the surface.
>
> For your question on subway grid vents, 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.
>
> Regarding the emergency exit buildings, 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.
>
> Tunnel depths under Pomona Creek remain at least 16m as shared previously. The map we included in the January 5 Open House showed only the depth under Royal Orchard Park (21 to 26m) but did not specifically call out Pomona Creek. We're going to update in the future to ensure both measurements are shown, to avoid any confusion.
>
> As a reminder, the public review period for the Environmental Project Report (EPR) Addendum is open until March 14. We also have two more open houses on the EPR Addendum, with one tonight (focusing on the surface segment) and March 10 (focusing on what we've heard from the community). We hope you can join us on those dates as well.
>
> Sincerely,
>
> **Azim Ahmed**
> Manager, Community Relations, Yonge North Subway Extension (YNSE)

Metrolinx I 10 Bay Street, 17th Floor I Toronto I Ontario I M5J 2W3
Desk: 416.202.5837 Mobile: 647.632.1769

From:
Sent: February-25-22 4:18 PM
To: Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Subject: Re: YNSE questions

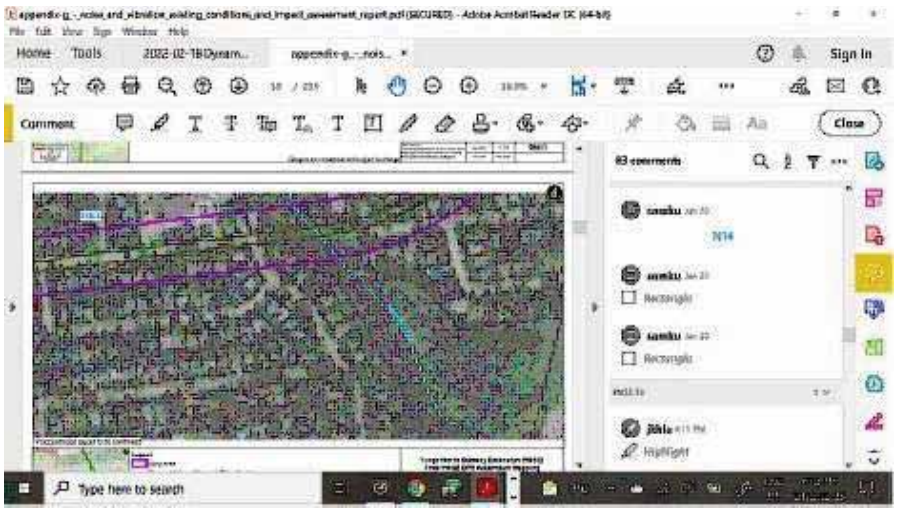
EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Sorry Leona. I did say that the 'dimensions' question was my final one BUT actually, if I had been 'thinking', there's still a problem even if we do know the entire width of the evacuation (it's still useful to know that though). Our home is at , just south of Baythorn on the west side, BUT I don't know where the actual subway path is under Baythorn , let alone where the edge of the evacuation will be. If the width of the entire excavation means that there is excavation UNDER Donalbain as well, then we would be even closer than if the edge of the excavation ends somewhere on Baythorn for example.

So the question becomes:
How close will the edge of our property line at be to the edge of the underground excavation? (rough estimate in metres)

I thought the engineers had finalized the exact route, and if so, the above should also be known and would require Metrolinx to make this special query. You really can't tell from the small maps in the Addendum, although the edge of the green route line APPEARS to run along the 'edge' of Baythorn, doesn't come south onto Donalbain. But who knows how accurate these are? See below for the map from the Noise and Vibration report. *I added a RED DOT on the left side of the map which marks the location of the middle of our property at I based this on the black property lines that were already on the map).*

Thanks,



On Fri, Feb 25, 2022 at 3:21 PM
Thanks Leona. I had one more question which of course I forgot about until after I hit send (sigh...). And decided I wouldn't ask until later.

So here goes..this is an easy one (I think).

I won't have the subway tunnels under my house but I will be about 2-3 houses away from the 'edge' I think/hope, but it really depends on just how wide the entire underground excavation is going to be. And that's what we would like to know...how close to the edge of the underground excavation will our property be.

Is there a mockup diagram that shows these dimensions (more than just the tunnel widths and distance between the tunnels): i.e. the entire width of the underground tunnelling under the Royal Orchard neighbourhood?

So the entire width from the outside of the concrete wall of one side of the entire underground excavation to the outside of the concrete wall on the other side of the entire underground excavation.

From what I heard on the call and saw in the Addendum, the tunnels are each 6 m wide (5.6 m plus the 400 mm concrete encasing the tunnel), so 12 m in total and then 5.6 m between the tunnels (but I'm not sure if that is the distance between the OUTSIDE of each of the tunnels, i.e. includes the 400 mm?). BUT then how much distance is there from the outside of each concrete wall to the outside of the concrete around the entire excavation, which is then added to the 12 m + 5.6 m(+ ???).

Does that make sense as to what we're looking for? Maybe this varies in different parts of the subway system, but for the Royal Orchard neighbourhood it is likely a constant since there's no station at any point under the community.

You can just add the answer/diagram to the other responses whenever you have them!

Thanks,

> On Fri, Feb 25, 2022 at 3:01 PM
>
> Hi Thank you for your questions, I'm just working to confirm some information with the team and will get back to you as soon as possible.
> Leona
>
> 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.

From: York Region
To:
Subject: RE: Review comments: YNSE EPR Addendum
Date: Tuesday, March 15, 2022 9:20:24 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.

Good Morning

Thank you for your email. We received your comments for the EPR Addendum and I have shared them with our environmental and project teams for review.

Sincerely,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

From:
Sent: March 14, 2022 12:42 PM
To: Stephen Collins <Stephen.Collins1@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; York Region <YorkRegion@metrolinx.com>
Cc: Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; Mayor Scarpitti <MayorScarpitti@markham.ca>; Deputy Mayor, Don Hamilton – Markham <dhamilton@markham.ca>; Regional Councillor, Jack Heath - Markham <jheath@markham.ca>; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; officemayor@richmondhill.ca; david.west@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; joeli@markham.ca; maurizio.bevilacqua@vaughan.ca; joe.dipaola@richmondhill.ca; regionalclerk@york.ca; melissa.lantsman@parl.gc.ca; gila.martow@pc.ola.org
Subject: Review comments: YNSE EPR Addendum

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,

I am a 33 year resident of the Royal Orchard neighbourhood community and as of 2016, a retired Environment and Climate Change scientist (meteorologist, climatologist and climate change adaptation and impacts researcher). I have undertaken a detailed review of the YNSE EPR Addendum that was released last month for public review (my primary focus is on Segment 2, which includes the Royal Orchard neighbourhood).

Please see attached for my review comments, questions and concerns. You will note that several of the issues described within my review comments are also included within the Royal Orchard community submission (as I contributed to the submission). I also wanted to highlight the PREFACE to my review comments directly within this email (below), in the event that this email is sent to others, without the review attachment.

As per our Royal Orchard community submission, I would also ask that Metrolinx address all of the concerns in my review document, and include further information as requested in the updated YNSE prior to its submission for review by the Minister of the Environment, Conservation and Parks. I also am requesting a detailed written response that specifically addresses each of my comments.

Thank you,

Thornhill, Royal Orchard Community Resident

PREFACE, within the attached Review Comments document:

Although the Addendum report and its Appendices is well over 1000 pages in length, there are areas where the Addendum is lacking detailed analysis and content that is required to properly understand and assess all of the Project's impacts. This lack of information, coupled with concerns over what IS presently in the document, leads to serious shortcomings of the Addendum in its current format. The Addendum requires significant additions and changes to meet the standards expected and required of an Addendum for a transportation project of this scope.

Two key examples of information that is missing from the draft Addendum:

1. The Addendum does not include any results or analysis from the geotechnical drilling that Metrolinx conducted in the Royal Orchard neighbourhood during Fall 2021. Furthermore, the drilling has yet to be completed at key locations such as the Gazebo condominium and St. Anthony Catholic School that will be tunnelled under. Ground water and soil conditions are critical to understanding the impacts of the tunnelling on the environment as well as noise and vibration. When Metrolinx was questioned during recent virtual engagements and meetings as to why this (and other) information was not included in the Addendum, we were told that it would be forthcoming in the 'detailed design and pre-construction phase'. This is critical information that needs to be included within the Addendum prior to its final approval, in order to properly assess environmental, noise and vibration impacts.

2. There is no assessment of climate change risks within the document and in fact, climate change is not mentioned at all within the report and its Appendices. Metrolinx HAS undertaken climate

change risk and PIEVC assessments in the past (PIEVC 2015, Climate Risk and Strategy documents 2017, 2018), based on Metrolinx information online:
https://www.metrolinx.com/en/aboutus/sustainability/ and clearly understands the importance of climate change as well to its organization and projects
https://blog.metrolinx.com/2019/07/18/tracking-the-heat-and-riding-the-rails/
https://blog.metrolinx.com/2018/07/09/adapting-to-extreme-weather-conditions/.

But knowing this then leads me to question:
Was an updated PIEVC or other type of climate risk assessment conducted **specifically for this project**, particularly since the alignment tunnels directly under a residential neighbourhood and there is an above ground section near the CN rail line (neither of which were in the original 2009 alignment). If so, why is this not mentioned in the Addendum? And if not, why not and when will they be undertaken/included in the EPR Addendum?

We are already witnessing an increase in severity and frequency of extreme weather events such as heat waves, torrential downpours and extended periods of severe drought. Extended drought can lead to land subsidence while extreme heat can lead to buckling of train tracks. Extreme rainfall, coupled with our urban landscape, has led to devastating flooding in the GTA with stormwater systems overwhelmed, flooding of underground subway stations and above rail transportation infrastructure, and sinkholes/collapse of roads. Such events and impacts are being experienced on the global scale and scientists continue to warn us that such events will become even more severe and frequent in the future climate, certainly well within the lifespan of this project. There are numerous examples of how severe weather has impacted transportation and road infrastructure in the GTA in recent years. These are but a few of the more noteworthy ones.

https://blog.metrolinx.com/tag/weather/
https://www.thestar.com/news/gta/2013/07/08/storms_stall_ttc_go_as_roads_tracks_and_stations_flood.html
https://globalnews.ca/news/701696/special-weather-statement-issued-for-toronto/
https://www.thestar.com/news/gta/2009/07/26/massive_sinkholes_diverting_finch_traffic.html
https://www.theweathernetwork.com/ca/news/article/this-day-in-weather-history-august-19-2005-toronto-flooding-and-on-tornadoes
and
https://globalnews.ca/news/598817/42-areas-in-gta-at-risk-of-flooding-during-extreme-weather-events/
(Thornhill and Markham old village cores are included as flood vulnerable areas in the GTA)

In short, climate change and its impacts to the YNSE need to be included within the Addendum.

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
Yonge North Subway Extension: Environmental Project Report Addendum

https://www.metrolinxengage.com/en/content/yonge-north-subway-extension-environmental-project-report-overview

Full report and Appendices:
https://www.metrolinxengage.com/en/content/full-report-environmental-project-report-addendum-yonge-north-subway-extension

Review comments provided by

Preface to detailed Review Comments that follow:

Although the Addendum report and its Appendices is well over 1000 pages in length, there are areas where the Addendum suffers from a lack of detailed analysis and content that is required to properly understand and assess all of the Project's impacts. This lack of information, coupled with concerns over what IS presently in the document, leads to serious shortcomings of the Addendum in its current format. The Addendum requires significant additions and changes to meet the standards expected and required of an Addendum for a transportation project of this scope.

Two key examples of information that is missing from the draft Addendum:
1. The Addendum does not include any results or analysis from the geotechnical drilling that Metrolinx conducted in the Royal Orchard neighbourhood during Fall 2021. Furthermore, the drilling has yet to be completed at key locations such as the Gazebo condominium and St. Anthony Catholic School that will be tunnelled under. Ground water and soil conditions are critical to understanding the impacts of the tunnelling on the environment a well as noise and vibration. When Metrolinx was questioned during recent virtual engagements and meetings as to why this (and other) information was not included in the Addendum, we were told that it would be forthcoming in the 'detailed design and pre-construction phase'. This is critical information that needs to be included within the Addendum prior to its final approval, in order to properly assess environmental, noise and vibration impacts.

2. There is no assessment of climate change risks within the document and in fact, climate change is not mentioned at all within the report and its Appendices. Metrolinx HAS undertaken climate change risk and PIEVC assessments in the past (PIEVC 2015, Climate Risk and Strategy documents 2017, 2018), based on information that Metrolinx provides online: https://www.metrolinx.com/en/aboutus/sustainability/ and clearly understands the importance of climate change as well to its organization and projects
https://blog.metrolinx.com/2019/07/18/tracking-the-heat-and-riding-the-rails/
https://blog.metrolinx.com/2018/07/09/adapting-to-extreme-weather-conditions/.

But knowing this then leads me to question:
Was an updated PIEVC or other type of climate risk assessment conducted **specifically for this project**, particularly since the alignment tunnels directly under a residential neighbourhood and there is an above ground section near the CN rail line (neither of which were in the original 2009 alignment). If so, why is this not mentioned in the Addendum? And if not, why not and will they be undertaken/included in the EPR Addendum?

We are already witnessing an increase in severity and frequency of extreme weather events such as heat waves, torrential downpours and extended periods of severe drought. Extended drought can lead to land subsidence while extreme heat can lead to buckling of train tracks. Extreme rainfall, coupled with our urban landscape, has led to devastating flooding in the GTA with stormwater systems overwhelmed, flooding of underground subway stations and above rail transportation infrastructure, and sinkholes/collapse of roads. Such events and impacts

are being experienced on the global scale and scientists continue to warn us that such events will become even more severe and frequent in the future climate, certainly well within the lifespan of this project. There are numerous examples of how severe weather has impacted transportation and road infrastructure in the GTA in recent years. These are but a few of the more noteworthy ones.

https://blog.metrolinx.com/tag/weather/
https://www.thestar.com/news/gta/2013/07/08/storms_stall_ttc_go_as_roads_tracks_and_stations_flood.html
https://globalnews.ca/news/701696/special-weather-statement-issued-for-toronto/
https://www.thestar.com/news/gta/2009/07/26/massive_sinkholes_diverting_finch_traffic.html
https://www.theweathernetwork.com/ca/news/article/this-day-in-weather-history-august-19-2005-toronto-flooding-and-on-tornadoes
and
https://globalnews.ca/news/598817/42-areas-in-gta-at-risk-of-flooding-during-extreme-weather-events/
(Thornhill and Markham old village cores are included as flood vulnerable areas in the GTA)

In short, climate change and its impacts to the YNSE need to be included within the Addendum.

Environmental Project Report Addendum

(Full Report, Summarizes Detailed Information in Appendices below)

Topic	Page Number *(if applicable)*	**General and Technically Specific Comments, Questions**
Focus of my comments within the full Addendum report		The majority of my comments focus on Segment 2 of the alignment which includes the **Royal Orchard neighbourhood**, as I am a resident of this area. Comments specific to information on: • **Natural Environment and Existing Land Use** • **Socio-Economic and Land Use** • **Archaeological Resources** • **Built Heritage Resources and Cultural Heritage** • **Air Quality** • **Noise and Vibration** • **Transportation** are provided within my comments on the individual Appendix Reports (i.e. Appendices B through G). **Please see below for the individual Appendices.** **Hydrology/Groundwater** was not covered in any of the Appendices and therefore is reviewed within the full report. And as a result of a review of this information, additional comments on Noise and Vibration are also provided for the full report.
Graphics that aren't included within the Full Report or Study Appendices	N/A	There are 3 relevant graphics that I expected to see in the Report but did not find: a) tunnel depths along the YNSE, in particular for Segment 2, from Yonge/Baythorn Drive east to the CN rail line, the Royal Orchard neighbourhood that will be tunnelled under b) vertical profile cross-sections of the soil and bedrock Hydrostratigraphic layers and groundwater for each of the Segments, in particular for Segment 2, the Royal Orchard neighbourhood that will be tunnelled under

		c) an illustration showing the width of the Corridor Transit Lands, which includes the width of each 5.6 m tunnel, the dimensions of the outer concrete casings, the 5.6 m space between each of the outside tunnel casings and if applicable, the width between each of the outside tunnel casings to the outside wall of the tunnel excavation, and the width of the buffer zone on either side of the tunnels. If this does vary along the alignment, then please just include the diagram for Segment 2, the part that tunnels under the Royal Orchard neighbourhood. Please add these to the Addendum: Full Report, Noise/Vibration Appendix Report, other Appendices if deemed appropriate
No detailed Appendix for Hydrogeology/Groundwater Timing of draft EPR Addendum being sent for review to over 39 municipal, provincial and federal review agencies and timing of completion of geotechnical drilling within the Royal Orchard neighbourhood	N/A Pages 508, 509	**Given the importance of Hydrogeology/Groundwater to the project, why wasn't a detailed Appendix Report included for this subject?** Perhaps this is linked to the fact that, for example, the geotechnical drilling in the Royal Orchard community hadn't even been completed by October 28/29, 2021 when Metrolinx sent the draft EPR Addendum for review by government agencies. The drilling in fact didn't start until the end of August, 2021 (started on Shieldmark Crescent off Kirk Drive) and wasn't completed on Baythorn Drive until December 7, 2021, one day before the final 'refined' route was 'officially' announced by Metrolinx on December 8. Clearly, not all borehole samples were analysed by this date and completing a detailed Appendix of the work prior to release of the Addendum for public review was likely not possible. Metrolinx has acknowledged in a January 2022 virtual engagement that there are still 'a few' boreholes that require drilling, including one at St. Anthony Elementary School and another at the Gazebo Condominium, 8111 Yonge St. These are both locations that will be tunnelled under. **Why did Metrolinx 'rush' to release the draft EA Addendum for review before all work was completed in support of it (and there are some other studies in addition to the geotechnical drilling that Metrolinx notes in various sections of the document still have to be undertaken)?** This should be discussed within the document.
Number of agencies contacted for the draft EPR Addendum review process, number of responses received *As part of seeking comments and feedback prior to issuing the Notice of EPR Addendum,*	Pages 508-509	Metrolinx states that over 39 agencies were contacted for the review process, as well as Indigenous Nations and conservation authorities and that the complete list of these agencies is provided in Table 6-10. Only 26 are listed in the table? And of these, there were only 10 responses? There was NO response received for example from Infrastructure Ontario, TTC and CNR, key partners and stakeholders in the YNSE project. Did Metrolinx attempt to follow up with any of the agencies that didn't respond? If not, why not? Please add to the Addendum.

a copy of the Draft EPR Addendum, including copies of supporting technical studies (included as EPR Addendum Appendices) was circulated to over 39 federal, provincial, municipal review agencies comprising the Government Review Team, as well as Indigenous Nations and conservation authorities in October 2021. Note that Indigenous Nations engagement, including circulation of the Draft EPR Addendum is outlined in Section 6.5. *The complete list of review agencies and organizations who received a copy of the Draft EPR Addendum has beenprovided in* Table 6-10.		
Chapter 4 Existing Conditions **LINK TO NOISE AND VIBRATION** 4.3 Hydrogeology/Groundwater *It should be noted that the exact nature of the subsurface through this area has been interpreted based on limited data*	Page 75	This confirms what I noted previously that the borehole drillings and their analysis were very likely not completed prior to the release of this Addendum for review (including to the municipal, provincial and federal agencies that were asked to review). BUT ground-borne noise and vibration ARE assessed within the EPR Addendum, with model predictive values provided for receptor locations and mitigation measures then applied to these values to reduce them to 'acceptable' levels (although as noted in my review of Noise/Vibration, they are still above the limits that Metrolinx has stated will be 'near imperceptible'). These ground-borne predictive values must also be dependent on soil type/composition. **If Metrolinx didn't have all of the detailed geotechnical information for Segment 2 as field investigations were ongoing when the Addendum was released, what 'assumptions' were made in the model(s) to derive the predicted noise and vibration levels that are in the Noise and Vibration**

available at both ends of the segment. This information will be verified and refined as required as the field investigation ongoing at the time of the preparation of this report progresses. and Train Operations Vibrations, mitigation measures • *Complete more detailed studies to predict ground-borne noise and vibration levels in order to meet the vibration criteria outlined in this report.*	lxxxiv	**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 can use to further reduce the noise/vibration levels? **The Noise and Vibration sections in the Full and Detailed Reports needs to indicate that limited soil composition information was available when this Report was drafted, and what this data limitation could mean for the predicted ground-borne noise and vibration predicted levels.** Why weren't these studies completed BEFORE refining a route that tunnels under a residential neighbourhood? This leads to the question above on how different the predicted noise and vibration levels provided in the Report could potentially be?
Option 3 was identified as the preferred Reference Alignment because it provides potential for the highestnumber of stations within the $5.6 billion Project funding envelope. and *As part of the IBC, Option 3 was identified as the preferred Reference Alignment because it simplifies property*	Page 6	It avoids the need to tunnel under a Cemetery but as noted in the next sentence has to have careful planning because it tunnels under residential properties (and a school)? This 'simplifies property requirements'???? One could argue it actually complicates the property requirements (with single-home residential properties, Condominium/apartment buildings and an elementary school being tunnelled under and will likely require permits/access to the CN/GO railway corridor with potential temporary disruption in service). The 'simplification' sentence should be revised. The sentence should also mention Option 3 requires tunnelling under an elementary school.

requirements for the Project by increasing the length of the infrastructure within the CN/GO railwaycorridor and avoiding the need to tunnel under Holy Cross Cemetery.		
The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.	Page 9	This is a very simplistic description, which was noted by residents in Metrolinx virtual engagements (Jan 2022). These are the properties being directly impacted, but the description doesn't note that a Condominium building with over 200 individual residences will be tunnelled under (as will at least 1 Apartment building and 1 elementary school). Nor does it mention the dozens of residences where the subway will tunnel under front or back yards, or the hundreds of homes that will be indirectly impacted within 100-150 m of the underground excavation zone. The description requires updating.
Aspects of the design which have been subject to change, including Subway alignment	Page 13 Table 2-1 Page 16	The description needs to be far more specific. The subway alignment in the 2009 EPR was north on Yonge Street. It did NOT veer east, tunnel under a residential neighbourhood. This is a marked change from the original route and should be specifically mentioned under the Subway Alignment design aspect which has changed. This includes modifying the alignment description within the Table to indicate the route tunnels under a residential neighbourhood once it veers east off Yonge to Baythorn (spelled incorrectly in several places in the report). (This is also noted within my comments in at least one of the detailed Appendices.)
Study area: Natural Environment 120m from the proposed Projectfootprint.	Page 45	It was brought to my attention by another Royal Orchard resident that in the 2009 EPR, the Natural Environment study area was a 500 m buffer zone from the YNSE alignment. This buffer zone has been reduced to 120 m, based on the guidelines as described in the Ministry of Natural Resources & Forestry (MNDMNRF)'s 2010 *Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement.* Were the buffer zones reduced from those in the first edition, 2005? Why isn't this mentioned in the Report?

Appendix A – YNSE Concept Design Mapping

(Reference maps for the Report Addendum; no comments)

Appendix B – Natural Environment Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions
Distance between EEBs *'The TTC Design Manual requires EEBs to be located such that the distance from any underground location to an EEB is not greater than 381 m – i.e., the spacing between EEBs or between EEBs and the closest station platform or portal entrance must be 762 m or less.'*	Part A – Page 19	The document provides information on EEB spacing, but does not provide specifics on location of the EEBs, just general location information (in particular those within the Royal Orchard residential neighbourhood). See next comment.
Figure A 2-1 – the location of Emergency Exit Buildings (EEBs) 6 and 7 in Royal Orchard residential neighbourhood From the Appendix: • *EEB-6: located approximately north of Royal Orchard Station in the vicinity of Bay ThornDrive*	Part A – Pages 19 and 22	The map provided shows an approximate location of EEB-6 and EEB-7 (also generally described within Table A 2-1). No details are provided as to where these Emergency Exits would be specifically located, although the map does show that both buildings would be located within the Royal Orchard community neighbourhood: on Baythorn Drive and Kirk Drive. Both of these streets do not have any bus routes (nor do we need or want), requiring passengers who exit the EEBs to walk through a neighbourhood that they would be totally unfamiliar with to get to buses operating on the closest streets with bus routes: either Royal Orchard Boulevard (EEB-7 passengers) or Yonge (EEB-6 passengers). If the emergency exits were used after dark and/or during inclement weather, this would further exacerbate the problem. Clearly IF the route had been aligned along Yonge, the Exits would logically have been located on Yonge Street, avoiding potential problems. Metrolinx needs to reveal exactly where EEB-6 and EEB-7 will be located,

• *EEB-7: located approximately north of the potential Royal Orchard Station and south of the portal structure*		what their contingency/business continuity plans will be to address safety and security plans in the event of an emergency evacuation of the subway. These plans would need to ensure both the safety and security of passengers, as well as residents who live in the neighbourhood and students and staff at the 2 elementary schools that would be very close to these EEBs. (See also comments in Appendices C, G and H)
Existing conditions and Purpose of study *to assess potential impacts associated with the Project and to identify mitigation measures and monitoring activities (as required)*	Page 27 (and Segment specific Pages as well)	Surface water is one of the existing conditions that is assessed. BUT there is no mention of or assessment of ground water in THIS report (it's included in the Full report), a serious omission given the nature of the underground tunnelling and operations. This would include, as per the purposes outline in this document: an assessment of potential impacts associated with the Project and identification of mitigation measures and monitoring activities (as required).
Climate change		There is no mention of environmental changes that will occur as a result of climate change and their potential impacts on the project: in particular increased flood and drought risk (e.g. implications for ground subsidence, surface and ground water levels). This is of particular importance to the revised route from the previous EA, as the subway will now be tunnelling under homes and buildings, Pomona Creek and have an above ground section near the CN rail line.

Appendix C – Socio-Economic and Land Use Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions
Noise and vibration are listed under the Construction and Operational Phase as being *Nuisance effects*	Part A – Page 1	If specific noise and vibration threshold levels are exceeded on an ongoing basis with a subway running under resident homes and a neighbourhood school, these impacts can be damaging to health, learning and infrastructure. Metrolinx should NOT be referring to these as nuisance effects and instead assess their true potential for **damaging** impacts (as is done in Appendix C for cultural heritage buildings). Similarly, there could be the potential for damaging impacts to infrastructure during the tunnel boring process to those homes and buildings being directly tunnelled under. **There is no mention of potential impacts to health and learning (e.g. Dr. Gerald Goldberg's findings that have been presented to Metrolinx in virtual meetings) in this Report or the Noise and Vibration Report. These need to be included in the Addendum.**
Develop plans to 'manage' noise and vibration during the construction, plans for air quality, etc. and *Potential socio-economic effects associated with construction are anticipated to be short term in duration and related to noise/vibration,*	Part A – Page 2 and Part B – Page 23	There is no mention of any mitigating plans to 'manage' noise and vibration during the OPERATIONAL Phase, which is a serious omission. How damaging will the noise and vibration be to our homes, schools and residents during the construction phase??? Even 'short term' noise and vibration can be damaging.
Proposed Subway Horizontal Alignment **A 2.3 Study Segments Segment 2**	Table A 2-1 Part A – Page 8	It is critical to describe the alignment correctly in ALL parts of this Appendix, as the Royal Orchard neighbourhood is the backbone of Segment 2 of the existing 'land use', 'social' and 'natural' conditions and thus this forms the basis for assessing potential impacts to the built and natural environment being tunnelled under, with potential impacts to human physical and mental health as well.

	Part A – Page 17	The alignment description is thus seriously flawed/incomplete, simply saying *'It then curves to reach Bay Thorn Drive and continue to the east, before turning northwards…'* This description needs to specify that the subway alignment will run under homes, buildings and a school in a residential neighbourhood, and Pomona Creek in Royal Orchard Park. Similarly, there is no mention of the tunnelling under the residential neighbourhood in the Segment 2 description. (Although there is mention of homes, building and parks further down on Part A – Page 18, that description still does not specifically mention the tunnelling that will be UNDER many of the homes and 1 school, not just under Baythorn Drive.) Specifics are provided with respect to the CN rail line. Tunnelling under a residential neighbourhood is and continues to be a serious concern, and should be included in the alignment description. Omitting it does not 'hide the facts'.
Existing land uses - Parks	Part A – Page 53 and Part B – Page 19	**Why isn't Royal Orchard Park listed/mentioned as a park in Segment 2?** Pomona Creek that will be tunnelled under lies within this Park. Also not mapped. Note: Royal Orchard Park IS mentioned in the Archaeological Resources sections of the Addendum.
10 Royal Orchard Boulevard- Official Plan Amendment and Zoning by-law amendment for a redevelopment consisting of four residential buildings with heights ranging from 25-29 stories.	Part A – Page 60	The height of these buildings will depend on whether there is a subway station at Royal Orchard (based on information from Ward 1 Markham Councillor). Min of 20 storeys to max of 59 storeys. Report should be revised/updated accordingly.
Defining socio-economic and land use criteria for this report	Part B – Page 1	There are serious flaws/omissions within the definition of the socio-economic criteria for assessment. As per earlier comments, noise and vibration impacts can be DAMAGING, rather than just 'nuisance'. Residential homes and buildings should be assessed separately, as are done with

Socio *-Economic Criteria* • *Potential effects on sensitive facilities (i.e. hospitals, schools, community landmarks, child-care centres, cemeteries, and long-term care centres);* • *Potential effects on pedestrian trails;* • *Potential effects on parks/open spaces; and* • *Potential nuisance effects (outlined in the Noise and Vibration Assessment and Air Quality Impact Assessment Reports)*		sensitive facilities (and cultural heritage properties in a separate report to this Addendum). There are potential economic impacts (resale values of residential homes and value of damages/repair to homes and buildings) that need to be assessed. In addition, there are human physical and mental health issues of residents and to elementary school students, teachers and staff that are not included in the assessment criteria. NONE of these potential impacts are discussed, and only a sentence or two in various Sections of the report is devoted to the 'nuisance' effects that are considered to be only temporary in nature. But could indeed be long term/ongoing/permanent during the ongoing subway operations phase.

Sensitive facilities: schools	Part A – Page 59	Schools are defined as 'sensitive' facilities, and yet Metrolinx intends to tunnel directly under 1 elementary school, St. Anthony, and tunnel very close to a 2nd elementary school, Baythorn Public?
Locations of EEB-6 and EEB-7 *Further along the alignment, EEB-6 is planned to be located west of Inverlochy Boulevard and south of Bay Thorn Drive.* *Finally, the proposed EEB-7 is proposed north of Banquo Road where the below grade alignment curves east and begins to travel along the existing CN/GO rail corridor, between Royal Orchard Station and the portal/ launch shaft.* and *The City of Markham designates the land on which the proposed EEB-6 and EEB-7 are situated as residential low-rise. According to Section 8.2.3.6 of the City of Markham Official Plan, on lands designated low-rise residential, development*	Part B – Pages 21, 22	See comments below on EEB-6 and EEB-7 locations shown in Appendix A. AND what is being implied on the location of these EEBs (i.e. that they are on residential low-rise lands)? Do these lands presently have EXISTING homes on the proposed locations? And if so, is Metrolinx intending to EXPROPRIATE homes for these buildings? If so, it now becomes clear why Metrolinx did not discuss or reveal this information in the virtual community engagement. **NOTE: This is the only Appendix Report where a specific location for EEB-6 is given (which differs from the location of the EEB-6 dot on maps that are presented throughout the different Appendix Reports). This location is a 'green' area with no homes or buildings.**

should be designed to be transit-oriented and reflect transit-oriented development principles. Furthermore, Section 8.1.1 provides for municipal transportation facilities as a land use in all designations (except in greenways unless specifically stipulated).		
Permits relating to CN right of way	Part B – Page 40	A permit or permission need by Metrolinx to tunnel near, potentially under the CN track seems likely. From Metrolinx virtual engagement meetings, it appears that Metrolinx has yet to receive CN approval for this work. This of course would not be needed if the subway alignment were ON YONGE. Approval or permits from CN should have been acquired prior to the announcement of any final route (which was made in December 2021) and prior to the release of the EA Addendum for public review.
Location of EEB-6 is shown 'somewhere' on Baythorn Drive Location of EEB-7 is proposed as St. Anthony Catholic School	Appendix A Segment 2 – Figures 10, 12 Page is not numbered	The map provided shows an approximate location of EEB-6 and EEB-7. No details are provided as to where EEB-6 would be specifically located, although EEB-7 shows a location on St Anthony Catholic school property. (SEE ABOVE. EEB-6 is given a specific location on Part B – Page 21?) Specifics SHOULD be provided, as both buildings are located directly within the Royal Orchard community/residential neighbourhood: on Baythorn Drive and Kirk Drive. Both of these streets do not have any bus routes (nor do we need or want), requiring passengers who exit the EEBs to walk through a neighbourhood that they would be totally unfamiliar with to get to buses operating on the closest streets with bus routes: either Royal Orchard Boulevard (EEB-7 passengers) or Yonge (EEB-6 passengers). If the emergency exits were used after dark and/or during inclement weather, this would further exacerbate the problem. Clearly IF the route had been aligned along Yonge, the Exits would logically have been located on Yonge Street, avoiding potential problems. Metrolinx needs to reveal exactly where EEB-6 and EEB-7 will be located, what their contingency/business continuity plans will be to address safety and security plans in the event of an emergency evacuation of the subway. These plans would need to ensure both the safety and security of passengers, as well as residents who live in the neighbourhood and students and staff at the 2 elementary schools that would be very close to these EEBs. (See also comments in Appendices B, G and H)

Map has incorrect tunnelling location and street name	Appendix B Proposed Royal Orchard Station Page is not numbered in document	The map clearly has INCORRECT street names and underground subway route. This is not the location of Thornhill Avenue and furthermore, the subway has been proposed to tunnel under Baythorn Drive. Update with the correct map.

Appendix D – Stage 1 Archaeological Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions
Royal Orchard Park between Baythorn and Thorny Brae Park – described in the report as an area that retains archaeological potential and possible further assessment *'recommended for further work in the form of a test-pit survey. The lands recommended for further assessment include a small portion of Royal Orchard Park adjacent to Baythorn Drive located within the YNSE Archaeology Study Area.'*	v, 9 (see also Appendix B: Figure 9I)'	IF this assessment proceeds: How disruptive is this process, how long is it expected to take and will it bar general access to the park via the bridge during this period? I'm assuming that the test pit grid process would be used over the area shown in Figure 9I.

Appendix E – Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions
Report title indicates this is a 'preliminary' impact assessment?	Title page	Why has the Addendum been released for public review if this is only a preliminary assessment and more work is required?
Heritage listings in Table A 0-1 should also point to a map of the properties	Executive Summary – Page A-2	The text needs to also point the user to a map of the locations listed in Table A 0-1
Typographical error	Part A – Page 33	These documents were supposedly proofread/reviewed internally but at least one typographical error was missed. *were complied* should be *were compiled*
An assessment of scale and severity of impacts to heritage buildings is made. *In order to make predictions about potential impacts, additional factors were considered, including the scale or severity of impacts, and whether they are to be temporary or permanent, reversible or irreversible (MHSTCI 2019).*		Has there been the same level of detailed assessments made for each of the homes and buildings in the Royal Orchard neighbourhood that will be tunnelled under or in close proximity to the tunnelling? Although the heritage buildings are of much older construction than MOST of the heritage homes identified, they are not being directly tunnelled under (although I noted that there are some newer buildings/homes that are listed within the properties as they lie within the Heritage district and they are newer than those within in the Royal Orchard neighbourhood that date to 1967-68). The noise and vibration studies that have been undertaken are modelled, simulated studies, not real world results. How do we know there won't potentially be vibration damage to the Royal Orchard neighbourhood homes, both during and after construction?

and o *Potential indirect impacts: Vibration damage related to the construction of the Project in the vicinity of a built heritage resource or cultural heritage landscape may occur at 43 properties.*		
Mitigation measures for heritage buildings, associated with any potential vibration impacts **Where impacts are anticipated due to potential vibration impacts:** *In all cases, avoidance of the built heritage resources or cultural heritage landscapes is the preferredmitigation measure; only where avoidance was determined to not be feasible were mitigation measures prepared.* *Document (review and establish) the structural condition of the affected buildings to determine if they*	Part A – Pages 11, 26 Table B 3-1 Table B-4-1 Part B – Page 79 +	Comments are also made in Appendices C and G where it is clear there is a significant difference between the assessment and recognition that there could be impacts on homes and buildings that are directly tunnelled under or are in very close proximity to tunnelling compared to the degree of assessment for those defined as having cultural heritage that aren't being tunnelled under. Metrolinx can not say with a high degree of certainty there won't be ANY potential vibration impacts to Royal Orchard homes and buildings, given their assurances are based on modelled simulations, not real world results. The maps provided in this Appendix clearly show that there are many hundreds of homes included within the 25 and 50 metre study zones in the Royal Orchard neighbourhood. And if these homes are within the study area, where are the results of vibration assessments for each of these structures? (outside of 'model' simulations). Will vibration and noise be monitored at the individual Royal Orchard neighbourhood homes and buildings that are being directly tunnelled under as well as those that are within a study area radius (such as the study zones of 25-50 m within this cultural heritage study): both during the construction period and ongoing when the subway is operational (and pre construction period as a baseline)? As noted above, there are hundreds of homes and buildings within these zones that should have had more detailed assessments completed. NONE OF THIS WOULD BE REQUIRED IF THE ROUTE WAS ALIGNED BACK TO YONGE.

are vulnerable to vibration impacts from construction activities. *Establish vibration limits based on structural conditions, founding soil conditions and type ofconstruction vibration to ensure no damage to heritage structures.* *Implement vibration mitigation measures on the construction site and/or at the building.* *Monitor vibration during construction, with notification by audible and/or visual alarms when limits areapproached or exceeded.* And more specifically: For those Heritage Buildings where vibration impacts are expected to occur: i. *Preferred Option A: Avoidance - Design the Project to avoid vibration damage to S1-CHR9, including a sufficient buffer (within 250m) between Project components/activities and the building.Note, the vibration buffer will be refined*		Of course, the obvious mitigation measure for the Royal Orchard neighbourhood is align the subway on Yonge and thus avoid any potential vibration (and noise) impacts. This 'return the subway to Yonge' as a Mitigation Measure for potential vibration impacts to Royal Orchard homes and buildings fits perfectly with the preferred mitigation measure for Heritage Properties that could be impacted: *Avoidance - Design the Project to avoid the property.* As it is now: Preferred Option A of avoidance has been noted for the cultural heritage buildings. BUT avoidance has been dismissed for Royal Orchard homes and buildings (as noted above, we can't conclude noise and vibration impacts will not occur from the tunnel boring and then ongoing subway operation once built and running).

once property-specific impacts/vibration study are known/completed. ii. *Alternative Option A: If vibration impact cannot be avoided, then the following is required:* *Documentation (review and establish) of the structural conditions, founding soil conditions and type of construction vibration;* *Implement vibration mitigating measures on the construction site and/or at the building;* *Monitor vibration during construction using seismographs, with notification by audibleand/or visual alarms when limits are approached or exceeded; and* *Conduct regular condition surveys and reviews*		BUT the steps for **Alternative Option A** have not been followed for the Royal Orchard area homes and buildings? Metrolinx should be doing far more work in this area for the Royal Orchard neighbourhood.

during construction to evaluate efficacy or protective measures in place prior to construction. If damage is identified, then implement additional corrective steps.		

Appendix F – Air Quality Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions
Table A 2-1: Route alignment EEB-6 and EEB-7 Description of route alignment for Segment 2	Pages A-8, A-12 Page A-17	Comments on EEBs, as per the comments in the same or similar table used in other Appendix Reports to the Addendum (see above) Alignment should specifically mention that the new route will tunnel under homes and buildings, including an elementary school, in the Royal Orchard neighbourhood (as per comments in other Appendix Reports to the Addendum, see above)
Data period of record for air quality (2017-2019) *For this study, the 90th percentile of three (3) years of hourly measured data was processed and used as the background concentration. Data availability as well as the representativeness of stations (i.e., surrounding land use being comparable to that*	Part A – Pages 18, 22	Although I recognize that the 3-year period is used in defining the CAAQS, it would have been useful to perform additional analysis to investigate the air quality data over a longer period of record and to identify changes over this period. Certainly, air quality has improved over time, but assessing data for the last 10 years for example would still be relevant. Weather patterns also influence air quality, and are variable over multi year time scales; hence further analysis of 10 years of data would have been justified.

of the project) was considered when selecting which data to use.		
Only 5 years of climate data was used from Toronto Buttonville A (2015-2019) *Historical weather and climate data provide a good indication of the conditions expected during the construction and operational phases of the Project. This information is important in identifying factors such as which receptors are mostlikely to be affected by Project emissions (e.g., wind direction/speed and frequency) and conditions*	Part A – Pages 18, 22	As noted above, weather patterns can be quite variable over multi year time scales and thus the 5 years of data selected will very likely not be a true representation of the expected weather/climate in the area. To properly assess the frequency of certain weather conditions that can contribute to higher concentrations of air pollutants, for example, high winds/dry weather, additional years of data should be assessed with additional years of air quality data (e.g. 10 years of data, as noted above). Data for Toronto Buttonville Airport is available from 1986 to present, but the Airport station changed climate station identifiers in recent years (when there were changes in the equipment, automation, etc.) Data from Toronto Buttonville Airport station, climate ID 615HMAK, could therefore have been used in such an analysis https://climate.weather.gc.ca/historical_data/search_historic_data_e.html Was there any consideration given to this type of analysis and if not, why not?

that would lead to higher emissions and impacts (e.g., high winds or dry conditions).		
Wind roses are based on annual averages of hourly data Climate normals were used for monthly, 'average' temperature and precipitation values	Part A – Pages 22, 23	This is a 'simplistic' approach to producing wind roses and providing temperature and precipitation information for air quality purposes. Wind roses: These need to be constructed for relevant periods of the day when construction is (or isn't) occurring, not just an average for the day (e.g. morning, afternoon, night or hourly as well as to correlate with the hourly diurnal variation of the pollutants shown in in the report, e.g. Table AB1). And by season as well, ideally by month. Is there a reason why this wasn't done? Did the program used to generate the wind roses select the wind speed ranges to be analysed or are these the ranges relevant for air quality purposes (no explanation is given)? Temperature, precipitation: This is not an analysis, simply citing Environment Canada's 'normal' climate values for the 1981-2010 period (and only 'averages', no mention of extremes). It is important to understand the frequency, for example, of high wind and dry conditions, which requires a thorough analysis of hourly temperature and precipitation data COMBINED with the wind data. Precipitation is not evenly distributed throughout the year. There are years, for example, where our area can experience very dry conditions for many weeks or months, other years when wet conditions prevail regularly and/or there are extreme rainfall/flooding events, etc. If there are specific years where ambient air quality criteria are exceeded for prolonged periods, for example, an analysis specific to these cases should be undertaken. These are the cases of the greatest importance, not simply the averages of conditions. Why wasn't any of this work undertaken?
Ambient background concentrations	Table A 3-2 Page 24	It would be useful to have this information by season as well, or at least information on when the maximum (and minimum) values are observed during the year.
Hourly Average Background Concentrations	Appendix AB	These are annual averages. It is important to see the SEASONAL differences in the pollutants.

Future 2041 'build' and 'no build' scenarios	Part B – Page 16	Do these models incorporate changes in temperature, wind patterns, precipitation expected with climate change? Or is it simply a 'static' atmospheric component (i.e. using today's climate values) to produce these future scenarios? If climate change is not included in the scenarios, then there is a serious flaw in the analysis and the results are suspect. Based on information within the Appendix tables, for example, the only reference to meteorology, hourly temperature and humidity values, is for Buttonville Airport (i.e. the current 2015-2019 climate). And perhaps more importantly, what assumptions have been made for changes in the landscape, with planned urban intensification and 100+ high rise buildings from 20 to 80 storeys planned for the Yonge corridor? Wind engineering research has shown that tall buildings can increase air pollution in urban areas, as a result of changes in turbulent air flow (i.e. changes in wind speeds and directions) and subsequent changes in dispersion of air pollutants. These can lead to local 'hot spots' of pollutants. If the modelled results for 2041 assume the same landscape as 2021, this would also result in a flawed analysis and further reason for the results to be suspect.
Ventilation grids??		**Are there any odour or other air quality concerns associated with ventilation grids as well as ventilation shafts?** How large are these ventilation grids and how many would there be in the Royal Orchard neighbourhood? Where would they be located with respect to residences and schools? This information needs to be included in the Air Quality Report (and Noise and Vibrations for any Noise concerns).

Appendix G – Noise and Vibration Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions
Construction noise – tunnel boring	Part A – Page 2	Is there any noise associated with tunnel boring (in addition to vibration)? This should be indicated in the Addendum. Only vibration is mentioned with respect to the boring. It may be discussed further on in the document, but a sentence or two to clarify early on should be considered.
Operational noise *'predicted to be'*	Part A – Page 3	Models are used in predictions. The 'predictions' are not real world results. All models have limitations to their predictive skills and thus Metrolinx cannot say with 100% certainty that *'noise levels* ***will meet*** *the existing pre-project sound levels. Therefore, no mitigation is needed.'* Metrolinx needs to specify this within the appropriate sections of this Addendum, and indicate the mitigation measures that COULD potentially be taken if noise levels should unexpectedly exceed sound levels that result in complaints, etc. (Mitigation measures are only described further on in the document IF the models predict that noise and vibration levels will likely exceed guideline levels without these measures.) Pre-construction and ongoing noise and vibration monitoring once the subway is built will be important in areas such as the Royal Orchard neighbourhood where homes and buildings are being directly tunnelled under. **Metrolinx should also indicate in the Addendum that compensation will be given to the affected property owners if noise and vibration levels are found to exceed the Metrolinx 'model promised' values (compensation would of course need to be negotiated directly with property owners).** Metrolinx obviously has business continuity/contingency plans and clearly mitigation measures should already be part of those plans.
Operational Vibration *'using proven and readily available measures'*		Technologies can and do fail, even when it is not 'expected' that they will do so. Metrolinx needs to indicate in the Addendum what mitigation measures could be taken if the 'proven' mitigation measures should fail. Again, I would expect these must already be part of Metrolinx business continuity/contingency plans.
Description of revised alignment in Royal Orchard neighbourhood	Table A 2-1	Same comments as per those in Appendix C on the need to reword the description of the revised alignment
Location of noise and vibration monitors	Part A – Page 25	N14 is the ONLY noise monitor identified for the Royal Orchard neighbourhood community, and it was above ground. And there were no vibration monitors? Given that hundreds of homes will be

		directly/indirectly impacted by the underground subway construction and operational phases, there should have been many of these monitors in the community to establish 'baseline' conditions for locations within the proposed tunnelling area and at least 50 m out from that area. In particular, the monitors should have been located near homes, buildings (such as The Gazebo on 8111 Yonge) and St. Anthony Elementary School that will be directly tunnelled under. With the monitors at **both** ground floor and basement levels within the buildings/homes. Why wasn't this done, and if it was, why aren't the results reported in the Addendum? Results could have been rolled up/no addresses given. It's important to establish baseline WITHIN these buildings and residences, not just outdoors at the single N14 location.
Require reference to context information for interpretation of dbA levels	Part A – Page 26	Table A 4-2 provides measured dbA levels. The reader needs to be directly referred to the graphic provided in the Addendum: Figure B 2-3 in Part B Page 5 to be able to interpret the levels.
Definition of terms in Table A 4-2 and Table B 2-1	Part A – Page 26 And Part B – Page 6	No definition is provided for $L_{eq,\ 16hr}$ $L_{eq,\ 8hr}$, i.e. what these 'equivalent' sound levels actually mean. The reader needs to be referred directly to Table B 2-2 where these terms are defined.
Location of vibration monitors	Table A 4-3 Part A – Page 27	As per comments above. No vibration monitoring was done in Royal Orchard neighbourhood homes/basements, at St. Anthony School, other buildings that will be directly tunnelled under to establish baseline pre-construction vibration levels? If not, why not? And if so, where are the results? (without providing any specific addresses)
'Nearly imperceptible' operational subway noise and vibration for residents of the Royal Orchard community and	Part B – Pages 2, 6, 7	Metrolinx (in particular, Phil Verster and Stephen Collins) have assured the Royal Orchard community in virtual engagements, through media releases and in a Dec 15, 2021 open letter to the community, that the sound and vibration from the subway tunnelling under their neighbourhood and residences will be '*nearly imperceptible*', '*practically imperceptible to human senses*', and that '*passing of a train in the tunnel is comparable to an average whisper*'. Based on these assurances from Metrolinx of what the Royal Orchard residents will experience for ground-borne noise and vibration, and examining the information provided in Figure B 2-1, **the**

Noise and Vibration level guidelines that correspond to *'nearly imperceptible'*		**ground-borne vibration limit for the YNSE study Segment 2 should be set to 0.05 mm/s RMS, the FTA and other sources' defined limit for '***the approximate limit for perception of human vibration***'.** However, for this assessment Metrolinx has set the threshold at 0.1 mm/s RMS. All of the predicted ground-borne vibration data and data adjusted for mitigation measures related to the 0.1 mm/s RMS limit should be revised to reflect the lower limit of 0.05 mm/s RMS for the Royal Orchard community. Similarly, Metrolinx set the ground-borne noise limit as 35 dBA for the Royal Orchard neighbourhood. **This limit for ground-borne noise should have been set at the lower level of 25 dBA, equivalent to an 'average whisper', as shown in Figure B 2-3 and as supported by** Yale University Environmental Health and Safety Measures: https://ehs.yale.edu/noisehearing-Conservation specifically https://ehs.yale.edu/sites/default/files/files/decibel-level-chart.pdf All of the Segment 2 predicted ground-borne noise data, and data adjusted for mitigation measures related to the 35 dBA limit, should be revised to reflect the lower limit of 25 dBA for the Royal Orchard community. **Furthermore, will Metrolinx agree to compensate residents if their 'promises' of '***nearly imperceptible***' noise and vibration are not met (with an agreement to be mutually agreed upon with the residents)?** This agreement would be separate to Metrolinx compensating homeowners for the right to occupy subsurface space under their property.
Caltrans (California Department of Transportation) provides useful standards on vibration **annoyance** *depending on if the vibration sources are transient or continuous/frequent in their Transportation and Construction Vibration Guidance*	Part B – Page 10	The document should acknowledge that vibration can also be damaging to infrastructure (e.g. heritage homes that are in close proximity and residences/buildings that are tunnelled directly under).

Receptor locations	Part B Pages 3, 4, 11	Are the receptor locations at ground level/outdoors? And if so, how do you account for vibration and vibration induced noise within a home at various levels including the basement? There needs to be clarification in the document on this (as the subway will tunnel under residences and buildings including an elementary school).
Receptor location sensitivities to noise and vibration and Project components of the Operational Noise Assessment The operational noise assessment reviews the following project components: 1. *Stationary noise from stations, including ventilation shafts, mechanical equipment such as exhaust fans, bus terminals, and a bus loop.* 2. *Operational subway noise from the subway when it operates at grade.* 3. *Operational noise from the train storage facility.*	Part B Page 13-14 and Part B Pages 19, 21 refer back to Part B Pages 3, 4	It's not clear why Receptors within the Royal Orchard neighbourhood, associated with homes and schools, would not be sensitive to operational noise from subways running below ground, especially for homes and buildings that are being directly tunnelled under? The document notes: *Air-borne noise from the below grade is generally insignificant.* But the document does note previously that there can be vibration induced noise as a result of subway operations and this could in turn be heard within homes and buildings that are being tunnelled under. I am assuming that MODELLED results are showing vibration induced noise levels as being below the 35 dBA (40 dBA) level described for residences (schools) in Part B, Page 4. Further clarification is needed. **(although as noted above these levels should be lowered to 25 dBA)** BUT then the project components of Operational Noise don't include the vibration induced noise that can be associated with the subway operations below grade? I find this confusing and believe that there should be clarification within the document. As I read further into the document, I found the Operational Vibration component ALSO includes the ground-borne noise associated with operations. Refer the reader earlier on to THIS information to avoid the confusion that the ground-borne noise isn't covered under Operational Noise. **Is there any noise associated with ventilation grids as well as ventilation shafts?** Only noise associated with ventilation shafts is discussed in the document BUT if there is noise associated with these, what would be the reference and modelled levels be for the Royal Orchard neighbourhood? How large are these ventilation grids and how many would there be in the Royal Where would they be located relative to residences and schools? This information needs to be included in the Noise and Vibration Report (and Air Quality for any Air Quality concerns).
Specifics required to support claims of noise reduction capabilities of double tie	Part B Page 43-44 and	**Please provide evidence to support the claims that 'more than 25 dB' noise reduction can be achieved using floating slab technology.** These need to be 'real world' data measured results (not modelled values), comparing pre construction noise levels to those during the operations phase for a subway section that used this technology.

floating slab track to reduce noise levels more than 25 dB *The TTC double tie floating slab track has been measured to provide more than 15 dB reduction in the vibration levels as compared to the older subway systems at similar depths. The system is 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. At the closest receptors, sound levels of less than 30 dBA can be expected with floating slab track in place.*	Table B 4-5 Page 44-45	Table B 4-5 shows that to achieve a 35 dBA level, the floating slab technology used to mitigate noise reduction needs to achieve a reduction of up to 23 dB in Segment 2. When the 25 dBA limit is applied, this means an even further reduction of up to 33 dB will be needed to mitigate the noise and vibration in the Royal Orchard neighbourhood (see also next comment) **Thus, it is very important for Metrolinx to provide the supporting evidence that the technologies used to mitigate noise and vibration have already been proven to provide this type of noise reduction.**
Predicted Ground-borne Noise and Vibration Levels at receptors within the Royal Orchard Neighbourhood	Tables B 4-4, B 4-5 Segment 2 Part B Page 41-44	Further to the above comment. Table B 4-4 Segment 2 shows that without mitigation measures the ground-borne noise and vibration levels in the Royal Orchard neighbourhood are predicted to exceed established limits and guidelines. Table B 4-5 shows that with the proposed mitigation measures, the levels fall below the established limits and guidelines that Metrolinx has chosen to use. **However, based on the reduction information provided and the data provided in the tables, it is NOT clear that the mitigation measures identified would reduce the levels sufficiently for ground-borne vibration and noise when the limits are lowered to 0.05 mm/s and 25 dBA, respectively (up to 33 dB reduction needed in some cases). Other mitigation measures could potentially be required if Metrolinx intends to reduce levels to the 'nearly imperceptible' levels it has promised. Does Metrolinx have other mitigation measures it could consider to achieve the 'nearly imperceptible' levels?**

		In addition, the predicted values are MODELLED results. All models have a certain level of predictive skill, hence the document should include a discussion of 'error' metrics. If, for example, the model should **UNDERPREDICT** the ground-borne noise and vibration levels, additional mitigation measures would be required to further reduce the levels below established limits and guidelines. The mitigation measures require a reliance on technology and maintenance of this technology. **Technologies can/do fail.** IF noise and vibration levels become excessive (and/or simply 'annoying') what other mitigation measures would Metrolinx rely on to reduce the noise/vibration problems? This must already be in business continuity/contingency plans. This needs to be discussed within the Document.
Mitigation measures to be used for the Royal Orchard neighbourhood	Table B 4-5 Part B Pages 44-45	**Why is resilient tie block indicated as a mitigation measure for PART of the Royal Orchard neighbourhood (i.e. west of Pomona Creek) while floating slab technology will be used for another part of the neighbourhood (i.e. east of Pomona Creek)?** I assume this is because predicted noise and vibration levels at receptors west of Pomona Creek are lower, with greater tunnel depths and therefore less reduction in the levels is required to achieve levels below the established limits and guidelines. And thus, resilient tie blocks are considered to be 'sufficient' to achieve this. According to the document, floating slab has the potential for greater reduction in levels which is why I assume it would be used east of Pomona Creek. **The highest possible level of reduction in noise and vibration should be used for ALL homes and buildings (even if the subway isn't tunnelling directly under them but is nearby). Will Metrolinx commit to using floating slab technology under ALL parts of the Royal Orchard neighbourhood that it will be tunnelling under?**
Tunnel Construction noise and vibration (Service Trains) *As can be seen from Table B 5-14, without mitigation, the vibration levels are likely to exceed the suggested limits in areas where the receptors are closest to the alignment.*	Tables B 5-14 and B 5-15 Part B – Pages 64-67	Metrolinx indicates that noise and vibration levels from the tunnel construction service trains will exceed criteria level in the Royal Orchard neighbourhood and mitigation will be needed. Although the noise from the tunnel boring itself would last only 2-3 days at any given location, the service trains would operate continuously during the construction phase, resulting in continuous noise and vibration under homes and building. In the Royal Orchard area, maximum ground-borne vibration and noise levels are shown in Table B 5-14 as **0.22 mm/s rms** and **55 dBA**, respectively. Even WITH the suggested mitigation measures, the mitigated values are still up to a maximum of **0.12 mm/s rms and 37 dBA**, below the guidelines that are listed, but clearly well above 'nearly imperceptible' limits that will be experienced during the tunnel construction process. **Does this**

Mitigation measures have been considered given the 24-hour nature of tunneling. Also • *Tunnelling support activities (such as the potential use of a temporary railway within the tunnels) have the potential to exceed the best-practice vibration criteria at some receptors located near the tunnels.*	Part A – Page 2	**mean that the 'nearly imperceptible' 0.05 mm/s and 25 dBA levels for the operational subway phase will NOT be adhered to for service trains that will operate almost continuously under homes and buildings in the Royal Orchard neighbourhood during the lengthy tunnel construction phase? And if not, why not?**
Availability of geotechnical data for use in the assessment of Noise and Vibration in Segment 2's Royal Orchard neighbourhood	N/A	In the Full Report which included sections on Hydrogeology and Groundwater, I noted that the borehole drillings and their analysis were very likely not completed prior to the release of this Addendum for review (including to the municipal, provincial and federal agencies that were asked to review). And in fact, in the Full Report, Metrolinx acknowledged this for Segment 2 which includes the Royal Orchard neighbourhood: *It should be noted that the exact nature of the subsurface through this area has been interpreted*

		based onlimited data available at both ends of the segment. This information will be verified and refined as required as the field investigation ongoing at the time of the preparation of this report progresses. BUT ground-borne noise and vibration ARE assessed within the EPR Addendum, with model predictive values provided for receptor locations and mitigation measures then applied to these values to reduce them to 'acceptable' levels (although as noted above, these are still above the limits that Metrolinx has stated will be 'near imperceptible'). These ground-borne predictive values must also be dependent on soil type/composition. **If Metrolinx didn't have all of the detailed geotechnical information for Segment 2 as field investigations were ongoing when the Addendum was released, 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 can Metrolinx use to further reduce the noise/vibration levels? **The Noise and Vibration sections in the Full and Detailed Reports needs to indicate that limited soil composition information was available when this Report was drafted, and what this data limitation could mean for the predicted ground-borne noise and vibration predicted levels.** Why weren't these studies completed BEFORE refining a route that tunnels under a residential neighbourhood? This leads to the question above on how different the predicted noise and vibration levels provided in the Report could potentially be?
CONSTRUCTION (tunnelling generated ground-borne noise) • *Without mitigation, environmental vibration may cause annoyance and disturb sleep and other activities.* OPERATIONS (from	Part B – Page 71	As noted previously, all values are model predicted and Metrolinx needs to acknowledge that serious/damaging impacts to health, learning (in schools) and infrastructure could potentially occur in the Royal Orchard neighbourhood, particularly for those homes, buildings (including an elementary school) that will be directly tunnelled under. **In fact, there is no mention of potential impacts to health and learning (e.g. Dr. Gerry Goldberg's findings that have been presented to Metrolinx in virtual meetings) in this Report or the Socio-economic Aspects Report. These need to be included in the Addendum.**

underground subway operation) • *Without mitigation, environmental vibration maycause annoyance and disturb sleep and other activities.*		
Mitigation measures for avoidance of noise and vibration criteria	N/A	Ground-borne noise and vibration associated with tunneling and operation of a subway under the Royal Orchard neighbourhood could have potential impacts on health, learning and infrastructure that go beyond 'annoying' to the potential for 'damaging'. Metrolinx acknowledges that technological and other mitigation activities will be required to keep levels below exceedance criteria (although these are described as 'annoyance' levels). **Metrolinx has already mentioned monitoring as one of the potential mitigation measures to avoid noise and vibration exceedances.** **Building on this, I believe that Metrolinx should commit to a long-term noise and vibration monitoring program in the Royal Orchard community, and in consultation with the community. Metrolinx would commit in writing to a detailed agreement where it would:** 1. Establish a long-term noise and vibration monitoring program for the Royal Orchard neighbourhood, starting prior to subway construction and continuing indefinitely through operation. Routine maintenance of instruments will also be required. Monitors would be located at ALL residences and buildings that will be tunnelled under, with additional monitors at properties that are in direct proximity to the tunnels, as well as at select locations outside the underground excavated area (i.e. within say 100-150 m) for comparative purposes. 2. Provide access to near real-time and historical noise, vibration data and simple analysis tools or apps to interpret the data (location-specific data only available to those at the specific locations; otherwise 'rolled up' for community use to avoid privacy issues). 3. Establish a noise and vibration data analysis reporting program and if noise, vibration exceed certain thresholds (TBD), Metrolinx to provide additional reports on resolution/mitigation measures being taken, until issues are satisfactorily resolved by both parties (also within a mutually satisfactory time frame)

		4. Be proactive, try and identify additional potential mitigation measures in advance of subway construction and operation (in addition to those already identified in the Report), in the event that noise and vibration issues should emerge despite Metrolinx's assurances that none will occur 5. Commit to routine maintenance of the subway system, in particular under the Royal Orchard neighbourhood, to prevent the escalation or emergence of noise and vibration issues. (noted in the Addendum, but should be confirmed in the detailed written agreement as well)
Detailed noise and vibration study for the Royal Orchard neighbourhood?	Part B Page 103	The Hatch (2016) *Tunnelling Construction Noise and Vibration Impact Stu*dy, in support of the Eglington Crosstown project, is cited as a reference in this document. http://www.thecrosstown.ca/sites/default/files/hmm275825-83-119-0032.pdf The document notes that Hatch was retained by Metrolinx to assess the tunnelling construction noise and vibration impact at **select residential dwellings** resulting from the Eglinton twin-tunnel construction locomotive. There is no study referenced in the 2021 EPR Addendum for the YNSE that gives a detailed assessment of the construction and operational noise and vibration impacts at residential dwellings under the Royal Orchard neighbourhood that will be directly tunnelled under or will be in near proximity to the tunnelling. Is such a study available and if so, why is it not cited within the document? And if a study was not undertaken, why wasn't it? Given the concern over noise and vibration levels in the Royal Orchard neighbourhood, such a study should have been undertaken. The report simply says that the PREDICTED noise and vibration levels in the neighbourhood are similar to those measured by Hatch in 2016. On the ground measurements for OUR neighbourhood are clearly the best comparison to any predicted values for OUR neighbourhood.
Supporting evidence for floating slab, resilient tie block, etc. technologies used to reduce ground-borne noise and vibration	Part B Page 103	The report cites the 2018 FTA document, *Transit Noise and Vibration Impact Assessment Manual*, as the reference for noise and vibration criteria and the noise and vibration reduction levels that can be achieved using floating slab, resilient tie block, etc. technologies. **Is there a study specific to the use of the floating slab technology used in the Toronto subway system that details the reduction levels achieved by its use (Part B Page 44)? Has Metrolinx ever used the resilient tie block (planned for the Royal Orchard neighbourhood west of Pomona Creek) and if so, are there specific study examples of its ability to reduce noise and vibration levels?** Such studies should have been undertaken given the importance that Metrolinx places on these technologies as

		mitigation measures to reduce noise and vibration. If such studies haven't already been undertaken, will they? And if not, why not?

Appendix H – Transportation Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions
Terms used require further detailed explanations or in some cases, no definition is given For example: LOS is qualitatively defined between A and F for loss of service Intersection delay 'number' never defined Delay (s)	Part A – v Appendix B Appendix C Appendix D	Engineering and scientific studies provide a clear explanation of terms used and their units. Most of the terms used in this Appendix/tables are insufficiently defined. The very vague 'qualitative' definition of LOS is one example. What are the numerical limits on vehicle delays at intersections to be 'qualitatively' categorized into A to F (much like grades in school fall into certain categories, that are then 'classed' as A to F). Assume that delay is in seconds (units shown as (s) in Part A tables but NO units are given in tables within Appendix B). Intersection delay is given as a number, but is never defined. Queue is never defined (but 50th and 90th percentiles are shown in units which I assume are metres (m)?) Storage capacity is never defined (again assume the units are metres (m)?) Other variable names and their quantitative values are provided in Appendix C with no definition or explanation given as to what these variables represent. Same comments for 'unbalanced volumes' in Appendix D.
Distance between EEBs *'The TTC Design Manual requires EEBs to be located such that the distance from any underground locationto*	Part A – Pages 12 and 16	The document provides information on EEB spacing, but does not provide specifics on location of the EEBs (in particular those within the Royal Orchard residential neighbourhood). See next comment.

an EEB is not greater than 381 m – i.e., the spacing between EEBs or between EEBs and the closest station platform or portal entrance must be 762 m or less.'		
Table A 2-1 – the location of Emergency Exit Buildings (EEBs) 6 and 7 in Royal Orchard residential neighbourhood From the Appendix: • *EEB-6: located approximately north of Royal Orchard Station in the vicinity of Bay ThornDrive* • *EEB-7: located approximately north of the potential Royal Orchard Station and south of the portal structure*	Part A – Page 12	The map provided shows an approximate location of EEB-6 and EEB-7 (also generally described within Table A 2-1). No details are provided as to where these Emergency Exits would be specifically located, although the map does show that both buildings would be located within the Royal Orchard community neighbourhood: on Baythorn Drive and Kirk Drive. Both of these streets do not have any bus routes (nor do we need or want), requiring passengers who exit the EEBs to walk through a neighbourhood that they would be totally unfamiliar with to get to buses operating on the closest streets with bus routes: either Royal Orchard Boulevard (EEB-7 passengers) or Yonge (EEB-6 passengers). If the emergency exits were used after dark and/or during inclement weather, this would further exacerbate the problem. Clearly IF the route had been aligned along Yonge, the Exits would logically have been located on Yonge Street, avoiding potential problems. Metrolinx needs to reveal exactly where EEB-6 and EEB-7 will be located, what their contingency/business continuity plans will be to addresses safety and security plans in the event of an emergency evacuation of the subway. These plans would need to ensure both the safety and security of passengers, as well as residents who live in the neighbourhood and students and staff at the 2 elementary schools that would be very close to these EEBs. (See also comments in Appendices B, C and G)
Transportation study work is still required for the Bridge and High Tech stations but Addendum has been sent for public review? *A separate scope of work to study the transportation operations and needs around Bridge and High Tech stations*	Part A – Page 36 and Part B – Page 10	This is yet another omission from the report. Why was the EA Addendum released for review and approval without work having been undertaken and results analysed for the Bridge and High Tech stations? When will this work be completed and how can the Transportation segment of the Addendum be approved without it?

has been defined and is underway. Under this scope of work, the area will be modelled in a multi-resolution platform and will undergo more comprehensive and meticulous evaluations of all modes of transportation in the area. and *A supplementary study in the area of future Bridge and High Tech stations is underway that will determine the potential temporary (construction period) and permanent impacts to traffic, as well as identify mitigation measures, following finalization of geometrical designs in that area.*		
Associated with the Portal/Launch shaft to Moonlight Lane (Segment 3) *Potential disruptions to rail services (e.g., CN Freight services) through Segment 3 may occur.* *Consultation with rail*	Part B – Page 8	How long would these potential disruptions to service be and hasn't CN already been consulted over this? If not/why not? Detailed information on how critical train service would be impacted (even if it is only potential) should have been included within the report. Will these disruptions add to the proposed cost? These disruptions and potentially additional costs would be avoided if the alignment was returned to Yonge.

operators with current service along the rail corridor (i.e., Canadian National Railway) to assess how track closures, if necessary to implement, would impact their service and co-ordinate temporary schedules to accommodate all rail services on the open tracks.		

Appendix I (1 -11) – Metrolinx Report Engagement, Consultation, Communications, Contact Information

(No comments)

From: York Region
To:
Cc: Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; Mayor Scarpitti; Deputy Mayor, Don Hamilton – Markham; Regional Councillor, Jack Heath - Markham; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; officemayor@richmondhill.ca; david.west@richmondhill.ca; godwin.chan@richmondhill.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; joeli@markham.ca; maurizio.bevilacqua@vaughan.ca; joe.dipaola@richmondhill.ca; regionalclerk@york.ca; melissa.lantsman@parl.gc.ca; gila.martow@pc.ola.org; Stephen Collins; Nick Faieta
Subject: RE: Review comments: YNSE EPR Addendum
Date: Wednesday, April 13, 2022 5:17:35 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 comments and taking the time to review the YNSE Environmental Project Report Addendum. Please see attached Metrolinx's response which addresses your comments received on March 14, 2022.

Metrolinx will continue to work with the Royal Orchard Community during future project phases.

Sincerely,

YNSE Team

From:
Sent: March 14, 2022 12:42 PM
To: Stephen Collins <Stephen.Collins1@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; York Region <YorkRegion@metrolinx.com>
Cc: Wayne.Emmerson@york.ca; Tmrakas@aurora.ca; vhackson@eastgwillimbury.ca; mquirk@georgina.ca; rgrossi@georgina.ca; spellegrini@king.ca; Mayor Scarpitti <MayorScarpitti@markham.ca>; Deputy Mayor, Don Hamilton – Markham <dhamilton@markham.ca>; Regional Councillor, Jack Heath - Markham <jheath@markham.ca>; jjones@markham.ca; jtaylor@newmarket.ca; tvegh@newmarket.ca; officemayor@richmondhill.ca; david.west@richmondhill.ca; carmine.perrelli@richmondhill.ca; godwin.chan@richmondhill.ca; mario.ferri@vaughan.ca; gino.rosati@vaughan.ca; linda.jackson@vaughan.ca; mayor@townofws.ca; joeli@markham.ca; maurizio.bevilacqua@vaughan.ca; joe.dipaola@richmondhill.ca; regionalclerk@york.ca; melissa.lantsman@parl.gc.ca; gila.martow@pc.ola.org
Subject: Review comments: YNSE EPR Addendum

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,

I am a 33 year resident of the Royal Orchard neighbourhood community and as of 2016, a retired Environment and Climate Change scientist (meteorologist, climatologist and climate change adaptation and impacts researcher). I have undertaken a detailed review of the YNSE EPR Addendum that was released last month for public review (my primary focus is on Segment 2, which includes the Royal Orchard neighbourhood).

Please see attached for my review comments, questions and concerns. You will note that several of the issues described within my review comments are also included within the Royal Orchard community submission (as I contributed to the submission). I also wanted to highlight the PREFACE to my review comments directly within this email (below), in the event that this email is sent to others, without the review attachment.

As per our Royal Orchard community submission, I would also ask that Metrolinx address all of the concerns in my review document, and include further information as requested in the updated YNSE prior to its submission for review by the Minister of the Environment, Conservation and Parks. I also am requesting a detailed written response that specifically addresses each of my comments.

Thank you,
Joan Klaassen
Thornhill, Royal Orchard Community Resident

PREFACE, within the attached Review Comments document:

Although the Addendum report and its Appendices is well over 1000 pages in length, there are areas where the Addendum is lacking detailed analysis and content that is required to properly understand and assess all of the Project's impacts. This lack of information, coupled with concerns over what IS presently in the document, leads to serious shortcomings of the Addendum in its current format. The Addendum requires significant additions and changes to meet the standards expected and required of an Addendum for a transportation project of this scope.

Two key examples of information that is missing from the draft Addendum:

1. The Addendum does not include any results or analysis from the geotechnical drilling that Metrolinx conducted in the Royal Orchard neighbourhood during Fall 2021. Furthermore, the drilling has yet to be completed at key locations such as the Gazebo condominium and St. Anthony Catholic School that will be tunnelled under. Ground water and soil conditions are critical to understanding the impacts of the tunnelling on the environment as well as noise and vibration. When Metrolinx was questioned during recent virtual engagements and meetings as to why this (and other) information was not included in the Addendum, we were told that it would be forthcoming in the 'detailed design and pre-construction phase'. This is critical information that needs to be included within the Addendum prior to its final approval, in order to properly assess environmental, noise and vibration impacts.

2. There is no assessment of climate change risks within the document and in fact, climate change is not mentioned at all within the report and its Appendices. Metrolinx HAS undertaken climate

change risk and PIEVC assessments in the past (PIEVC 2015, Climate Risk and Strategy documents 2017, 2018), based on Metrolinx information online:
https://www.metrolinx.com/en/aboutus/sustainability/ and clearly understands the importance of climate change as well to its organization and projects
https://blog.metrolinx.com/2019/07/18/tracking-the-heat-and-riding-the-rails/
https://blog.metrolinx.com/2018/07/09/adapting-to-extreme-weather-conditions/.

But knowing this then leads me to question:
Was an updated PIEVC or other type of climate risk assessment conducted **specifically for this project**, particularly since the alignment tunnels directly under a residential neighbourhood and there is an above ground section near the CN rail line (neither of which were in the original 2009 alignment). If so, why is this not mentioned in the Addendum? And if not, why not and when will they be undertaken/included in the EPR Addendum?

We are already witnessing an increase in severity and frequency of extreme weather events such as heat waves, torrential downpours and extended periods of severe drought. Extended drought can lead to land subsidence while extreme heat can lead to buckling of train tracks. Extreme rainfall, coupled with our urban landscape, has led to devastating flooding in the GTA with stormwater systems overwhelmed, flooding of underground subway stations and above rail transportation infrastructure, and sinkholes/collapse of roads. Such events and impacts are being experienced on the global scale and scientists continue to warn us that such events will become even more severe and frequent in the future climate, certainly well within the lifespan of this project. There are numerous examples of how severe weather has impacted transportation and road infrastructure in the GTA in recent years. These are but a few of the more noteworthy ones.

https://blog.metrolinx.com/tag/weather/
https://www.thestar.com/news/gta/2013/07/08/storms_stall_ttc_go_as_roads_tracks_and_stations_flood.html
https://globalnews.ca/news/701696/special-weather-statement-issued-for-toronto/
https://www.thestar.com/news/gta/2009/07/26/massive_sinkholes_diverting_finch_traffic.html
https://www.theweathernetwork.com/ca/news/article/this-day-in-weather-history-august-19-2005-toronto-flooding-and-on-tornadoes
and
https://globalnews.ca/news/598817/42-areas-in-gta-at-risk-of-flooding-during-extreme-weather-events/
(Thornhill and Markham old village cores are included as flood vulnerable areas in the GTA)

In short, climate change and its impacts to the YNSE need to be included within the Addendum.

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.

Topic	Page Number *(if applicable)*	**General and Technically Specific Comments, Questions**	**Metrolinx Response**
Focus of my comments withinthe full Addendum report		The majority of my comments focus on Segment 2 of the alignment which includes the **Royal Orchard neighbourhood**, as I am a resident of this area. Comments specific to information on: • **Natural Environment and Existing Land Use** • **Socio-Economic and Land Use** • **Archaeological Resources** • **Built Heritage Resources and Cultural Heritage** • **Air Quality** • **Noise and Vibration** • **Transportation** are provided within my comments on the individual Appendix Reports (i.e. Appendices B throughG). **Please see below for the individual Appendices.** **Hydrology/Groundwater** was not covered in any of the Appendices and therefore is reviewed within the full report. And as a result of a review of this information, additional comments on Noise and Vibration are also provided for the full report.	Dear Ms. Klaassen, Thank you for your review comments on the Yonge North Subway Extension (YNSE) Environmental Project Report Addendum (the EPR Addendum). Your correspondence raised several comments, and we have used this format to respond to each of these items below.
Graphics that aren't included within the Full Report or StudyAppendices	N/A	There are 3 relevant graphics that I expected to see in the Report but did not find: a) tunnel depths along the YNSE, in particular for Segment 2, from Yonge/Baythorn Drive east tothe CN rail line, the Royal Orchard neighbourhood that will be tunnelled under b) vertical profile cross-sections of the soil and bedrock Hydrostratigraphic layers and groundwaterfor each of the Segments, in particular for Segment 2, the Royal Orchard neighbourhood that will be tunnelled under c) an illustration showing the width of the Corridor Transit Lands, which includes the width of each 5.6 m tunnel, the dimensions of the outer concrete casings, the 5.6 m space between each of the outside tunnel casings and if applicable, the width between each of the outside tunnel casings to the outside wall of the tunnel excavation, and the width of the buffer zone on either side of the tunnels. If this does vary along the alignment, then please just include the diagram for Segment 2,the part that tunnels under the Royal Orchard neighbourhood. c) Please add these to the Addendum: Full Report, Noise/Vibration Appendix Report, otherAppendices if deemed appropriate	a) A diagram of the vertical tunnel alignment has been included in the Updated EPR Addendum, which will be available on April 14, 2022 at Metrolinx.com/YongeSubwayExt. Simplified diagrams of the tunnel cross section are presented in the Noise and Vibration Impact Assessment Report as Figure B 22. b) 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's Catholic School.

			c) 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. d) Please see responses above

No detailed Appendix for Hydrogeology/Groundwater Timing of draft EPR Addendum being sent for review to over 39 municipal, provincial and federal review agencies and timing of completion of geotechnical drilling withinthe Royal Orchard neighbourhood	N/A Pages 508, 509	**Given the importance of Hydrogeology/Groundwater to the project, why wasn't a detailed Appendix Report included for this subject?** Perhaps this is linked to the fact that, for example, thegeotechnical drilling in the Royal Orchard community hadn't even been completed by October 28/29, 2021 when Metrolinx sent the draft EPR Addendum for review by government agencies. The drilling in fact didn't start until the end of August 2021 (started on Shieldmark Crescent off Kirk Drive) and wasn't completed on Baythorn Drive until December 7, 2021, one day before the final 'refined' route was 'officially' announced by Metrolinx on December 8. Clearly, not all borehole samples were analysed by this date and completing a detailed Appendix of the work prior to release of the Addendum for public review was likely not possible. Metrolinx has acknowledged in a January 2022 virtual engagement that there are still 'a few' boreholes that require drilling, including one at St. Anthony Elementary School and another at the Gazebo Condominium, 8111 Yonge St. These are both locations that will be tunnelled under. **Why did Metrolinx 'rush' to release the draft EA Addendum for review before all work was completed in support of it (and there are some other studies in addition to the geotechnical drilling that Metrolinx notes in various sections of the document still have to be undertaken)?** This should be discussed within the document.	As noted in the related comment above, 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. Transit project environmental assessments and resulting Environmental Project Reports/Environmental Project Report Addenda are completed early in project planning, to identify potential effects of a given project on the environment and ways to address them during construction and operation. Importantly, it is at the environmental assessment phase of a project that future studies to support further planning and design are identified and binding commitments to complete these studies are made. Collection of detailed subsurface conditions information (soil/groundwater) is one of such studies, along with various others, such as site-specific natural environment surveys. While, in some cases, these studies overlap with the environmental assessment phase of a project or are completed to inform it, certain studies are completed as part of project planning and design that take place following the environmental assessment process completion.
Number of agencies contactedfor the draft EPR Addendum review process, number of responses received *As part of seeking comments and feedback prior to issuing the Notice of EPR Addendum,*	Pages 508-509	Metrolinx states that over 39 agencies were contacted for the review process, as well as Indigenous Nations and conservation authorities and that the complete list of these agencies is provided in Table 6-10. Only 26 are listed in the table? And of these, there were only 10 responses? There was NO response received for example from Infrastructure Ontario, TTC and CNR, key partners and stakeholders in the YNSE project. Did Metrolinx attempt to follow up with any of theagencies that didn't respond? If not, why not? Please add to the Addendum.	Please allow us to clarify that Table 6 - 10 (List of Review Agencies and Conservation Authorities Who Received the Draft EPR for Review) does not include Indigenous participation. These details are instead contained within Section 6.5, which is dedicated to engagement with Indigenous Nations, and is the reason that only 26 organizations appear within Table 6 - 10. The EPR Addendum currently includes all feedback that was received from the review agencies that provided it within Appendix I.11 (GRT Circulation), and the Updated EPR Addendum to be issued following the Public Review Period will document any further comments received, as well as Metrolinx's responses. . Metrolinx will continue to engage review agencies, CN Rail and other technical stakeholders during the detailed design and construction phase of the project, as required.

a copy of the Draft EPR Addendum, including copies of supporting technical studies (included as EPR Addendum Appendices) was circulated to over 39 federal, provincial, municipal review agencies comprising the Government Review Team, as well as Indigenous Nations and conservation authorities in October 2021. Note that Indigenous Nations engagement, including circulation of the Draft EPR Addendum is outlined in Section 6.5. The complete list of review agencies and organizations who received a copy of the Draft EPR Addendum has been provided in Table 6-10.			
Chapter 4 Existing Conditions **LINK TO NOISE AND VIBRATION** 4.3 Hydrogeology/Groundwater *It should be noted that the exact nature of the subsurface through this area has been interpreted based on limited data available at both ends of the segment. This information will be verified and refined as required as the field investigation ongoing at the time of the preparation of this report progresses.* and Train Operations Vibrations, mitigation measures • *Complete more detailed*	Page 75	This confirms what I noted previously that the borehole drillings and their analysis were very likely not completed prior to the release of this Addendum for review (including to the municipal, provincial and federal agencies that were asked to review). BUT ground-borne noise and vibration ARE assessed within the EPR Addendum, with model predictive values provided for receptor locations and mitigation measures then applied to these values to reduce them to 'acceptable' levels (although as noted in my review of Noise/Vibration,they are still above the limits that Metrolinx has stated will be 'near imperceptible'). These ground-borne predictive values must also be dependent on soil type/composition. **If Metrolinx didn't have all of the detailed geotechnical information for Segment 2 as field investigations were ongoing when the Addendum was released, 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 presentlyshown in the EPR Addendum? If so, will the EPR Addendum be updated to include the new valuesand indicate what additional mitigation measures Metrolinx can use to further reduce the noise/vibration levels? **The Noise and Vibration sections in the Full and Detailed Reports needs to indicate that limitedsoil composition information was available when this Report was drafted, and what this data limitation could mean for the predicted ground-borne noise and vibration predicted levels.** Why weren't these studies completed BEFORE refining a route that tunnels under a residential neighbourhood? This leads to the question above on how different the predicted noise and vibration levels provided in the Report could potentially be?	The assumptions regarding the modeling characteristics including soils are stated in Section B 4.3 of the Noise and Vibration report. 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. Unlike the environmental assessment, which is completed early in project planning, the completion of more detailed vibration propagation testing takes place during the detailed design phase, as the design progresses and undergoes refinement, and such a study is a commitment Metrolinx has made in the EPR Addendum.

studies to predict ground-borne noise and vibration levels in order to meet the vibration criteria outlined in this report.			

Option 3 was identified as the preferred Reference Alignment because it provides potential for the highest number of stationswithin the $5.6 billion Project funding envelope. and *As part of the IBC, Option 3 was identified as the preferred Reference Alignment because it simplifies property requirements for the Project by increasing the length of the infrastructure within the CN/GO railway corridor and avoiding the need to tunnel under Holy Cross Cemetery*	Page 6	It avoids the need to tunnel under a Cemetery but as noted in the next sentence has to have careful planning because it tunnels under residential properties (and a school)? This 'simplifies property requirements'???? One could argue it actually complicates the property requirements (with single-home residential properties, Condominium/apartment buildings and an elementary school being tunnelled under and will likely require permits/access to the CN/GO railway corridorwith potential temporary disruption in service). The 'simplification' sentence should be revised. The sentence should also mention Option 3 requires tunnelling under an elementary school.	The description of the proposed subway alignment noted within your comments is contained within EPR Addendum Table 2-1 intended to summarize the current components of the YNSE project, changes from past assessments, and associated rationale. The nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A). Metrolinx has taken the comments from the community and elected leaders and completed a detailed technical review that improved our initial designs. This new design (Option 3 Adjusted Route, as presented in the December 8 2021 release followed by December 16 2021 and January 5 2022 Virtual Open Houses) allows us to tunnel even deeper and under fewer homes in the Royal Orchard 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.

The previous route went under 40 homes and an additional 23 properties, whereas the new route goes under 20 homes and 15 additional properties.	Page 9	This is a very simplistic description, which was noted by residents in Metrolinx virtual engagements(Jan 2022). These are the properties being directly impacted, but the description doesn't note thata Condominium building with over 200 individual residences will be tunnelled under (as will at least 1 Apartment building and 1 elementary school). Nor does it mention the dozens of residences where the subway will tunnel under front or back yards, or the hundreds of homes thatwill be indirectly impacted within 100-150 m of the underground excavation zone. The descriptionrequires updating.	As noted above, description of the proposed subway alignment noted within your comments is contained within EPR Addendum Table 2-1 intended to summarize the current components of the YNSE project, changes from past assessments, and associated rationale. The nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A). The EPR Addendum does not specify properties along or in vicinity of the alignment as the Addendum is based on the project conceptual design, and the final property requirements for the entire alignment are still being determined. In addition, certain supporting studies that involve nearby properties, such as the construction noise impact assessment, will need to be updated based on the

			project detailed design and construction methodology, information that will be developed in subsequent project phases.
Aspects of the design which have been subject to change, including Subway alignment	Page 13 Table 2-1 Page 16	The description needs to be far more specific. The subway alignment in the 2009 EPR was north on Yonge Street. It did NOT veer east, tunnel under a residential neighbourhood. This is a markedchange from the original route and should be specifically mentioned under the Subway Alignment design aspect which has changed. This includes modifying the alignment description within the Table to indicate the route tunnels under a residential neighbourhood once it veers east off Yonge to Baythorn (spelled incorrectly in several places in the report). (This is also noted within my comments in at least one of the detailed Appendices.)	As previously noted, the nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A). The EPR Addendum does not specify property requirements and associated property addresses as the Addendum is based on the project conceptual design, and the final property requirements for the entire alignment are still being determined. Metrolinx has begun engagement with property owners and will continue these efforts as project planning progresses. In December 2021, Metrolinx shared letters with the Royal Orchard residents whose home, front yard or back yard are directly above the planned tunnels. Metrolinx only acquires properties that are absolutely necessary for projects, and we take every effort to minimize the footprint of land required through careful planning and design work. When we confirm that certain properties are needed, either permanently or temporarily, we begin working directly with every single property owner to reach amicable agreements , through a process that's as simple and stress-free as possible. Our preference is to start working with property owners as early as possible to reach amicable agreements and compensate them with fair market value for any land that is required. We understand that residents and businesses would like to be informed of the property requirements as early as possible and we reach out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive a written notification from us informing them that this is case. After the initial outreach, 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 take place throughout the property acquisition process to ensure property owner has the information and support they need. As a convention, the document has been updated to use "Bay Thorn" to describe "Bay Thorn Drive" as this appears on mapping and road signs, and "Baythorn" has been used to describe "Baythorn Public School."
Study area: Natural Environment 120m from the proposed Project footprint.	Page 45	It was brought to my attention by another Royal Orchard resident that in the 2009 EPR, the Natural Environment study area was a 500 m buffer zone from the YNSE alignment. This buffer zone has been reduced to 120 m, based on the guidelines as described in the Ministry of Natural Resources & Forestry (MNDMNRF)'s 2010 *Natural Heritage Reference Manual for Natural HeritagePolicies of the Provincial Policy Statement*. Were the buffer zones reduced from those in the first edition, 2005? Why isn't this mentioned in the Report?	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.

Appendix A – YNSE Concept Design Mapping

(Reference maps for the Report Addendum; no comments)

Appendix B – Natural Environment Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions	
Distance between EEBs *'The TTC Design Manual requires EEBs to be located such that the distance from any underground location to an EEB is not greater than 381 m – i.e., the spacing between EEBs or between EEBs and the closest station platform or portal entrance must be 762 m or less.'*	Part A – Page 19	The document provides information on EEB spacing, but does not provide specifics on location of the EEBs, just general location information (in particular those within the Royal Orchard residential neighbourhood). See next comment.	Please see the response below.
Figure A 2-1 – the location of Emergency Exit Buildings (EEBs) 6 and 7 in Royal Orchard residential neighbourhood From the Appendix: • *EEB-6: located approximately north of Royal Orchard Station in the vicinity of Bay Thorn Drive* • *EEB-7: located approximately north of the potential Royal Orchard Station and south of the portal structure*	Part A – Pages 19 and 22	The map provided shows an approximate location of EEB-6 and EEB-7 (also generally described within Table A 2-1). No details are provided as to where these Emergency Exits would be specifically located, although the map does show that both buildings would be located within the Royal Orchard community neighbourhood: on Baythorn Drive and Kirk Drive. Both of these streets do not have any bus routes (nor do we need or want), requiring passengers who exit the EEBs to walk through a neighbourhood that they would be totally unfamiliar with to get to buses operating on the closest streets with bus routes: either Royal Orchard Boulevard (EEB-7 passengers) or Yonge (EEB-6 passengers). If the emergency exits were used after dark and/or during inclement weather, this would further exacerbate the problem. Clearly IF the route had been aligned along Yonge, the Exits would logically have been located on Yonge Street, avoiding potential problems. Metrolinx needs to reveal exactly where EEB-6 and EEB-7 will be located, what their contingency/business continuity plans will be to address safety and security plans in theevent of an emergency evacuation of the subway. These plans would need to ensure both the safety and security of passengers, as well as residents who live in the neighbourhood and studentsand staff at the 2 elementary schools that would be very close to these EEBs. (See also comments in Appendices C, G and H)	Our design team is working to determine the exact location of the EEBs needed along the entire route of the subway extension, with a specific focus to reduce the number needed in residential areas. 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. EEBs are anticipated to be used only in exceedingly rare situations when it is necessary to protect the health and safety of transit riders and operators. Should such extremely rare situations arise, passengers, once at surface, would be moved from an EEB, for example via a shuttle service provided by the subway operator. As the EEBs are not part of a station, they are not intended to be used for routine activities and are in place solely to facilitate emergency access for firefighters and egress for passengers. Metrolinx will continue to engage residents in Royal Orchard as design plans progress.

Existing conditions and Purpose of study *to assess potential impacts associated with the Project and to identify mitigation measures and monitoring activities (as required)*	Page 27 (and Segment specific Pages as well)	Surface water is one of the existing conditions that is assessed. BUT there is no mention of or assessment of ground water in THIS report (it's included in the Full report), a serious omission given the nature of the underground tunnelling and operations. This would include, as per the purposes outline in this document: an assessment of potential impacts associated with the Project andidentification of mitigation measures and monitoring activities (as required).	To avoid duplication, subsurface conditions, including existing conditions (Section 4.3), potential effects and corresponding mitigation measures and monitoring requirements (Section 5.2), have been discussed in the main report. It is typical for Environmental Project Reports/Addenda to have stand-alone reports for select environmental disciplines/components rather than all disciplines/components assessed.
Climate change		There is no mention of environmental changes that will occur as a result of climate change and their potential impacts on the project: in particular increased flood and drought risk (e.g., implications for ground subsidence, surface and ground water levels). This is of particular importance to the revised route from the previous EA, as the subway will now be tunnelling underhomes and buildings, Pomona Creek and have an above ground section near the CN rail line.	Thank you for your comments regarding environmental changes in the context of climate changes. The YNSE will be subject to the requirements of a federal climate lens, which will include a detailed assessment of how the project will be designed to anticipate, prevent, withstand, and adapt from climate change and its associated effects on the environment. The *Metrolinx Sustainability Strategy* (2015-2022) (https://www.metrolinx.com/en/aboutus/sustainability/Sustainability_Strategy_2015-2020_EN.pdf) and the Metrolinx Climate Adaptation Strategy (https://www.metrolinx.com/en/aboutus/sustainability/MX%20Climat%20Adapt_Str_May8_vs4.pdf) provide additional detail on how the uncertainties associated with climate change will be addressed by applying robust solutions that are effective, economical and efficient.

Appendix C – Socio-Economic and Land Use Existing Conditions and Impact Assessment Report

Topic	**Appendix Page Number** *(if applicable)*	**General and Technically Specific Comments, Questions**	
Noise and vibration are listed under the Construction and Operational Phase as being *Nuisance effects*	Part A – Page 1	If specific noise and vibration threshold levels are exceeded on an ongoing basis with a subway running under resident homes and a neighbourhood school, these impacts can be damaging to health, learning and infrastructure. Metrolinx should NOT be referring to these as nuisance effectsand instead assess their true potential for **damaging** impacts (as is done in Appendix C for cultural heritage buildings). Similarly, there could be the potential for damaging impacts to infrastructure during the tunnel boring process to those homes and buildings being directly tunnelled under. **There is no mention of potential impacts to health and learning (e.g., Dr. Gerald Goldberg's findings that have been presented to Metrolinx in virtual meetings) in this Report or the Noiseand Vibration Report. These need to be included in the Addendum.**	The term "nuisance" is used in the socio-economic and land use characteristics report context to describe the potential air quality and noise and vibration effects of construction activities that are temporary in nature and will cease as construction activities are complete. The potential effects and proposed mitigation measures are reviewed in detail in the Noise and Vibration Impact Assessment, and the Air Quality Impact Assessment, both included as appendices to the Addendum. 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. 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 operational noise and vibration limits/EA commitments (e.g., resilient fasteners, floating slab track, noise walls). Metrolinx is committed to comprehensive mitigation of noise and vibration and other environmental effects, as required, to avoid any significant impacts.
Develop plans to 'manage' noise and vibration during the construction, plans for air quality, etc. and *Potential socio-economic effects associated with construction are anticipated to be short term in duration and related to noise/vibration,*	Part A – Page 2 and Part B – Page 23	There is no mention of any mitigating plans to 'manage' noise and vibration during the OPERATIONAL Phase, which is a serious omission. How damaging will the noise and vibration be toour homes, schools and residents during the construction phase??? Even 'short term' noise and vibration can be damaging.	Table B -3-2 of the Socio-Economic and Land Use report notes mitigation measures related to potential impacts to land use and access that outlined in the Noise and Vibration assessment. Discipline-specific assessments such as noise and vibration assessment of project operations have been captured in stand-alone reports which are referenced in other parts of the EPR Addendum to reduce duplication.
Proposed Subway Horizontal Alignment **A 2.3 Study Segments Segment 2**	Table A 2-1 Part A – Page 8	It is critical to describe the alignment correctly in ALL parts of this Appendix, as the Royal Orchard neighbourhood is the backbone of Segment 2 of the existing 'land use', 'social' and 'natural' conditions and thus this forms the basis for assessing potential impacts to the built and natural environment being tunnelled under, with potential impacts to human physical and mental healthas well.	Thank you for your comment. Table A 2-1 is common to all the Impact Assessment Reports. As noted previously, the description of the proposed subway alignment is intended to summarize the current components of the YNSE project, changes from past assessments, and associated rationale. The nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A).

	Part A – Page 17	The alignment description is thus seriously flawed/incomplete, simply saying *'It then curves to reachBay Thorn Drive and continue to the east, before turning northwards…'* This description needs to specify that the subway alignment will run under homes, buildings and aschool in a residential neighbourhood, and Pomona Creek in Royal Orchard Park. Similarly, there is no mention of the tunnelling under the residential neighbourhood in the Segment 2 description. (Although there is mention of homes, building and parks further down onPart A – Page 18, that description still does not specifically mention the tunnelling that will be UNDER many of the homes and 1 school, not just under Baythorn Drive.) Specifics are provided with respect to the CN rail line. Tunnelling under a residential neighbourhood is and continues to be a serious concern, and should be included in the alignmentdescription. Omitting it does not 'hide the facts'.	The description of the proposed subway alignment is intended to summarize the current components of the YNSE project, changes from past assessments, and associated rationale. The nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A).
Existing land uses - Parks	Part A – Page 53 and Part B – Page 19	**Why isn't Royal Orchard Park listed/mentioned as a park in Segment 2?** Pomona Creek that willbe tunnelled under lies within this Park. Also not mapped. Note: Royal Orchard Park IS mentioned in the Archaeological Resources sections of the Addendum.	Thank you for the correction. Table A-34 has been updated, and Royal Orchard Park text has been applied Appendix A, Segment 2, Figure 12.
10 Royal Orchard Boulevard- Official Plan Amendment and Zoning by-law amendment for a redevelopment consisting of four residential buildings with heights ranging from 25-29 stories.	Part A – Page 60	The height of these buildings will depend on whether there is a subway station at Royal Orchard (based on information from Ward 1 Markham Councillor). Min of 20 storeys to max of 59 storeys.Report should be revised/updated accordingly.	Thank you for this information. The existing conditions have been presented based on the published secondary plans, Official Plan amendments and by-law amendments.
Defining socio-economic and land use criteria for this report	Part B – Page 1	There are serious flaws/omissions within the definition of the socio-economic criteria for assessment. As per earlier comments, noise and vibration impacts can be DAMAGING, rather than just 'nuisance'. Residential homes and buildings should be assessed separately, as are done with	As previously noted, the term "nuisance" is used in the socio-economic and land use characteristics report context to describe the potential air quality and noise and vibration effects of construction activities that are temporary in nature and will cease as construction activities are complete. The potential effects and proposed mitigation measures are reviewed in detail in the Noise and Vibration Impact Assessment, and the Air Quality Impact Assessment, both included as appendices to the Addendum.

Socio *-Economic Criteria* • *Potential effects on sensitive facilities (i.e., hospitals, schools, community landmarks, child-care centres, cemeteries, and long-term care centres);* • *Potential effects on pedestrian trails;* • *Potential effects on parks/open spaces; and* • *Potential nuisance effects (outlined in the Noise and Vibration Assessment and Air Quality Impact Assessment Reports)*		sensitive facilities (and cultural heritage properties in a separate report to this Addendum). There are potential economic impacts (resale values of residential homes and value of damages/repair to homes and buildings) that need to be assessed. In addition, there are human physical and mental health issues of residents and to elementary school students, teachers and staff that are not included in the assessment criteria. NONE of these potential impacts are discussed, and only a sentence or two in various Sections of the report is devoted to the 'nuisance' effects that are considered to be only temporary in nature.But could indeed be long term/ongoing/permanent during the ongoing subway operations phase.	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. 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 operational noise and vibration limits/EA commitments (e.g., resilient fasteners, floating slab track, noise walls). Metrolinx is committed to comprehensive mitigation for noise and vibration and other environmental effects, as required, to avoid any significant impacts.

Sensitive facilities: schools	Part A – Page 59	Schools are defined as 'sensitive' facilities, and yet Metrolinx intends to tunnel directly under 1 elementary school, St. Anthony, and tunnel very close to a 2nd elementary school, Baythorn Public?	This is correct. The details of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section4) and the assessment of potential impacts and identification of mitigation measures(Section 5). This is supplemented through detailed mapping within the Appendices to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A). As the St. Anthony Catholic School and Baythorn Public schools are located within a residential area, their treatment as noise and vibrations receptors will be the same as adjacent residences. Mitigation measures related to potential noise and vibration effects of subway operations are outlined in the Noise and Vibration Existing Conditions and Impact Assessment Report (Appendix G).

Locations of EEB-6 and EEB-7 *Further along the alignment, EEB-6 is planned to be located west of Inverlochy Boulevard and south of Bay Thorn Drive.* *Finally, the proposed EEB-7 is proposed north of Banquo Road where the below grade alignment curves east and begins to travel along the existing CN/GO rail corridor, between Royal Orchard Station and the portal/ launch shaft.* and *The City of Markham designates the land on which the proposed EEB-6 and EEB-7 are situated as residential low-rise. According to Section 8.2.3.6 of the City of Markham Official Plan, on lands designated low-rise residential, development should be designed to be transit-oriented and reflect transit-oriented development principles. Furthermore, Section 8.1.1 provides for municipal transportation facilities as a land use in all designations (except in greenways unless specifically stipulated).*	Part B – Pages 21, 22	See comments below on EEB-6 and EEB-7 locations shown in Appendix A. AND what is being implied on the location of these EEBs (i.e. that they are on residential low-riselands)? Do these lands presently have EXISTING homes on the proposed locations? And if so, is Metrolinx intending to EXPROPRIATE homes for these buildings? If so, it now becomes clear why Metrolinx did not discuss or reveal this information in the virtual community engagement. **NOTE: This is the only Appendix Report where a specific location for EEB-6 is given (which differsfrom the location of the EEB-6 dot on maps that are presented throughout the different Appendix Reports). This location is a 'green' area with no homes or buildings.**	Our design team is working to determine the exact location of the EEBs needed along the entire route of the subway extension, with a specific focus to reduce the number needed in residential areas. 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. EEBs are anticipated to be used only in exceedingly rare situations when it is necessary to protect the health and safety of transit riders and operators. Should such extremely rare situations arise, passengers, once at surface, would be moved from an EEB, for example via a shuttle service provided by the subway operator. As the EEBs are not part of a station, they are not intended to be used for routine activities and are in place solely to facilitate emergency access for firefighters and egress for passengers. Metrolinx will continue to engage residents in Royal Orchard as design plans progress, providing more information and taking your feedback on plans to minimize local disruption during rare emergency events. Thank you for bringing the proposed conceptual EEB-6 location description to our attention. As noted above, our design team is working to determine the exact location of EEBs along the alignment. EEB-6 location in the Socio-Economic and Land Use Existing Conditions & Impact Assessment Report (Appendix C) description in Part B Section B 3.3.2 has been revised to correspond to the EEB-6 location shown in the alignment maps.

Permits relating to CN right of way	Part B – Page 40	A permit or permission need by Metrolinx to tunnel near, potentially under the CN track seems likely. From Metrolinx virtual engagement meetings, it appears that Metrolinx has yet to receive CN approval for this work. This of course would not be needed if the subway alignment were ON YONGE. Approval or permits from CN should have been acquired prior to the announcement of any final route (which was made in December 2021) and prior to the release of the EA Addendum for public review.	Permits/approvals that may be required from CN Rail have been noted in Section 7.1.2 of the EPR Addendum. Discussions with CN are ongoing. Metrolinx will continue to engage CN and other technical stakeholders during the detailed design and construction phase of the project, including to obtain any required permits and approvals.
Location of EEB-6 is shown 'somewhere' on Baythorn Drive Location of EEB-7 is proposed as St. Anthony Catholic School	Appendix A Segment 2 – Figures 10, 12 Page is not numbered	The map provided shows an approximate location of EEB-6 and EEB-7. No details are provided as to where EEB-6 would be specifically located, although EEB-7 shows a location on St Anthony Catholic school property. (SEE ABOVE. EEB-6 is given a specific location on Part B – Page 21?) Specifics SHOULD be provided, as both buildings are located directly within the Royal Orchard community/residential neighbourhood: on Baythorn Drive and Kirk Drive. Both of these streets do not have any bus routes (nor do we need or want), requiring passengers who exit the EEBs to walk through a neighbourhood that they would be totally unfamiliar with to get to buses operatingon the closest streets with bus routes: either Royal Orchard Boulevard (EEB-7 passengers) or Yonge (EEB-6 passengers). If the emergency exits were used after dark and/or during inclement weather, this would further exacerbate the problem. Clearly IF the route had been aligned along Yonge, the Exits would logically have been located on Yonge Street, avoiding potential problems. Metrolinx needs to reveal exactly where EEB-6 and EEB-7 will be located, what their contingency/business continuity plans will be to address safety and security plans in the event of an emergency evacuation of the subway. These plans would need to ensure both the safety and security of passengers, as well as residents who live in the neighbourhood and students and staff at the 2 elementary schools that would be very close to these EEBs. (See also comments in Appendices B, G and H)	Please note that EEB-7 is not shown, nor proposed to be on St. Anthony Catholic School property. Our design team is working to determine the exact location of the EEBs needed along the entire route of the subway extension, with a specific focus to reduce the number needed in residential areas. Applicable safety standards require EEBs to be located within a set maximum distance from the next point of egress as you note, meaning there are limited options for the placement of these facilities. Metrolinx will continue to engage with members of the community as the location of EEBs is further refined during the future stages of design. EEBs are anticipated to be used only in exceedingly rare situations when it is necessary to protect the health and safety of transit riders and operators. Should such extremely rare situations arise, passengers, once at surface, would be moved from an EEB, for example via a shuttle service provided by the subway operator. As the EEBs are not part of a station, they are not intended to be used for routine activities and are in place solely to facilitate emergency access for firefighters and egress for passengers. Metrolinx will continue to engage residents in Royal Orchard as design plans progress and specific EEB locations are confirmed.

Map has incorrect tunnelling location and street name	Appendix B Proposed Royal Orchard Station Page is not numbered in document	The map clearly has INCORRECT street names and underground subway route. This is not the location of Thornhill Avenue and furthermore, the subway has been proposed to tunnel underBaythorn Drive. Update with the correct map.	Thank you for the correction. This has been updated in the document.

Appendix D – Stage 1 Archaeological Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions	
Royal Orchard Park between Baythorn and Thorny Brae Park – described in the report as an area that retainsarchaeological potential and possible further assessment *'recommended for further work in the form of a test-pitsurvey. The lands recommended for further assessment include a small portion of Royal Orchard Park adjacent to Baythorn Drive located within the YNSE Archaeology Study Area.'*	v, 9 (see also Appendix B:Figure 9I)'	IF this assessment proceeds: How disruptive is this process, how long is it expected to take and will it bar general access to thepark via the bridge during this period? I'm assuming that the test pit grid process would be used over the area shown in Figure 9I.	Thank you for your questions regarding the potential Stage 2 Archaeological Assessment for the portion of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive. At this time, we do not anticipate any project construction-related ground disturbance in the Royal Orchard Park as tunnelling activities will be below surface. Site-specific geotechnical investigations (borehole drilling) will be completed at Royal Orchard Park in Spring 2022 accompanied by Stage 2 archaeological assessment. Notifications for the borehole drilling work were sent to the Royal Orchard community the week of March 28th. For any future fieldwork, communications will occur with the local community related to the nature, extent and duration of this work prior to work commencement.

Appendix E – Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions	
Report title indicates this is a 'preliminary' impact assessment?	Title page	Why has the Addendum been released for public review if this is only a preliminary assessment and more work is required?	To comply with the naming conventions of the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the Cultural Heritage report has been named 'preliminary.' The Report gives the cultural heritage background of the Study Area and provides a preliminary assessment of potential impacts from YNSE infrastructure, should it be located on or interact with the noted properties. At this time, it has yet to be confirmed whether certain heritage properties along the alignment will be subject to a disturbance with the potential to impact heritage resources. Where impacts are confirmed during detailed design, further technical studies such as Cultural Heritage Evaluation Reports (CHERs) will be completed per Ministry Standards and Guidelines, and where indicated a Heritage Impact Assessment (HIA) will be completed, as required, in addition to consultation with municipalities, MHSTCI and other stakeholders. The impact assessment approach, potential impacts and corresponding mitigation measures are described in detail in the Cultural Heritage Report.

Heritage listings in Table A 0-1 should also point to a map of the properties	Executive Summary – Page A-2	The text needs to also point the user to a map of the locations listed in Table A 0-1	Thank you for the suggestion. As its main purpose is to provide an overview of the report, the Executive Summary is meant to be as concise as possible and with as few references to the main body of the report as possible.
Typographical error	Part A – Page 33	These documents were supposedly proofread/reviewed internally but at least one typographicalerror was missed. *were complied* should be *were compiled*	Thank you. The typographical error will be corrected.
An assessment of scale and severity of impacts to heritage buildings is made. *In order to make predictions about potential impacts, additional factors were considered, including the scale or severity of impacts, and whether they are to be temporary or permanent, reversible or irreversible (MHSTCI 2019).* and *Potential indirect impacts: Vibration damage related to the construction ofthe Project in the vicinity of abuilt heritage resource or cultural heritage landscape may occur at 43 properties.*		Has there been the same level of detailed assessments made for each of the homes and buildings in the Royal Orchard neighbourhood that will be tunnelled under or in close proximity to the tunnelling? Although the heritage buildings are of much older construction than MOST ofthe heritage homes identified, they are not being directly tunnelled under (although I noted thatthere are some newer buildings/homes that are listed within the properties as they lie within the Heritage district and they are newer than those within in the Royal Orchard neighbourhood that date to 1967-68). The noise and vibration studies that have been undertaken are modelled,simulated studies, not real world results. How do we know there won't potentially be vibration damage to the Royal Orchard neighbourhood homes, both during and after construction?	The assessment of heritage resources contained within the EPR Addendum was completed in accordance with applicable legislation and guidance documents issued by the MHSTCI. Applicable legislation, such as the *Ontario Heritage Act*, obliges Metrolinx to consider potential Built Heritage Resources and Cultural Heritage Landscapes in a unique way that is not applicable to most residential homes. This does not mean that residential properties will not be protected, however. Construction vibration is well-understood and construction vibration assessment completed in support of the YNSE project followed long-standing methodology described in detail in the Noise and Vibration Impact Assessment Report. During construction, vibration will be controlled and monitored so as not to exceed applicable limits (e.g., limits outlined in local municipal bylaws) and to ensure mitigation measures are effective. The suite of mitigation measures that could be used to reduce construction vibration outlined in the EPR Addendum is applicable to the entire project and not exhaustive. As planning progresses, additional measures may be identified and implemented to control vibration at specific locations along the alignment or during specific construction phases/activities. Notably, prior to construction commencement, Contractors will update construction vibration assessments and submit detailed, site-specific management plans for Metrolinx to review and approve. Such plans will be based on the local context and construction means and methods at each site, developed once detailed design is complete and closer to construction.

Mitigation measures for heritage buildings, associated with any potential vibration impacts **Where impacts are anticipated due to potential vibration impacts:** *In all cases, avoidance of the built heritage resources or cultural heritage landscapes is the*	Part A – Pages 11, 26 Table B 3-1 Table B-4-1Part B – Page 79 +	Comments are also made in Appendices C and G where it is clear there is a significant difference between the assessment and recognition that there could be impacts on homes and buildings that are directly tunneled under or are in very close proximity to tunnelling compared to the degree of assessment for those defined as having cultural heritage that aren't being tunnelled under. Metrolinx cannot say with a high degree of certainty there won't be ANY potential vibration impacts to Royal Orchard homes and buildings, given their assurances are based on modelled simulations, not real world results. The maps provided in this Appendix clearly show that there are many hundreds of homes included within the 25 and 50 metre study zones in the Royal Orchard neighbourhood. And if these homes are within the study area, where are the results of vibration assessments for each of these structures? (outside of 'model' simulations). Will vibration and noise be monitored at the individual Royal Orchard neighbourhood homes and buildings that are being directly tunnelled under as well as those that are within a study area radius (such as the study	As noted above, the assessment of heritage resources contained within the EPR Addendum was completed in accordance with applicable legislation and guidance documents issued by the MHSTCI. Applicable legislation, such as the *Ontario Heritage Act,* obliges Metrolinx to consider potential Built Heritage Resources and Cultural Heritage Landscapes in a unique way that is not applicable to most residential homes. This does not mean that residential properties will not be protected, however. Construction vibration is well-understood and construction vibration assessment completed in support of the YNSE project followed long-standing methodology described in detail in the Noise and Vibration Impact Assessment Report. During construction, vibration will be tightly controlled and monitored so as not to

preferred mitigation measure; only where avoidancewas determined to not be feasible were mitigation measures prepared. *Document (review and establish) the structural condition of the affected buildings to determine if they are vulnerable to vibration impacts from construction activities.* *Establish vibration limits basedon structural conditions, founding soil conditions and type of construction vibration to ensure no damage to heritage structures.* *Implement vibration mitigation measures on the construction site and/or at the building.* *Monitor vibration during construction, with notification by audible and/or visual alarms when limits are approached or exceeded.* And more specifically: For those Heritage Buildings where vibration impacts are expected to occur: i. *Preferred Option A: Avoidance - Design the Projectto avoid vibration damage to S1-CHR9, including a sufficientbuffer (within 250m) between Project components/activities and the building. Note, the vibration buffer will be refined once property-specific*		zones of 25-50 m within this cultural heritage study): both duringthe construction period and ongoing when the subway is operational (and pre construction period as a baseline)? As noted above, there are hundreds of homes and buildings within thesezones that should have had more detailed assessments completed. NONE OF THIS WOULD BE REQUIRED IF THE ROUTE WAS ALIGNED BACK TO YONGE. Of course, the obvious mitigation measure for the Royal Orchard neighbourhood is align the subway on Yonge and thus avoid any potential vibration (and noise) impacts. This 'return the subway to Yonge' as a Mitigation Measure for potential vibration impacts to Royal Orchard homes and buildings fits perfectly with the preferred mitigation measure for Heritage Properties that could be impacted: *Avoidance - Design the Project to avoid the property.* As it is now: Preferred Option A of avoidance has been noted for the cultural heritage buildings. BUT avoidance has been dismissed for Royal Orchard homes and buildings (as noted above, we can'tconclude noise and vibration impacts will not occur from the tunnel boring and then ongoing subway operation once built and running). BUT the steps for **Alternative Option A** have not been followed for the Royal Orchard area homes and buildings? Metrolinx should be doing far more work in this area for the Royal Orchard neighbourhood	exceed applicable limits (e.g., limits outlined in local municipal bylaws) and to ensure mitigation measures are effective. The suite of mitigation measures that could be used to reduce construction vibration outlined in the EPR Addendum is applicable to the entire project and not exhaustive. As planning progresses, additional measures may be identified and implemented to control vibration at specific locations along the alignment or during specific construction phases/activities. Notably, prior to construction commencement, Contractors will update construction vibration assessments and submit detailed, site-specific management plans for Metrolinx to review and approve. Such plans will be based on the local context and construction means and methods at each site, developed once detailed design is complete and closer to construction. Metrolinx takes every effort to minimize the footprint of land associated with our projects, whether at the surface or below, through careful planning and design work. In December 2021, Metrolinx 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, available at https://blog.metrolinx.com/2021/12/08/metrolinx-ceo-statement-on-refined-route-for-yonge-north-subway-extension/ . 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. Please see the December 15 2021 open letter to the residents of the Royal Orchard community for more information about why the route of the subway extension has shifted off of Yonge Street in the northern segment of the line and how Metrolinx will make sure that the new subway service does not become a disruption to the community, available at: https://www.metrolinxengage.com/sites/default/files/metrolinx_ceo_letter_to_royal_orchard_community.pdf. EPR Addendum offers further details on managing the potential vibration and other environmental impacts associated with project construction and operation.

impacts/vibration study are known/completed. ii. *Alternative Option A: If vibration impact cannot be avoided, then the following is required:* *Documentation (review and establish) of the structural conditions, founding soil conditions and type of construction vibration;* *Implement vibration mitigating measures on the construction site and/or at the building;* *Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and* ii. *Conduct regular conditionsurveys and reviews during construction to evaluate efficacy or protective measures in place prior to construction. If damage is identified, then implement additional corrective steps.*			

Appendix F – Air Quality Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions	
Table A 2-1: Route alignment EEB-6 and EEB-7 Description of route alignment for Segment 2	Pages A-8, A-12 Page A-17	Comments on EEBs, as per the comments in the same or similar table used in other Appendix Reports to theAddendum (see above) Alignment should specifically mention that the new route will tunnel under homes and buildings, including an elementary school, in the Royal Orchard neighbourhood (as per comments in other Appendix Reports tothe Addendum, see above)	Our design team is working to determine the exact location of the EEBs needed along the entire route of the subway extension, with a specific focus to reduce the number needed in residential areas. 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. EEBs are anticipated to be used only in exceedingly rare situations when it is necessary to protect the health and safety of transit riders and operators. Should such extremely rare situations arise, passengers, once at surface, would be moved from an EEB, for example via a shuttle service provided by the subway operator. As the EEBs are not part of a station, they are not intended to be used for routine activities and are in place solely to facilitate emergency access for firefighters and egress for passengers. Metrolinx will continue to engage residents in Royal Orchard as design plans progress, providing more information and taking your feedback on plans to minimize local disruption during rare emergency events. The description of the proposed subway alignment is contained within a EPR Addendum Table 2-1 intended to summarize the current components of the YNSE project, changes from past assessments, and associated rationale. The nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A) .

Data period of record for air quality (2017-2019) *For this study, the 90th percentile of three (3) years of hourly measured data was processed and used as the background concentration. Data availability as well as the representativeness of stations (i.e., surrounding land use being comparable to that of the project) was considered when selecting which data to use.*	Part A – Pages 18, 22	Although I recognize that the 3-year period is used in defining the CAAQS, it would have been useful to perform additional analysis to investigate the air quality data over a longer period of record and to identify changes over this period. Certainly, air quality has improved over time, but assessing data for the last 10 years for example would still be relevant. Weather patterns also influence air quality, and are variable overmulti year time scales; hence further analysis of 10 years of data would have been justified.	Thank you for the comments and suggestions regarding the collection of baseline air quality information. The approach used within the current EPR Addendum has been accepted by the MECP and Environment and Climate Change Canada for other air quality studies (e.g., in support of the Ontario Line, Eglinton Crosstown West Extension, and Scarborough Subway Extension) reviewed as part of the environmental assessment process. Similarly, the two air dispersion models used to assess air quality impact assessments within the EPR Addendum (AERMOD and CAL3QHCR) are both approved by MECP and the Ministry of Transportation. The Air Quality assessment is based on the known conditions. Specifically, the approved modelling approach of future scenarios is to use the most recent, most applicable meteorological file. The 2015-2019 data set (prepared and provided to the project team by MECP) covers 5 years of the most recent data available at the time of the assessment and presents all reasonable variability of meteorological conditions in the area.

Only 5 years of climate data was used from Toronto Buttonville A (2015-2019) *Historical weather and climate data provide a good indication of the conditions expected during the construction and operational phases of the Project. This information is important in identifying factors such as which receptors are most likely to be affected by Project emissions (e.g., wind direction/speed and frequency) and conditions that would lead to higher emissions and impacts (e.g., high winds or dry conditions).*	Part A – Pages 18, 22	As noted above, weather patterns can be quite variable over multi year time scales and thus the 5 years of data selected will very likely not be a true representation of the expected weather/climate in the area. To properly assess the frequency of certain weather conditions that can contribute to higher concentrations of air pollutants, for example, high winds/dry weather, additional years of data should be assessed with additional years of air quality data (e.g. 10 years of data, as noted above). Data for Toronto Buttonville Airport is available from 1986 to present, but the Airport station changed climate station identifiers in recent years (when there were changes in the equipment, automation, etc.) Data from Toronto Buttonville Airport station, climate ID 615HMAK, could therefore have been used in such an analysis https://climate.weather.gc.ca/historical_data/search_historic_data_e.html Was there any consideration given to this type of analysis and if not, why not?	Thank you for the comments and suggestions regarding the collection of baseline air quality information. As stated above, the approach used within the current EPR Addendum has been accepted by the MECP and Environment and Climate Change Canada for other air quality studies reviewed as part of the environmental assessment process. Similarly, the two air dispersion models used to assess air quality impact assessments within the EPR Addendum (AERMOD and CAL3QHCR) are both approved by MECP and the Ministry of Transportation. The Air Quality assessment is based on the known conditions. Specifically, the approved modelling approach of future scenarios is to use the most recent, most applicable meteorological file. The 2015-2019 data set (prepared and provided to the project team by MECP) covers 5 years of the most recent data available at the time of the assessment and presents all reasonable variability of meteorological conditions in the area.

Wind roses are based on annual averages of hourly data Climate normals were used for monthly, 'average' temperature and precipitation values	Part A – Pages 22, 23	This is a 'simplistic' approach to producing wind roses and providing temperature and precipitation information for air quality purposes. Wind roses: These need to be constructed for relevant periods of the day when construction is (or isn't) occurring, not just an average for the day (e.g. morning, afternoon, night or hourly as well as to correlate with the hourly diurnal variation of the pollutants shown in in the report, e.g. Table AB1). And by season as well, ideally by month. Is there a reason why this wasn't done? Did the program used to generate the wind roses select the wind speed ranges to be analysed or are these the ranges relevant for air quality purposes (no explanation is given)? Temperature, precipitation: This is not an analysis, simply citing Environment Canada's 'normal' climate values for the 1981-2010 period (and only 'averages', no mention of extremes). It is important to understand the frequency, for example, of high wind and dry conditions, which requires a thorough analysis of hourly temperature and precipitation data COMBINED with the wind data. Precipitation is not evenly distributed throughout the year. There are years, for example, where our area can experience very dry conditions for many weeks or months, other years when wet conditions prevail regularly and/or there are extreme rainfall/flooding events, etc. If there are specific years where ambient air quality criteria are exceeded for prolonged periods, for example, an analysis specific to these cases should be undertaken. These are the cases of the greatest importance, not simply the averages of conditions. Why wasn't any of this work undertaken?	Thank you for your insight into the presentation of the background information. As we've noted above, the approach used within the current EPR Addendum is standard, requires detailed analyses and has been accepted by the MECP and Environment and Climate Change Canada in the context of the environmental assessment process. The wind roses are derived from the hourly database and presented in a standard format. These graphs will allow to identify the prevailing wind directions, frequency and wind speed. The extremes do not occur on a regular basis. The meteorological data for these types of reports looks at overall averages to capture a more representative picture of standard conditions. Monthly and annual maximum and minimum temperatures are presented in the report, as well as monthly and annual precipitation data.
Ambient background concentrations	Table A 3-2 Page 24	It would be useful to have this information by season as well, or at least information on when the maximum (and minimum) values are observed during the year.	Please see our comments above on the applicability of the approach.
Hourly Average Background Concentrations	Appendix AB	These are annual averages. It is important to see the SEASONAL differences in the pollutants.	Please see our comments above on the applicability of the approach.

Future 2041 'build' and 'no build' scenarios	Part B – Page 16	Do these models incorporate changes in temperature, wind patterns, precipitation expected with climate change? Or is it simply a 'static' atmospheric component (i.e. using today's climate values) to produce these future scenarios? If climate change is not included in the scenarios, then there is a serious flaw in the analysis and the results are suspect. Based on information within the Appendix tables, for example, the only reference to meteorology, hourly temperature and humidity values, is for Buttonville Airport (i.e. the current 2015-2019 climate). And perhaps more importantly, what assumptions have been made for changes in the landscape, with planned urban intensification and 100+ high rise buildings from 20 to 80 storeys planned for the Yonge corridor? Wind engineering research has shown that tall buildings can increase air pollution in urban areas, as a result of changes in turbulent air flow (i.e. changes in wind speeds and directions) and subsequent changes in dispersion of air pollutants. These can lead to local 'hot spots' of pollutants. If the modelled results for 2041 assume the same landscape as 2021, this would also result in a flawed analysis and further reason for the results to be suspect.	The Air Quality (AQ) assessment is based on the known conditions, using the accepted methodology from MECP and Environment and Climate Change Canada (ECCC) in the context of the environmental assessment. Specifically, the approved modelling approach of future scenarios is to use the most recent, most applicable meteorological file. The 2015-2019 data set (prepared and provided to the project team by MECP) covers 5 years of the most recent data available at the time of the assessment and presents all reasonable variability of meteorological conditions in the area. Usage of theoretical future meteorology for the air dispersion modelling of transportation, infrastructure, or industrial projects would be inconsistent with accepted methodology from the MECP and ECCC. The scope of the assessment is limited to identifying potential impacts of the proposed YNSE project. Section B 2.3 of the Report notes that future build scenario (2041) includes the development of high-rise developments adjacent to the alignment. Addition of new buildings in an already developed urban area will not change the AQ modelling input, which is already considering the appropriate surface roughness that takes into account obstacles to the wind. The AQ modelling in support of the EPR is a so-called stress test modelling with very conservative assumptions. In our modelling the elevated receptors on high rise buildings were modelled. The downwash effect created by buildings (wind going down when it blows against tall buildings) is not applicable to air sources representing construction activities. As described in the report, any potential AQ effects associated with construction would be localized

			and limited to the areas immediately adjacent to construction sites. Prior to construction, AQ management plans will be developed to address the potential impacts, and AQ monitoring to be conducted during construction will include tracking of air quality parameters/pollutants associated with construction sites/activities. Ultimately, the YNSE is expected to improve air quality throughout the study area – i.e. greenhouse gas emissions are anticipated to decrease as commuters shift from the use of personal vehicles to the new subway extension, a public transit line powered by Ontario's energy grid which has one of the lowest carbon intensities in the world.
Ventilation grids??		**Are there any odour or other air quality concerns associated with ventilation grids as well as ventilation shafts?** How large are these ventilation grids and how many would there be in the Royal Orchard neighbourhood? Where would they be located with respect to residences and schools? This information needs to be included in the Air Quality Report (and Noise and Vibrations for any Noise concerns).	Ventilation grids will be used on as needed basis and during emergency situations. These ventilation shafts are not continuous sources of air emissions during the operational phase of the project. 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 communities updated as we move through the next phases of design.

Appendix G – Noise and Vibration Existing Conditions and Impact Assessment Report

Topic	**Appendix Page Number** *(if applicable)*	**General and Technically Specific Comments, Questions**	
Construction noise – tunnel boring	Part A – Page 2	Is there any noise associated with tunnel boring (in addition to vibration)? This should be indicated in the Addendum. Only vibration is mentioned with respect to the boring. It may be discussed further on in the document, but a sentence or two to clarify early on should be considered.	As tunnelling activities take place underground, they may produce ground-borne noise and vibration, where ground-borne noise refers to ground-borne vibration that enters a building and is reradiated from that building's surfaces as noise (i.e., audible vibration, vibration-induced noise). Assessment of ground-borne noise and vibration associated with tunnelling activities is outlined in B 5.4.3.
Operational noise *'predicted to be'*	Part A – Page 3	Models are used in predictions. The 'predictions' are not real world results. All models have limitations to their predictive skills and thus Metrolinx cannot say with 100% certainty that '*noise levels will meet the existing pre-project sound levels. Therefore, no mitigation is needed.*' Metrolinx needs to specify this within the appropriate sections of this Addendum, and indicate the mitigation measures that COULD potentially be taken if noise levels should unexpectedly exceed sound levels that result in complaints, etc. (Mitigation measures are only described further on in the document IF the models predict that noise and vibration levels will likely exceed guideline levels without these measures.) Pre-construction and ongoing noise and vibration monitoring once the subway is built will be important in areas such as the Royal Orchard neighbourhood where homes and buildings are being directly tunnelled under. **Metrolinx should also indicate in the Addendum that compensation will be given to the affected property ownersif noise and vibration levels are found to exceed the Metrolinx 'model promised' values (compensation would of course need to be negotiated directly with property owners).** Metrolinx obviously has business continuity/contingency plans and clearly mitigation measures should already be part of those plans.	The analysis used for modelling has used conservative assumptions and may in fact over predict the potential impacts before any mitigation is applied. Guideline documents used to prepare the analysis included: o Ministry of the Environment and Energy and Toronto Transit Commission, MOEE/TTC "Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway Loop" (June 1993) o MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment (Draft #9, 1995) o Ministry of the Environment, Environmental Noise Guideline – Stationary and Transportation Sources (2013) o Federal Transit Administration (FTA), U.S. Department of Transportation, "Transit Noise and Vibration Impact Assessment Manual" (September 2018) The EPR Addendum 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, summarized in Section 8.8.1.2, Table 5-39. Mitigation measures – solutions such as floating slab track– that will be effective in achieving the required reductions are presented in a separate table, Table 5-40. Though subject to further refinement as the design progresses, mitigation would entail installing floating slab track between approximately the north end of Royal Orchard Station and the south end of the portal.

			Metrolinx is confident that the proposed mitigation measures will be effective in achieving noise and vibration level reductions. The existing TTC subway systems in Toronto employ a type of floating slab track known as the double tie floating slab (also referred to as a discontinuous floating slab). This system is highly effective at controlling ground-borne noise. 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 sound level measurements indicated that the target performance was exceeded significantly (~29 dBA vs. a target of 35 dBA). The Line 4 Sheppard Subway line that utilizes floating slab track travels 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 Metrolinx will be using the best technology available now for the YNSE. Floating slab technologies are widely deployed and widely understood as a noise mitigation. A reduction of more than 25 dBA will ensure that ground borne noise levels in the Royal Orchard neighbourhood will be below 30 dBA and vibration levels will be below 0.05 mm/s which is well below the current industry standards of 35 dBA and 0.10 mm/s, respectively. This will be outlined in the Updated EPR Addendum. The commitments captured in the EPR Addendum are binding and included in the project contractual documents. Further, once the trains are running, there will be continual track and vehicle maintenance, combined with regular inspections. Implementation of regular vehicle and infrastructure maintenance such as rail grinding and wheel maintenance are included as commitments in the Noise and Vibration Impact Assessment Report. The use of these measures will ensure compliance with the noise and vibration exposure limits as committed to by Metrolinx.
Operational Vibration *'using proven and readily available measures'*		Technologies can and do fail, even when it is not 'expected' that they will do so. Metrolinx needs to indicate in the Addendum what mitigation measures could be taken if the 'proven' mitigation measures should fail. Again, I would expect these must already be part of Metrolinx business continuity/contingency plans.	Please see the response above.
Description of revised alignment in Royal Orchard neighbourhood	Table A 2-1	Same comments as per those in Appendix C on the need to reword the description of the revised alignment	As noted above, the description of the proposed subway alignment is contained within EPR Addendum Table 2-1 is intended to summarize the current components of the YNSE project, changes from past assessments, and associated rationale. The nuances of the alignment are discussed extensively throughout the EPR Addendum through sections dedicated to describing existing conditions (Section 4) and the assessment of potential impacts and identification of mitigation measures (Section 5). This is supplemented through detailed mapping within the Appendix to the EPR Addendum (most notably, the YNSE Concept Design Mapping in Appendix A) .
Location of noise and vibration monitors	Part A – Page 25	N14 is the ONLY noise monitor identified for the Royal Orchard neighbourhood community, and it was above ground. And there were no vibration monitors? Given that hundreds of homes will be directly/indirectly impacted by the underground subway construction and operational phases, there should have been many of these monitors in the community to establish 'baseline' conditions for locations within the proposed tunnelling area and at least 50 m out from that area. In particular, the monitors should have been located near homes, buildings (such as The Gazebo on 8111 Yonge) and St. Anthony Elementary School that will be directly tunnelled under. With the monitors at **both** ground floor and basement levels within the buildings/homes. Why wasn't this done, and if it was, why aren't the results reported in the Addendum? Results could have been	Baseline noise and vibration measurements are completed to provide a picture of the existing noise and vibration levels along the project alignment. They are typically completed nearby existing major sources of noise and/or vibration. In the case of ground-borne vibration and ground-borne noise, the applicable limits from the MECP and the FTA are based on absolute levels and therefore existing levels/existing conditions measurements of ground-borne noise and ground-borne vibration were not collected along the tunnelled portion of the alignment where project operation may result in ground-borne noise and ground-borne vibration. Ambient air-borne sound levels are typically more relevant to operational noise assessments, which are based on the existing ambient air-borne sound

		rolled up/no addresses given. It's important to establish baseline WITHIN these buildings and residences, not just outdoors at the single N14 location.	levels. The approach taken is consistent with recent transit projects and applicable provincial protocols as well as the FTA model. In any case, detailed testing is typically completed as part of the detailed design of the project prior to the design of the track systems. This design work is completed at a later stage, typically, and is independent of the tunnel construction itself. This type of testing is usually completed by the contractor at selected receptors or locations along the entire YNSE alignment, including Royal Orchard area. This testing, similarly, does not necessarily document the existing vibration levels as they would not affect the mitigation needed or the criteria. As noted in the Noise and Vibration Impact Assessment Report, conservative assumptions have been made regarding the soil conditions. The primary affect that has been assumed at a worst-case (i.e., higher pre-mitigation levels) is how efficiently vibration is transmitted through the soil. The detailed testing will help determine how much the soil attenuates vibration. This will provide a better picture of the noise and vibration levels that can be achieved with a given mitigation solution (understanding the maximum committed levels are 30 dBA and 0.05 mm/s). Prior to construction, contractors will complete updated construction noise and vibration assessments based on finalized construction methodology and equipment. If required, surveys to document the conditions of existing structures will also be completed prior to construction. Vibration during construction will be tightly controlled and monitored so as not to exceed the standards for damage to structures and ensure mitigation measures effectiveness.

Require reference to context information for interpretation of dbA levels	Part A – Page 26	Table A 4-2 provides measured dbA levels. The reader needs to be directly referred to the graphic provided in the Addendum: Figure B 2-3 in Part B Page 5 to be able to interpret the levels.	Reference to Figure B 3-2 has been included in the Noise and Vibration Existing Conditions and Impact Assessment Report, as suggested.
Definition of terms in Table A 4-2 and Table B 2-1	Part A – Page 26 And Part B – Page 6	No definition is provided for $L_{eq,\ 16hr}$ $L_{eq,\ 8hr}$, i.e. what these 'equivalent' sound levels actually mean. The reader needs to be referred directly to Table B 2-2 where these terms are defined.	$L_{eq,\ 16hr}$ is the daytime average energy equivalent noise level over a 16- hour period (07:00-23:00) and $L_{eq,\ 8hr}$ is the nighttime average energy equivalent noise level over an 8-hour period (23:00-07:00). The definition of L_{eq} has been included in the Glossary found in Appendix G Noise and Vibration Existing Conditions and Impact Assessment Report.
Location of vibration monitors	Table A 4-3 Part A – Page 27	As per comments above. No vibration monitoring was done in Royal Orchard neighbourhood homes/basements, at St. Anthony School, other buildings that will be directly tunnelled under to establish baseline pre-construction vibration levels? If not, why not? And if so, where are the results? (without providing any specific addresses)	Please see response to the fifth question regarding the Noise and Vibration Existing Conditions and Impact Assessment Report above, under "Location of noise and vibration monitors" topic.
'Nearly imperceptible' operational subway noise and vibration for residents of the Royal Orchard community and Noise and Vibration level guidelines that correspond to *'nearly imperceptible'*	Part B – Pages 2, 6, 7	**ground-borne vibration limit for the YNSE study Segment 2 should be set to 0.05 mm/s RMS, the FTA and other sources' defined limit for '***the approximate limit for perception of human vibration***'**. However, for this assessment Metrolinx has set the threshold at 0.1 mm/s RMS. All of the predicted ground-borne vibration data and data adjusted for mitigation measures related to the 0.1 mm/s RMS limit should be revised to reflect the lower limit of 0.05 mm/s RMS for the Royal Orchard community. Similarly, Metrolinx set the ground-borne noise limit as 35 dBA for the Royal Orchard neighbourhood. **This limit for ground-borne noise should have been set at the lower level of 25 dBA, equivalent to an 'average whisper', as shown in Figure B 2-3 and as supported by** Yale	The industry standard criteria for ground-borne noise and vibration at residential receptors are 35 dBA and 0.10 mm/s, respectively. In order to reduce the potential impact of project operation under existing low-rise homes in a mature residential neighbourhood, Metrolinx is committed to achieving ground-borne noise levels of less than 30 dBA and ground-borne vibration levels of less than 0.05 mm/s. This will be reflected in the Updated EPR Addendum. Though subject to further refinement as the design progresses, this would entail installing floating slab track approximately between the north end of Royal Orchard Station and the south end of the portal. As noted previously, based on the depths through the Royal Orchard residential community, floating slab track can achieve sound levels of less than 30 dBA. The corresponding ground-borne vibration level would be less than 0.05 mm/s, and would be

		University Environmental Health and Safety Measures: https://ehs.yale.edu/noisehearing-Conservation specifically https://ehs.yale.edu/sites/default/files/files/decibel-level-chart.pdf All of the Segment 2 predicted ground-borne noise data, and data adjusted for mitigation measures related to the 35 dBA limit, should be revised to reflect the lower limit of 25 dBA for the Royal Orchard community. **Furthermore, will Metrolinx agree to compensate residents if their 'promises' of '*nearly imperceptible*' noise and vibration are not met (with an agreement to be mutually agreed upon with the residents)?0** This agreement would be separate to Metrolinx compensating homeownersfor the right to occupy subsurface space under their property.	imperceptible. As described above, modern floating slab systems are highly effective at controlling ground-borne noise. Once the trains are running, there will be continual track and vehicle maintenance, combined with regular inspections. Implementation of regular vehicle and infrastructure maintenance such as rail grinding and wheel maintenance are included as commitments in the Noise and Vibration Impact Assessment Report. The use of these measures will ensure compliance with the noise and vibration exposure limits as committed to by Metrolinx.

Caltrans (California Department of Transportation) provides useful standards on vibration annoyance depending on if the vibration sources are transient or continuous/frequent in their Transportation and Construction Vibration Guidance	Part B – Page 10	The document should acknowledge that vibration can also be damaging to infrastructure (e.g. heritage homes that are in close proximity and residences/buildings that are tunnelled directly under).	The report does acknowledge the potential for construction vibration to cause damage to existing structures/infrastructure such as heritage properties and single family dwellings or buildings. Construction vibration limits, including heritage structures are shown in Table B-24. Construction vibration assessment approach/criteria and results are outlined in Section B 5.0, respectively, and heritage properties are discussed in Section B 5.4.4. Operational vibration is predicted to be well below damage-inducing levels, as outlined in Section B 4.0. Construction vibration can be effectively controlled and monitored to prevent damage to structures in proximity to construction activities.

Receptor locations	Part B Pages 3, 4, 11	Are the receptor locations at ground level/outdoors? And if so, how do you account for vibration and vibration induced noise within a home at various levels including the basement? There needs to be clarification in the document on this (as the subway will tunnel under residences and buildings including an elementary school).	Table B 2-1 provides a summary of operational noise and vibration criteria. This includes the point of assessment. Operational vibration receptor calculations are based on the assumptions in Section 4.3. Per the MOE/TTC protocol, vibration levels are required to be assessed at a location outdoors on the ground. Ground-borne noise levels are calculated indoors at the closest occupied floor. That is typically basements for low-rise homes or second floors for multi-family dwellings or institutional uses. In order to achieve ground-borne noise levels of 30 dBA or less, the corresponding ground-borne vibration levels would need to be less than 0.05 mm/s and well below the level of perception.

Receptor location sensitivities to noise and vibration and Project components of the Operational Noise Assessment The operational noise assessment reviews the following project components: 1. *Stationary noise from stations, including ventilation shafts, mechanical equipment such as exhaust fans, bus terminals, and a bus loop.* 2. *Operational subway noise from the subway when it operates at grade.* 3. *Operational noise from the train storage facility.*	Part B Page 13-14 and Part B Pages 19, 21 refer back to Part B Pages 3, 4	It's not clear why Receptors within the Royal Orchard neighbourhood, associated with homes and schools, would not be sensitive to operational noise from subways running below ground, especially for homes and buildings that are being directly tunnelled under? The document notes: *Air-borne noise from the below grade is generally insignificant.* But the document does note previously that there can be vibration induced noise as a result of subway operations and this could in turn be heard within homes and buildings that are being tunnelled under. I am assuming that MODELLED results are showing vibration induced noise levels as being below the 35 dBA (40 dBA) level described for residences (schools) in Part B, Page 4. Further clarification is needed. **(although as noted above these levels should be lowered to 25 dBA)** BUT then the project components of Operational Noise don't include the vibration induced noise that can be associated with the subway operations below grade? I find this confusing and believe that there should be clarification within the document. As I read further into the document, I found the Operational Vibration component ALSO includes the ground-borne noise associated with operations. Refer the reader earlier on to THIS information to avoid the confusion that the ground-borne noise isn't covered under Operational Noise. **Is there any noise associated with ventilation grids as well as ventilation shafts?** Only noise associated with ventilation shafts is discussed in the document BUT if there is noise associated with these, what would be the reference and modelled levels be for the Royal Orchard neighbourhood? How large are these ventilation grids and how many would there be in the Royal Where would they be located relative to residences and schools? This information needs to be included in the Noise and Vibration Report (and Air Quality for any Air Quality concerns).	Thank you for the comment. The data presented in Table B 2-7 shows representative receptors that their associated sensitivities to operation and construction noise and vibration. The methodology to determine the sensitivities was based on a combination of aerial imaging, land-use plans and field reviews and includes an assessment of how deep the below-grade components of the Project are in relation to the representative receptor. Air-borne noise is sound transmitted through the air, like music or speech. Sound from inside the tunnel will be blocked by the tunnel itself as well as the earth around it, and thus is insignificant for tunneled portions of the alignment, as detailed in Section 3.2.1. Operational noise, as shown in Section B 3.1 refers to air-borne noise from stations (ventilation shafts, mechanical exhaust fans, bus loops), noise from the subway when it operates at grade and noise from the train storage facility. In the Royal Orchard neighbourhood, noise is a result of the ground-borne vibration. Ground-borne noise is defined as ground-borne vibration that enters a building and is reradiated from that building's surfaces as noise (i.e., audible vibration, vibration-induced noise, or the "rumble" of passing trains), as described in Section 4.1 The types of sound/noise have been defined in accordance with acoustical engineering conventions and presented and discussed in the EPR Addendum accordingly. Some noise may escape the tunnel through ventilation shafts, which will be reviewed in further assessments. 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 communities updated as we move through the next phases of design. In all cases, noise from ventilation shafts can be adequately controlled through the use of readily available noise mitigation measures such as acoustic silencers and lining.

Specifics required to support claims of noise reduction capabilities of double tie	Part B Page 43-44 and	**Please provide evidence to support the claims that 'more than 25 dB' noise reduction can be achieved using floating slab technology.** These need to be 'real world' data measured results (not modelled values), comparing pre construction noise levels to those during the operations phase for a subway section that used this technology.	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. The Line 4 Sheppard Subway that utilizes floating slab track travels 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, including floating slab track, and Metrolinx will be using the best technology available now for the YNSE. Floating slab technologies are widely deployed and widely understood as a noise mitigation. As noted previously, based on the depths through the Royal Orchard residential community, floating slab track can achieve sound levels of less than 30 dBA. The corresponding ground-borne vibration level would be less than 0.05 mm/s, and would be imperceptible. The floating slab track system has been shown to be highly effective at controlling ground-borne noise and vibration, and Metrolinx is confident that the noise and vibration levels we committed to can be achieved.

floating slab track to reduce noise levels more than 25 dB *The TTC double tie floating slab track has been measured to provide more than 15 dB reduction in the vibration levels as compared to the older subway systems at similar depths. The system is 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. At the closest receptors, sound levels of less than 30 dBA can be expected with floating slab track in place.*	Table B 4-5 Page 44-45	Table B 4-5 shows that to achieve a 35 dBA level, the floating slab technology used to mitigate noise reduction needs to achieve a reduction of up to 23 dB in Segment 2. When the 25 dBA limit is applied, this means an even further reduction of up to 33 dB will be needed to mitigate the noise and vibration in the Royal Orchard neighbourhood (see also next comment) **Thus, it is very important for Metrolinx to provide the supporting evidence that the technologies used to mitigate noise and vibration have already been proven to provide this type of noise reduction.**	Please see the response above.

Predicted Ground-borne Noise and Vibration Levels at receptors within the Royal Orchard Neighbourhood	Tables B 4-4, B 4-5 Segment 2 Part B Page 41-44	Further to the above comment. Table B 4-4 Segment 2 shows that without mitigation measures the ground-borne noise and vibration levels in the Royal Orchard neighbourhood are predicted to exceed established limits and guidelines. Table B 4-5 shows that with the proposed mitigation measures, the levels fall below the established limits and guidelines that Metrolinx has chosen to use. **However, based on the reduction information provided and the data provided in the tables, it is NOT clear that the mitigation measures identified would reduce the levels sufficiently for ground-borne vibration and noise when the limits are lowered to 0.05 mm/s and 25 dBA, respectively (up to 33 dB reduction needed in some cases). Other mitigation measures could potentially be required if Metrolinx intends to reduce levels to the 'nearly imperceptible' levels it has promised. Does Metrolinx have other mitigation measures it could consider to achieve the 'nearly imperceptible' levels?**	The industry standard criteria, as used on transit projects around the world, for ground-borne noise and vibration at residential receptors are 35 dBA and 0.10 mm/s, respectively. In order to reduce the potential impact of tunneling under existing low-rise homes in a mature residential neighbourhood, Metrolinx is committed to achieving ground-borne noise levels of less than 30 dBA and ground-borne vibration levels of less than 0.05 mm/s. These limits are lower than used on many projects around the world This commitment will be added to the Noise and Vibration Existing Conditions & Impact Assessment Report / Appendix G of the EPR Addendum. EA commitments captured in the EPR Addendum (mitigation measures, monitoring activities and future studies to manage and refine environmental effects) are binding and included in the project contractual documents. A reduction of more than 25 dB in the A-weighted sound levels can be achieved with the floating slab track system in place and Metrolinx is confident that the mitigated noise levels we have committed to can be achieved. As noted previously, based on the depths through the residential community, floating slab track can achieve sound levels of less than 30 dBA. The corresponding ground-borne vibration level would be less than 0.05 mm/s, and would be imperceptible. Once the trains are running, there will be continual track and vehicle maintenance, combined with regular inspections. Implementation of regular vehicle and infrastructure maintenance such as rail grinding and wheel maintenance are included as commitments in the Noise and Vibration Impact Assessment Report. The use of these measures will ensure compliance with the noise and vibration exposure limits as committed to by Metrolinx.

		In addition, the predicted values are MODELLED results. All models have a certain level of predictive skill, hence the document should include a discussion of 'error' metrics. If, for example, the model should **UNDERPREDICT** the ground-borne noise and vibration levels, additional mitigation measures would be required to further reduce the levels below established limits and guidelines. The mitigation measures require a reliance on technology and maintenance of this technology. **Technologies can/do fail.** IF noise and vibration levels become excessive (and/or simply 'annoying') what other mitigation measures would Metrolinx rely on to reduce the noise/vibration problems? This must already be in business continuity/contingency plans. This needs to be discussed within the Document.	YNSE noise and vibration impact assessment followed the provincial protocols and the widely used and accepted FTA protocol and employed a conservative approach. For example, the assessment assumes the worst-case in terms of soil vibration propagation characteristics, which is likely to overpredict the impacts as noted in the Noise and Vibration Impact Assessment report (see Part B Page 37, bullet #6). The conversion factor used to convert ground-borne vibration to ground-borne noise is also the highest (i.e., overpredicts the ground-borne noise levels) from the FTA manual. Further, the assessment is based on maximum speeds. In reality, trains do not operate at the highest speeds. The modelling approach is further detailed in Section B 4.3. As a result, unmitigated noise and vibration levels are likely overpredicted (i.e., the ground-borne noise and vibration levels are conservatively higher than would typically occur). As noted above, floating slab technologies are widely deployed and widely understood as a noise mitigation. As noted previously, based on the depths through the Royal Orchard residential community, floating slab track can achieve sound levels of less than 30 dBA. The corresponding ground-borne vibration level would be less than 0.05 mm/s, and would be imperceptible. The floating slab track system has been shown to be highly effective at controlling ground-borne noise and vibration, and Metrolinx is confident that the noise and vibration levels we committed to can be achieved.

Mitigation measures to be used for the Royal Orchard neighbourhood	Table B 4-5 Part B Pages 44-45	**Why is resilient tie block indicated as a mitigation measure for PART of the Royal Orchard neighbourhood (i.e. west of Pomona Creek) while floating slab technology will be used for another part of the neighbourhood (i.e. east of Pomona Creek)?** I assume this is because predicted noise and vibration levels at receptors west of Pomona Creek are lower, with greater tunnel depths and therefore less reduction in the levels is required to achieve levels below the established limits and guidelines. And thus, resilient tie blocks are considered to be 'sufficient' to achieve this. According to the document, floating slab has the potential for greater reduction in levels which is why I assume it would be used east of Pomona Creek. **The highest possible level of reduction in noise and vibration should be used for ALL homes and buildings (even if the subway isn't tunnelling directly under them but is nearby). Will Metrolinx commit to using floating slab technology under ALL parts of the Royal Orchard neighbourhood that it will be tunnelling under?**	Mitigation measures (floating slab vs resilient tie block) are indicated by the dB reduction needed, based on the conservative modeling. This is based partly on the depth of tunnel below grade, and accounts for the two different measures proposed as indicated in the model. The measures are readily available and proven technologies that are predicted to achieve required reductions and are provided to demonstrate the feasibility of meeting the criteria. During detailed design, further studies will be completed to identify location-specific mitigation measures to be used. Though subject to further refinement as the design progresses, mitigation would entail installing floating slab track between approximately the north end of Royal Orchard Station and the south end of the portal. 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. This will ensure that ground borne noise levels in the Royal Orchard neighbourhood will be below 30 dBA and vibration levels will be below 0.05 mm/s which is below the current industry standards of 35 dBA and 0.10 mm/s, respectively. This will be outlined in the Updated EPR Addendum.
Tunnel Construction noise and vibration (Service Trains) *As can be seen from Table B 5-14, without mitigation, the vibration levels are likely to exceed the suggested limits in areas where the receptors are closest to the alignment.* *Mitigation measures have been considered given the 24-hour nature of tunneling.* Also • *Tunnelling support activities (such as the potential use of a temporary railway within the tunnels) have the potential to exceed the best-practice vibration criteria at some receptors located nearthe tunnels.*	Tables B 5-14 and B 5-15 Part B – Pages 64-67 Part A – Page 2	Metrolinx indicates that noise and vibration levels from the tunnel construction service trains will exceed criteria level in the Royal Orchard neighbourhood and mitigation will be needed. Although the noise from the tunnel boring itself would last only 2-3 days at any given location, the service trains would operate continuously during the construction phase, resulting in continuous noise and vibration under homes and building. In the Royal Orchard area, maximum ground-borne vibration and noise levels are shown in Table B 5-14 as **0.22 mm/s rms** and **55 dBA**, respectively. Even WITH the suggested mitigation measures, the mitigated values are still up to a maximum of **0.12 mm/s rms and 37 dBA**, below the guidelines that are listed, but clearly well above 'nearly imperceptible' limits that will be experienced during the tunnel construction process. **Does this mean that the 'nearly imperceptible' 0.05 mm/s and 25 dBA levels for the operational subway phase will NOT be adhered to for service trains that will operate almost continuously under homes and buildings in the Royal Orchard neighbourhood during the lengthy tunnel construction phase? And if not, why not?**	Construction criteria are not the same as operations criteria, which is a typical approach for transit projects. Any construction-related effects are temporary in nature and cease once construction is complete. Construction noise and vibration will be tightly controlled and monitored so as not to exceed applicable limits and to ensure mitigation measures are effective. The suite of mitigation measures that could be used to reduce construction noise and vibration outlined in the EPR Addendum is applicable to the entire project and not exhaustive. As planning progresses, additional measures may be identified and implemented to control noise and vibration at specific locations along the alignment or during specific construction phases/activities. Prior to construction commencement, Contractors will update construction noise and vibration assessments and submit detailed, site-specific noise and vibration management plans for Metrolinx to review and approve. Such plans will be based on construction means and methods at each site, developed once detailed design is complete and closer to construction. As there are no provincial standards or criteria that would apply to the ground-borne noise and vibration generated by the service trains/locomotives that could be used during the tunnelling operations, Metrolinx adopted FTA limits for long-term noise and vibration exposure, which are 38 dBA and 0.14 mm/s for noise and vibration, respectively, for the purposes of the YNSE project construction noise and vibration assessment. The construction noise and vibration assessment has been completed conservatively, assuming temporary service locomotives/trains operate on a rail-based system and without mitigation measures. Without mitigation in place, the adopted limits for noise and vibration from the service locomotive would be exceeded at several receptors along the alignment. However, our assessment shows that these noise and vibration levels can be successfully controlled using solutions such as resilient fasteners that provide effective vibration isolation of the temporary track. Typical resilient fasteners can provide a 10 dB reduction in the vibration levels and a 15 dB reduction in the ground-borne noise levels, though they can be optimized to provide even more reduction where needed. In other words, we expect that construction noise and vibration resulting from temporary service locomotives will be effectively mitigated using well-established and readily available solutions. As part of the design phase, project-specific noise and vibration limits will be developed, as stated in Table 5-53 of the EPR Addendum, which the Contractors will be required to meet regardless of construction means and methods (i.e., whether the Contractor uses service locomotives on a rail-

			based system or rubber-tired vehicles). Before construction starts, Metrolinx will establish a comprehensive communications program to inform local communities about the project's scope, schedule, noise and vibration management strategies, and complaint resolution protocols.

Availability of geotechnical data for use in the assessment of Noise and Vibration in Segment 2's Royal Orchard neighbourhood	N/A	In the Full Report which included sections on Hydrogeology and Groundwater, I noted that the borehole drillings and their analysis were very likely not completed prior to the release of this Addendum for review (including to the municipal, provincial and federal agencies that were asked to review). And in fact, in the Full Report, Metrolinx acknowledged this for Segment 2 which includes the Royal Orchard neighbourhood: *It should be noted that the exact nature of the subsurface through this area has been interpreted based on limited data available at both ends of the segment. This information will be verified and refined as required as the field investigation ongoing at the time of the preparation of this report progresses.* *BUT ground-borne noise and vibration ARE assessed within the EPR Addendum, with model predictive values provided for receptor locations and mitigation measures then applied to these values to reduce them to 'acceptable' levels (although as noted above, these are still above the limits that Metrolinx has stated will be 'near imperceptible'). These ground-borne predictive values must also be dependent on soil type/composition. If Metrolinx didn't have all of the detailed geotechnical information for Segment 2 as field investigations were ongoing when the Addendum was released, 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 can Metrolinx use to further reduce the noise/vibration levels?* *The Noise and Vibration sections in the Full and Detailed Reports needs to indicate that limited soil composition information was available when this Report was drafted, and what this data limitation could mean for the predicted ground-borne noise and vibration predicted levels.* *Why weren't these studies completed BEFORE refining a route that tunnels under a residential neighbourhood? This leads to the question above on how different the predicted noise and vibration levels provided in the Report could potentially be?*	As noted previously, Section B 4.3 of the Noise and Vibration Report shows the model assumptions used. This includes the conservative estimate that soils propagate vibration efficiently. Per the FTA prediction procedure, this results in the overprediction of vibration levels. Mitigation measures are then applied to meet standards that are based on the over-predicted values.

CONSTRUCTION (tunnelling generated ground-borne noise) • Without mitigation, environmental vibration may cause annoyance and disturb sleep and other activities. OPERATIONS (from underground subway operation)	Part B –	As noted previously, all values are model predicted and Metrolinx needs to acknowledge that serious/damaging impacts to health, learning (in schools) and infrastructure could potentially occur in the Royal Orchard neighbourhood, particularly for those homes, buildings (including an elementary school) that will be directly tunnelled under. In fact, there is no mention of potential impacts to health and learning (e.g. Dr. Gerry Goldberg's findings that have been presented to Metrolinx in virtual meetings) in this Report or the Socio-economic Aspects Report. These need to be included in the Addendum.	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.

• Without mitigation, environmental vibration may cause annoyance and disturb sleep and other activities.	Page 71		• 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). Metrolinx is committed to comprehensive mitigation for noise and vibration, air quality and other potential environmental effects, as required, to avoid any significant impacts.

Mitigation measures for avoidance of noise and vibration criteria	N/A	Ground-borne noise and vibration associated with tunneling and operation of a subway under the Royal Orchard neighbourhood could have potential impacts on health, learning and infrastructure that go beyond 'annoying' to the potential for 'damaging'. Metrolinx acknowledges that technological and other mitigation activities will be required to keep levels below exceedance criteria (although these are described as 'annoyance' levels). **Metrolinx has already mentioned monitoring as one of the potential mitigation measures to avoid noise and vibration exceedances.** **Building on this, I believe that Metrolinx should commit to a long-term noise and vibration monitoring program in the Royal Orchard community, and in consultation with the community. Metrolinx would commit in writing to a detailed agreement where it would:** 1. Establish a long-term noise and vibration monitoring program for the Royal Orchard neighbourhood, starting prior to subway construction and continuing indefinitely through operation. Routine maintenance of instruments will also be required. Monitors would be located at ALL residences and buildings that will be tunnelled under, with additional monitors at properties that are in direct proximity to the tunnels, as well as at select locations outside the underground excavated area (i.e. within say 100-150 m) for comparative purposes. 2. Provide access to near real-time and historical noise, vibration data and simple analysis tools or apps to interpret the data (location-specific data only available to those at the specific locations; otherwise 'rolled up' for community use to avoid privacy issues). 3. Establish a noise and vibration data analysis reporting program and if noise, vibration exceed certain thresholds (TBD), Metrolinx to provide additional reports on resolution/mitigation measures being taken, until issues are satisfactorily resolved by both parties (also within a mutually satisfactory time frame) 4. Be proactive, try and identify additional potential mitigation measures in advance of subway construction and operation (in addition to those already identified in the Report), in the event that noise and vibration issues should emerge despite Metrolinx's assurances that none will occur Commit to routine maintenance of the subway system, in particular under the Royal Orchard neighbourhood, to prevent the escalation or emergence of noise and vibration issues. (noted in	Metrolinx has outlined monitoring requirements for noise and vibration for operations in Table B-61. For project operations, this includes commitments to complete pre- and post-construction measurements to confirm predictions, completing regular maintenance inspections and the implementation of adaptive corrective measures, were needed. The existing TTC subway systems in Toronto employ a type of floating slab track known as the double tie floating slab (also referred to as a discontinuous floating slab). This system is highly effective at controlling ground-borne noise. 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 sound level measurements indicated that the target performance was exceeded significantly (~29 dBA vs. a target of 35 dBA). The Line 4 Sheppard Subway line that utilizes floating slab track travels 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. Floating slab technologies are widely deployed and widely understood as a noise mitigation. A reduction of more than 25 dBA will ensure that ground borne noise levels in the Royal Orchard neighbourhood will be below 30 dBA and vibration levels will be below 0.05 mm/s which is well below the current industry standards of 35 dBA and 0.10 mm/s, respectively. This will be outlined in the Updated EPR Addendum. The commitments captured in the EPR Addendum are binding and included in the project contractual documents. Further, once the trains are running, there will be continual track and vehicle maintenance, combined with regular inspections. Implementation of

		the Addendum, but should be confirmed in the detailed written agreement as well)	regular vehicle and infrastructure maintenance such as rail grinding and wheel maintenance are included as commitments in the Noise and Vibration Impact Assessment Report. The use of these measures will ensure compliance with the noise and vibration exposure limits as committed to by Metrolinx.

Detailed noise and vibration study for the Royal Orchard neighbourhood?	Part B Page 103	The Hatch (2016) *Tunnelling Construction Noise and Vibration Impact Stud*y, in support of the Eglington Crosstown project, is cited as a reference in this document. http://www.thecrosstown.ca/sites/default/files/hmm275825-83-119-0032.pdf The document notes that Hatch was retained by Metrolinx to assess the tunnelling construction noise and vibration impact at **select residential dwellings** resulting from the Eglinton twin-tunnel construction locomotive. There is no study referenced in the 2021 EPR Addendum for the YNSE that gives a detailed assessment of the construction and operational noise and vibration impacts at residential dwellings under the Royal Orchard neighbourhood that will be directly tunnelled under or will be in near proximity to the tunnelling. Is such a study available and if so, why is it not cited within the document? And if a study was not undertaken, why wasn't it? Given the concern over noise and vibration levels in the Royal Orchard neighbourhood, such a study should have been undertaken. The report simply says that the PREDICTED noise and vibration levels in the neighbourhood are similar to those measured by Hatch in 2016. On the ground measurements for OUR neighbourhood are clearly the best comparison to any predicted values for OUR neighbourhood.	The Noise and Vibration Assessment report is the impact study included in the EPR that provides an assessment of the potential effects associated with construction and operational noise and vibration. Assessment results pertaining to the Royal Orchard neighbourhood are outlined as part of alignment Segment 2 results. Note that the study assessed representative receptors, or those residences located closest to the proposed alignment. Receptors/residences located further away are would be exposed to lower noise and vibration levels as vibration energy decreases with increased distance. The referenced study was a measurement of actual noise and vibration levels resulting from the ongoing tunnelling operations. It was not a predictive assessment completed prior to the start of construction. The lessons from that measurement scheme have been used in the assessment of the potential construction impacts associated with the YNSE project. It would naturally be impossible to provide a similar study prior to the start of the construction since it would require that tunnelling be underway. Contractors will be required to provide an updated and more detailed construction noise and vibration assessment demonstrating compliance with the construction-phase noise and vibration assessment. These assessments will be based on the local context and construction means and methods, information that will be available once contractors are on board. Noise and vibration levels will also be monitored throughout construction to confirm compliance with the applicable limits. Please see above response regarding the extent and purpose of baseline noise and vibration monitoring.
Supporting evidence for floating slab, resilient tie block, etc. technologies used to reduce ground-borne noise and vibration	Part B Page 103	The report cites the 2018 FTA document, *Transit Noise and Vibration Impact Assessment Manual,* as the reference for noise and vibration criteria and the noise and vibration reduction levels that can be achieved using floating slab, resilient tie block, etc. technologies. **Is there a study specific to the use of the floating slab technology used in the Toronto subway system that details the reduction levels achieved by its use (Part B Page 44)? Has Metrolinx ever used the resilient tie block (planned for the Royal Orchard neighbourhood west of Pomona Creek) and if so, are there specific study examples of its ability to reduce noise and vibration levels?** Such studies should have been undertaken given the importance that Metrolinx places on these technologies.	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. As noted above, floating slab technologies are widely deployed and widely understood as a noise mitigation. As noted previously, based on the depths through the Royal Orchard residential community, floating slab track can achieve sound levels of less than 30 dBA. The corresponding ground-borne vibration level would be less than 0.05 mm/s, and would be imperceptible. The floating slab track system has been shown to be highly effective at controlling ground-borne noise and vibration, and Metrolinx is confident that the noise and vibration levels we committed to can be achieved.

Appendix H – Transportation Existing Conditions and Impact Assessment Report

Topic	Appendix Page Number *(if applicable)*	General and Technically Specific Comments, Questions	
Terms used require further detailed explanations or in some cases, no definition is given For example: LOS is qualitatively defined between A and F for loss of service Intersection delay 'number' never defined Delay (s)	Part A – v Appendix B Appendix C Appendix D	Engineering and scientific studies provide a clear explanation of terms used and their units. Most of the terms used in this Appendix/tables are insufficiently defined. The very vague 'qualitative' definition of LOS is one example. What are the numerical limits on vehicle delays at intersections to be 'qualitatively' categorized into A to F (much like grades in school fall into certain categories, that are then 'classed' as A to F). Assume that delay is in seconds (units shown as (s) in Part A tables but NO units are given in tables within Appendix B). Intersection delay is given as a number, but is never defined. Queue is never defined (but 50th and 90th percentiles are shown in units which I assume are metres (m)?) Storage capacity is never defined (again assume the units are metres (m)?) Other variable names and their quantitative values are provided in Appendix C with no definition or explanation given as to what these variables represent. Same comments for 'unbalanced volumes' in Appendix D.	Thank you for your comments on the Transportation Report. The typical audience for the detailed report calculations are traffic engineers. Technical reviews by the City of Toronto, City of Markham and City of Richmond Hill have been completed. Below are clarifications on some of the elements of the report. *The very vague 'qualitative' definition of LOS is one example. What are the numerical limits on vehicle delays at intersections to be 'qualitatively' categorized into A to F (much like grades in school fall into certain categories, that are then 'classed' as A to F).* LOS is determined based on signal delay per vehicle (seconds). LOS categories are determined based on the following delay thresholds. Control Delay Per Vehicle (s) / LOS ≤10 / A 10 to 20 / B 20 to 35 / C 35 to 55 / D 55 to 80 / E >80 / F *Assume that delay is in seconds (units shown as (s) in Part A tables but NO units are given in tables within Appendix B).* Confirmed, delays are measured in seconds. The "(s)" included in the table headers (appendix B) stand for "seconds".  *Intersection delay is given as a number, but is never defined.* Intersection delay is the additional travel time experienced by a vehicle after it enters the intersection and before it reaches free-flow speed. It is measured in seconds. *Queue is never defined (but 50th and 90th percentiles are shown in units which I assume are metres (m)?*

			The 50th percentile queue is the maximum back of queue under typical conditions and the 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes (more conservative). Queue is measured in metre. *Storage capacity is never defined (again assume the units are metres (m)?* Storage lane is a dedicated lane specified for a turning movement. Its capacity is measured in metres. *Other variable names and their quantitative values are provided in Appendix C with no definition or explanation given as to what these variables represent.* Appendix C represents all the fine details surrounding the analyses outputs. The typical audience for the detailed report calculations are traffic engineers. All of the necessary discussions to gain valuable insight into the traffic operations are summarized in the body of the report in tables and their supporting narrative. A glossary of terms will be added to Appendix H Transportation Existing Conditions and Impact Assessment Report. *Same comments for 'unbalanced volumes' in Appendix D.* In order to conduct traffic analyses along a corridor, turning movement volumes at adjacent intersections are used. The turning movement counts at these intersections are not collected on the same day, hence their total receiving and generating volumes along the corridor for each direction might slightly differ. The "unbalanced network of volumes" represent these raw volume data at adjacent intersections and exposes the level of imbalance between them. A standard balancing exercise is conducted to balance these raw data and come up with a balanced network of volumes.
Distance between EEBs *'The TTC Design Manual requires EEBs to be located such that the distance from any underground location to an EEB is not greater than 381 m – i.e., the spacing between EEBs or between EEBs and the closest station platform or portal entrance must be 762 mor less.'*	Part A – Pages 12 and 16	The document provides information on EEB spacing, but does not provide specifics on location of the EEBs (in particular those within the Royal Orchard residential neighbourhood). See next comment.	Addressed below in the next comment.

Table A 2-1 – the location of Emergency Exit Buildings (EEBs) 6 and 7 in Royal Orchard residential neighbourhood From the Appendix: • *EEB-6: located approximately northof Royal Orchard Station in the vicinityof Bay Thorn Drive* • *EEB-7: located approximately north ofthe potential Royal Orchard Station and south of the portal structure*	Part A – Page 12	The map provided shows an approximate location of EEB-6 and EEB-7 (also generally described within Table A 2-1). No details are provided as to where these Emergency Exits would be specifically located, although the map does show that both buildings would be located within the Royal Orchard community neighbourhood: on Baythorn Drive and Kirk Drive. Both of these streets do not have any bus routes (nor do we need or want), requiring passengers who exit the EEBs to walk through a neighbourhood that they would be totally unfamiliar with to get to buses operating on the closest streets with bus routes: either Royal Orchard Boulevard (EEB-7 passengers) or Yonge (EEB-6 passengers). If the emergency exits were used after dark and/or during inclement weather, this would further exacerbate the problem. Clearly IF the route had been aligned along Yonge, the Exits would logically have been located on Yonge Street, avoiding potential problems. Metrolinx needs to reveal exactly where EEB-6 and EEB-7 will be located, what their contingency/business continuity plans will be to addresses safety and security plans in the event of an emergency evacuation of the subway. These plans would need to ensure both thesafety and security of passengers, as well as residents who live in the neighbourhood and studentsand staff at the 2 elementary schools that would be very close to these EEBs. (See also commentsin Appendices B, C and G)	Our design team is working to determine the exact location of the EEBs needed along the entire route of the subway extension, with a specific focus to reduce the number needed in residential areas. Applicable safety standards require EEBs to be located within a set maximum distance from the next point of egress, meaning there are limited options for the placement of these facilities. Metrolinx will continue to engage with members of the community as the location of EEBs is further refined during the future stages of design. EEBs are anticipated to be used only in exceedingly rare situations when it is necessary to protect the health and safety of transit riders and operators. Should such extremely rare situations arise, passengers, once at surface, would be moved from an EEB, for example via a shuttle service provided by the subway operator. As the EEBs are not part of a station, they are not intended to be used for routine activities and are in place solely to facilitate emergency access for firefighters and egress for passengers. Metrolinx will continue to engage residents in Royal Orchard as design plans progress.
Transportation study work isstill required for the Bridge and High Tech stations but Addendum has been sent forpublic review? *A separate scope of work to study the transportation operations and needs around Bridge and High Tech stations has been defined and is underway. Under this scope of work, the area will be modelled in a multi-resolution platform and will undergo more comprehensive and meticulous evaluations of all modes of transportation in the area.* *And* *A supplementary study in the area of future Bridge and High Tech stations is underway that will determine the potential temporary (construction period) and permanent impacts to traffic, as well as identify mitigation measures, following finalization of geometrical designs in that area.*	Part A – Page 36 and Part B – Page 10	This is yet another omission from the report. Why was the EA Addendum released for review and approval without work having been undertaken and results analysed for the Bridge and High Tech stations? When will this work becompleted and how can the Transportation segment of the Addendum be approved without it?	Similar to other future studies identified (e.g., a vibration study during project detailed design phase to delineate specific extents of vibration mitigation measures along the alignment), this study is beyond the scope of the EPR Addendum and has been identified as a future commitment in Section 7.3.2 of the EPR Addendum, to be completed outside the environmental assessment process. This study will address specific transportation needs of Bridge and High Tech Stations and requires detailed design inputs (e.g., new road alignments and profiles) not available during the environmental assessment phase of the project.

Associated with the Portal/Launch shaft to Moonlight Lane (Segment 3) *Potential disruptions to rail services (e.g., CN Freight services) through Segment 3 may occur.* *Consultation with rail operators with current service along the rail corridor (i.e., Canadian National Railway) toassess how track closures, if necessary to implement, would impact their service andco-ordinate temporary schedules to accommodate all rail services on the open tracks.*	Part B – Page 8	How long would these potential disruptions to service be and hasn't CN already been consulted over this? If not/why not? Detailed information on how critical train service would be impacted (even if it is only potential) should have been included within the report. Will these disruptions add to the proposed cost? These disruptions and potentially additional costs would be avoided if the alignment was returned to Yonge.	Metrolinx will work with CN Rail to avoid or minimize any potential disruptions to rail operations along the existing rail corridor. CN has been engaged as a technical stakeholder and the engagement will continue as part of the project detailed design, which is when project details necessary to determine whether disruptions will occur will emerge based on refined construction methodology, sequencing and timelines.

From: York Region
To:
Subject: RE: New Subway Stations
Date: Monday, March 14, 2022 1:37:34 PM
Attachments: image002.png
image003.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 Albert,
Thank you for reaching out about the Yonge North Subway Extension. So far, Steeles, Clark, Bridge and High Tech stations have been confirmed as moving forward. The province is working with our regional and municipal partners to explore potential funding opportunities that could support additional stations. Metrolinx is moving planning and design work forward for Cummer Station and Royal Orchard Station in case they can be included in the project.

Regarding project timing, 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.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

From: Ontario Line <ontarioline@metrolinx.com>
Sent: March 14, 2022 11:27 AM
To:
Cc: York Region <YorkRegion@metrolinx.com>
Subject: RE: New Subway Stations

Good morning

Thank you for reaching out. As your question pertains to the Yonge North Subway Extension, we have copied their Community Relations team. They are best positioned to respond to your inquiry.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*
Community Relations & Issues Advisor – Ontario Line
416-202-5100
Ontario.Line@metrolinx.com
Sign up for our newsletter

METROLINX

From: Sent: March 13, 2022 5:03 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: New Subway Stations

You don't often get email from adresponse999@gmail.com. Learn why this is important

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,

Regarding the Yonge North Subway Extension, has it finalized the stations will be at Steeles, Clark, Bridge and High Tech? For the other optional stations at Cummer and Royal Orchard, when will the final decision be available? When is the project date of the completion of this project?

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
To:
Subject: RE: Royal Orchard to High Tech route - Environmental assessment
Date: Monday, March 14, 2022 1:28:13 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.

Hi

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 head north beneath Yonge Street from Finch Station before they curve away from Yonge, travelling under Bay Thorn Drive wherever possible, to emerge at the surface at the proposed subway tunnel portal south of Langstaff Road at the existing CN railway corridor. The path travels north within the railway corridor under the Highway 7 and Highway 407 overpasses on its approach to the Richmond Hill Centre area. This route provides the best transit solution, allowing us to stay within the budget while still delivering four stations.

Metrolinx is committed to addressing any noise and vibration due to construction and operation of the extension to make sure the project improves the quality of life in the communities it serves. 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.

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.

As plans for the project are finalized, our design teams will have several tools to choose from to mitigate noise and vibration while the extension is in service, including 'floating slab' track. 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.

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.

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.

I encourage you to the open letter from Metrolinx CEO Phil Verster to the Royal Orchard community, which provides more information on the route through the neighbourhood and answers some of the questions and comments we've received from residents.

The next phase of the project is the Preliminary Design Business Case (PDBC), which will further refine the project's design, route, and benefits. We're looking forward to sharing more details with the community.

Please let me know if you have any further questions or comments.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3



From:
Sent: March 14, 2022 11:02 AM
To: York Region <YorkRegion@metrolinx.com>
Subject: Royal Orchard to High Tech route - Environmental assessment

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.

Metrolinx,

I understand that the new route alignment has shifted the route so that it goes under homes and other buildings in the Royal Orchard area rather than under the Holy Cross Cemetery. I assume that to mitigate the noise and vibrations experienced by these structures, it is necessary to tunnel deeper. This revised route segment will be more disruptive and costly during the construction phase and affect the integrity of these structures adversely. The operation might also prove less fuel efficient afterwards.

I live in the Richvale area near Garden Avenue and Yonge Street and will have more to write about accessibility for pedestrians.

Sincerely,

From:	York Region
To:	Jessica Neto; Furfurica, Silvia
Subject:	FW: Another dumb subway extension folly
Date:	Monday, March 14, 2022 1:11:43 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.

From: York Region
Sent: March 14, 2022 1:09 PM
To:
Cc: ahorwath-qp@ndp.on.ca; Mschreiner@ola.org; Chrystia.Freeland@parl.gc.ca; Jagmeet.Singh@parl.gc.ca
Subject: RE: Another dumb subway extension folly

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

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, saving more than 4,800 tonnes of greenhouse gas emissions annually.

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

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 will

remain the same is the need to grow the number of people who choose transit first.

Regarding your comment on cut and cover tunnel construction, 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.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Relations and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

From:
Sent: March 14, 2022 9:10 AM
To: York Region <YorkRegion@metrolinx.com>
Cc: ahorwath-qp@ndp.on.ca; Mschreiner@ola.org; Chrystia.Freeland@parl.gc.ca; Jagmeet.Singh@parl.gc.ca
Subject: Another dumb subway extension folly

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.

Greetings

It's really stupid to make a burdened subway spine any longer, making it a regional carrier.

Especially when it's obviously near to the logical regional carrier of the GO Richmond Hill Line.

If there was actually a reasonably comprehensive planning and EA process, we'd have some comparatives between costs instead of any type of subway that our Premier wants here.

Though to be a bit fair, this foolish idea has been lurking around for a while, even enjoying federal Liberal support for 'planning', whilst ignoring the overload further in to the core, and if not ignoring it, then agreeing to foolishly spend another Huge Sum in adjusting a weak link eg. Bloor/Yonge vs. actually doing something more logical - relieving demand by a network, now needing triage, and we may be thankful for Covid decimating riderships to give us some building time.

Regional demand should have a regional solution, not making a more local service fill that role, nor necessarily diluting a regional carrier to a milk run.

And we do need a sub-regional set of services, which could be within the Richmond Hill GO line and a different Relief Line, which may have been in previous plans of Metro, only 25 years ago, and never followed through with an EA because that last Conservative government also liked blowing up planning and years of work.

Adjusting the GO line may be costly, and yet what is that cost? What are options to do what was suggested in c. 1995 of connecting the better part of the GO line to Eglinton at the Don Mills/OSC area, and we do need to have a development freeze at that NW corner, and a good EA, finally, of options.

If there's a worry about 'flooding' in the Don, according to Susan Bonnell's book on the Don, about 70% of that storm surge is from hard surfaces up the river, so let's start having user pay for the stormwater drainage services, as a starting point. Aaah, more subsidies for cars, and we don't like any thing but freer rides and parking for the votorists, good folks that they are.

Maybe the better fix is to finally do that Missing Link west of the City of Toronto to enable freight to be moved off of that CP line c. Dupont and then to convert that to transit, and have a connection from Richmond Hill to the Spadina leg of Line 1 at Dupont.

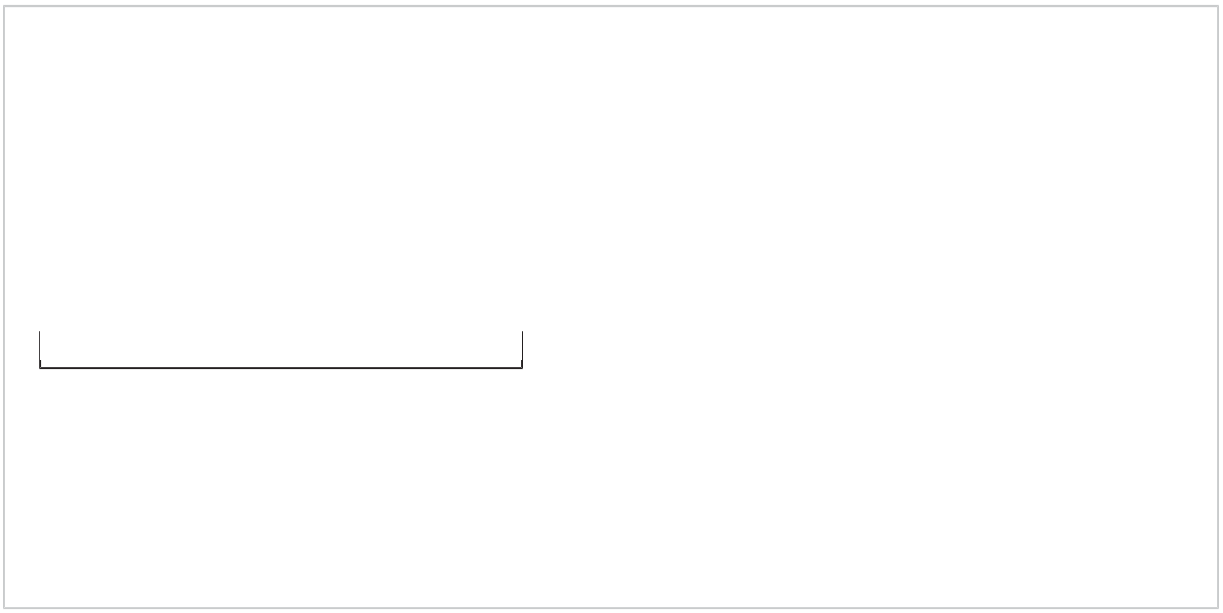
Is transit demand there anyways? Will computers be disappearing?

The public interest is not the same as developer interest. It's not the responsibility of taxpayers to bail out developers and some politicians who have been allowing developments based on 'getting' transit, like a subway extension. We have a lot of needs in all of the Toronto area, and its existing built form eg. say Dufferin that could use more resiliencies and actual investment vs. Big Spending.

I'm using the term Big Spending as it's also often Dumb to be spending huge sums in tunnelling in lower density areas, for an over-build. Heck, parts of the core Yonge are simpler cut and cover; it's waaaay cheaper btw. But since only tax dollars, lots more of those, right?

Except for a longer list of real needs, though construction and developer interests are what tends to be looked after first, it can feel like.

https://www.theglobeandmail.com/business/commentary/article-canada-needs-to-be-more-strategic-when-planning-infrastructure/?utm_medium=Referrer:+Social+Network+/+Media&utm_campaign=Shared+Web+Article+Links#comments



And meanwhile, on lower Yonge, I think it's the Dundas Station, there's still only one exit.

Despite a set of commitments and expressions of concern to fix that through the decades.

As it's been far too clear that Mr. Ford is the chief planner, with zero defence from the federal level, what a shame there's not personal liability.

At least it seems that major contracts haven't always been signed, and hopefully if so, some of them can be nixed/backed out from, because we likely need, despite all the work and cost of that work, to back away from more than a few of the recent initiatives, in favour of better-thought-of investing in transit, which can be a complex field, absolutely.

Was there any counting up of how much concrete might be used in this tunnel? There is a climate emergency, and concrete is a big source of GHGs, and having it wasted in transit projects isn't a help, especially if there are several other larger opportunity costs.

What about a new set of busways on the DVP and north? Carservative transit scheming will tend to avoid public transit having priority over cars, so the transit can be buried out of car 'interference' at sufficient cost that it will blight the transit operating and capital costs for

From:
To:
Subject: Yonge North Subway Extension Maps
Date: Monday, March 14, 2022 2:18:58 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.

Hi
Thank you for taking the time to chat just now. As I mentioned on the phone, you can find the detailed maps of the proposed route at this link:
https://www.metrolinxengage.com/sites/default/files/appendix-a_-_ynse_concept_design_mapping.pdf

Starting on page 17, you can see where the route will start to curve off Yonge street. Pages 18, 19 and 20 show you where the route will continue west through Royal Orchard and then connect with the existing CN Rail corridor

Please let me know if you have any other questions or any issues with the maps.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

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:	Jessica Neto; Furfurica, Silvia
Subject:	FW: Metrolinx: Comment regarding YNSE 2022 Addendum EPR, Option 3,
Date:	Monday, March 14, 2022 2:27:08 PM
Attachments:	Scan0018.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.

From:
Sent: March 14, 2022 2:24 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Metrolinx: Comment regarding YNSE 2022 Addendum EPR, Option 3,

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,

I am submitting comments (attached pdf file) in regard to the 2022 Yonge North Subway Extension Addendum EPR, Refined Option 3 alignment.

My concerns which I have expanded upon in the content of my attached letter(pdf) are as follows:

- 2022 YNSE Addendum EPR Natural Environment Impact Assessment Study Area is inconsistent with the MOE approved 2009 YSE EPR Study Area

- First Nations consultation and clarification differences between assessment of the 2022 Addendum in context with the MOE approved 2009 YSE EPR

- 2022 YNSE EPR Addendum compliance with 2009 YSR EPR Transit Project Assessment (TPAP) as defined by Ont. Reg. 231/08.

- Changing Conditions – Climate Change

Thank you for the opportunity to comment.

Sincerely,

March 14, 2022.

Metrolinx: 2022 Yonge North Subway Extension Addendum Environmental Project Report (YNSE EPR):

Issues of Concern:

• 2022 YNSE Addendum EPR Natural Environment Impact Assessment Study Area inconsistent with MOE Approved 2009 YSE EPR Study Area

• First Nations consultation and clarification of differences between assessments of the 2022 YNSE Addendum in context of the MOE approved 2009 YSE EPR.

• 20022 YNSE EPR Addendum compliance with 2009 YSE EPR Transit Project Assessment Process (TPAP) as defined by Ont. Reg. 231/08

• Changing Conditions- Climate Change

Dear Metrolinx,

I am a resident of Thornhill (Markham); in 2008 I participated in numerous Yonge Subway Extension (Finch to Richmond Hill Centre), public consultations and workshops in support of the EPR and wish to comment on the current Yonge North Subway Extension (YNSE) EPR Addendum and proposed changes.

It has been more than fourteen years since I attended a Yonge Subway Extension (YSE) public meeting or workshop, however what is currently being proposed as an Addendum is unrecognizable in context of the YSE EPR as unconditionally approved by the MOE in April 2009.

I seriously question if in fact the Metrolinx 2022 YNSE EPR Addendum, in support of a new subway alignment (Refined Option 3), is in compliance with the parent document which it is meant to amend – the MOE approved 2009 Yonge Subway Extension (YSE) EPR.

The 2022 YNSE Addendum, in justification and support of a refined Option 3 alignment , has significantly altered a major evaluation criteria as defined in the 2009 YSE EPR , the footprint of Natural Environment Impact Assessment Study Area.

The Natural Environment Assessment Impact Study Area footprint in support of the MOE approved 2009 YSE EPR was subject to an area of 500m on either side of the Yonge Street Right-of Way subway alignment (Natural Environment Report, Yonge Subway Extension Conceptual Design and Functional Planning Study, 1.0 Introduction, Ecoplans, January 2009).

The Natural Environment Assessment Impact Study Area footprint in support of 2022 YNSE Addendum has been significantly reduced and redefined as "all areas within 120m of the proposed footprint". (Metrolinx 2022 YNSE EPR Addendum, Natural Environment Existing Conditions and Impact Assessment Report, Glossary of Terms: Study Area ...the area used in the EPR Addendum by the Natural Environment discipline to assess existing conditions in the vicinity of the project: defined as all areas within 120m of the proposed footprint. Part A, page xiv).

In the Initial YNSE (Addendum) Business Case, Option 3 was identified as the one change that "would require the most significant Environmental Assessment work given that the proposed alignment has the potential to impact lands that were not included in previous evaluations". (Yonge North Subway Extension Initial Business Case; Environmental Assessment, Metrolinx, 2021)

The 2014 YNSE Train Storage Facility EPR TPAP Addendum, approved by the MOE, conformed in terms of the 2009 YSE EPR Study Area footprint as approved by the MOE – the same statement cannot be said for the 2022 YNSE Addendum. (2014 YNSE TSF EPR Addendum, Train Station Facility, 4.1. Changes to Project, 4.1.1., Study Area, pages 1-7 and 1-8).

The reduction in the Natural Environment Impact Assessment footprint in support of the refined Option 3 alignment outside the scope of 2009 YSE Study Area footprint should have been revealed and justified as part of the 2022 YNSE EPR Addendum process.

Aboriginal Consultation:

If in fact we are reopening the 2009 YSE EPR for review, there is another potential shortcoming in the initial consultation and that is the inclusiveness of First Nations peoples in the preparation of the parent document – the MOE approved 2009 YSE EPR.

The 2009 YSE EPR supporting investigative and assessment reports were written and compiled approximately 13 to 14 years ago - in that time much has changed.

Although the Government Agencies consulted prior to formal commencement of the 2009 YSE EPR process identified that the project did not appear to be located in an area where First Nations may have existing or asserted rights that could be impacted by the project, some agencies did provide contacts for Aboriginal Communities in the vicinity of the area of the study – this list was reviewed and supplemented by York Region and the City of Toronto.

The authors of the YSE EPR report observed that despite notification of the TPAP (Transit Project Assessment Process), it should be noted that direct Aboriginal Community interest and response was low. (2009 YSE EPR. 2.3.2.3. Aboriginal Consultation)

The 2009 YSE EPR Interactions Matrix (Exhibit 5-1) although identifying archaeological potential found only one "Weak" risk out of 44 facilities and activities in a review of potential impact of Aboriginal Rights and Lands / Resources used for Traditional purposes.

The lone "Weak" risk was "South of East Don River to Royal Orchard Station (C&C, Bridge construction, C&C) the area subject to the 2022 YNSE EPR Addendum – it should be noted that the East Don River Bridge has been cancelled, the Yonge Street subway alignment will tunnel under the East Don River.

The limited number of Aboriginal Rights and Land Resources issues identified in the 2009 YSE EPR Matrix Interactions may reveal a serious shortfall and may not have accurately identified potential rights /land resources impact consistent with current standards, recognition of land and treaty rights and a level of inclusiveness and participation of Aboriginal communities as practiced today.

Further research into a possible reason for low First Nation responses may be revealed in an earlier Yonge Street EA (Yonge Street Corridor Public Transit Improvements EA, November 2005).

The Six Nations of Grand River Council was the only Aboriginal response (on record) commenting on the 2005 Yonge Street Transit Improvements EA. First sentence read as follows, "We wish to note that the Six Nations has only been able to undertake a cursory review of the environmental assessment report given its lack of technical capacity and financial resources." (Six Nations of Grand River, Lands and Resources Department reply to MOE Assessment and Approvals Branch, Yonge Street Corridor Public Transit Improvements, September 23, 2005).

Much has changed over the years: As an example of increased First Nations participation, the Mississaugas of the Credit First Nation (MCFN), are actively involved in the Environmental Assessment (EA) process, requiring proponents of the EA to provide Field Liaison Representatives on behalf of MCFN in order to independently monitor activities that may negatively impact natural environment, watercourses, fisheries and potential archaeological sites.

Metrolinx Letter to Aboriginal Community advising of the 2022 YNSE Addendum:

The Metrolinx letter advising First Nation representatives of the 2022 YNSE Addendum and new alignment may benefit from a more detailed clarification of the extent of the changes proposed in context with the approved 2009 YSE EPR in order to ensure that Aboriginal Communities are fully informed of the significance of the changes - particularly the reduction in the Natural Environment Impact Assessment Study Area and a new subway alignment that was not fully evaluated in the previous 2009 YSE EPR.

I believe that the Natural Environment Assessment Impact Study footprint, in support of the YNSE Addendum, is a significant change in contrast with the approved 2009 YSE EPR Natural Environmental Assessment Impact Study – if I am in fact correct, this important factor should have been revealed and shared with the Aboriginal recipients of the March 2021 letter from Metrolinx advising of the 2022 YSE EPR Addendum.

Compliance with Transit Project Assessment Process (TPAP) as defined through the 2009 alignment criteria evaluation process:

The 2009 YSE EPR was subject to the Transit Project Assessment Process (TPAP), as required by Ontario Regulation 231/08.

TPAP required the proponent to adhere to a public consultation process review in order to identify potential alternative Yonge Street Right-of-Way subway alignments in context with a criteria and qualitative evaluation as defined through the public consultation process.

Three key TPAP evaluation criteria as identified through the public consultation process were as follows:

- Avoid impact on Holy Cross Cemetery
- Avoid Impact on private property
- Maintain alignment parallel to Yonge Street

(Source: January 2009, Yonge Subway Extension Finch Station To Richmond Hill Centre, Conceptual Design and Functional Planning Technical Report Richmond Hill Centre Alignment Alternatives, Figure 4-1 Screening of Alternative Alignment General Assessment" prepared in support of the 2009 YSE EPR)

Holy Cross Cemetery was eliminated from alignment consideration in the January 2009 Conceptual Design and Functional Planning Report (". ..alternatives which impacted the Holy Cross Catholic Cemetery were eliminated from further consideration." Page 10) – the Initial Business Case including the YNSE EPR Addendum failed to acknowledge key TPAP evaluation criteria (above) upon which the 2009 YSE EPR received MOE approval.

It should be noted that the YSE Conceptual Design and Functional Planning Technical Report, through TPAP, provided five alternative routes with opportunity for refinement and consideration of future expansion of the subway to 16th Avenue in Richmond Hill.

If there are to be changes to the subway alignment, the changes should be reviewed in context and recognition of the TPAP alternative alignments as identified in the YSE Conceptual Design Functional Planning

Technical Report, in compliance with TPAP evaluation criteria process which identified and defined alternative routes – to abandon the TPAP process at this late stage would be a breach of public trust.

A subsequent March 2012 final Yonge Subway Extension Conceptual Design Report (McCormick Rankin /Hatch Mott MacDonald) confirmed YNSE Yonge Street alignment (Finch to Langstaff) as approved by the 2009 YSE EPR, citing a key design consideration *of minimizing property impacts on stable residential lands*.

New Conditions: Stormwater Management and Flood Mitigation/Climate Change:

Since the 2009 YSE EPR approval of the Yonge Street Right of Way subway alignment there was a subsequent Municipal Class EA Study, the West Thornhill Stormwater Flood Remediation Class EA (MOE approval August 2011).

The West Thornhill Class EA was in response to the destructive August 19, 2005 flooding experienced throughout Thornhill including the Royal Orchard neighborhood, an area in which you have proposed a new subway alignment – more specifically Bay Thorn Drive which is scheduled for a flood mitigation project to commence in 2024 – 2026.

The Canadian Disaster Data Base described the August 19, 2005 storm as follows: Southern Ontario, August 19, 2005. "A series of severe thunderstorms tracked eastward across southern Ontario from Kitchener to Oshawa. The system spawned two F2 tornadoes with gusts between 180 and 250 km/h. ... Within one hour, torrential rains dumped 103 mm in North York, 100 mm in Downsview and 175 mm in Thornhill, leading to flash flooding. Fire fighters rescued four people who fell into the fast moving currents of the Don River." (Estimated Total Cost: $500,000,000.)

The 2022 YSE Addendum does not address public safety vulnerability in context with changing conditions, current flood remediation project, increased risk posed by rapidly changing climate- and a new stark reality that the destructive August 19, 2005 storm may not be a weather anomaly but instead a harbinger of our climate future.

In conclusion, I wish to thank you for the opportunity in sharing my concerns.

Sincerely,

From: York Region
To:
Subject: RE: Metrolinx: Comment regarding YNSE 2022 Addendum EPR, Option 3,

Dear

Thank you for your letter, dated March 14, 2022, containing your comments on the Yonge North Subway Extension (YNSE) Environmental Project Report Addendum (the EPR Addendum). Your correspondence raised several concerns related to the study area that was applied to assess potential impacts on the Natural Environment, consultation with Indigenous Nations, overall compliance with the Transit Project Assessment Process (as defined within Ontario Regulation 231/08), as well as how the project has considered stormwater management and climate change. We have attempted to respond to each of these items below.

Natural Environment Study Area

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 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.

Metrolinx is in agreement with the guidance provided in the Natural Heritage Reference Manual and considers a 120 metre study area around the footprint of proposed project infrastructure appropriate for the identification and mitigation of natural environment impacts, particularly given the extensive tunnelling and use of existing at-grade rail corridors for the currently-envisioned YNSE. Extending the natural environment study area to match past addendums would not result in any additional impacts beyond those already considered, documented, and mitigated within the current EPR Addendum.

Consultation with Indigenous Nations

We appreciate your comments related to the consultation process that was completed in support of the initial 2009 Yonge Subway Extension EPR. Please note, however, that the current EPR Addendum is intended to provide an updated assessment of project components that have meaningfully changed or that are inconsistent with previously approved EPR , per the addendum process described within Ontario Regulation 231/08, Section 15(1). Therefore, comments or concerns related to the extent of Indigenous Nation consultation should be limited to those consultation and engagement activities that have supported the preparation of the current, 2022, version of the EPR Addendum.

Details related to consultation within Indigenous Nations are captured within Section 6.5 of the current addendum and present a comprehensive engagement process that included making a draft version of the current EPR Addendum and its supporting technical studies available for comment by Indigenous Nations during the pre-planning phase of the TPAP. This included the project's Natural Environment Existing Conditions and Impact Assessment Report. Meetings were also held, when requested, to provide meaningful engagement opportunities to Indigenous Nations. In addition, Metrolinx is committed to ongoing engagement with Indigenous Nations throughout the project lifecycle, including providing opportunities for participation in fieldwork.

Compliance with the Transit Project Assessment Process (TPAP)

Thank you for your comment regarding to the request to identify potential alternative subway alignments based on a qualitative evaluation defined by the consultation process. While it is true that the 2009 EPR did include an evaluation of potential alternatives that was informed through consultation and outreach, these efforts are not a requirement of the TPAP. One of the main differences between the TPAP and a traditional environmental assessment is that the TPAP begins with a selected transit project that forms the basis for assessment – i.e., O. Reg 231/08 does not require proponents to examine alternatives to a particular transit project or alternative ways of delivering a transit project (such as through alternative route alignments). This is because the impacts of transit projects are well known and can be easily mitigated through the use of Best Management Practices (BMPs) and standard mitigation measures.

The TPAP includes provisions to address the possibility that in implementing a transit project, certain modifications may have to be made that are inconsistent with the original Environmental Project Report. In these cases, an addendum is prepared that must contain the following information, as per Section 15(1) of O.Reg. 231/08 (please note that the information contained in parentheses refers to the sections within the current YNSE EPR Addendum where these requirements were addressed by Metrolinx):

- A description of the change (Section 2.1, Section 2.2, and Section 3.1)
- The reasons for the change (Section 2.1 and Section 2.2)
- The proponent's assessment and evaluation of any impacts that the change might have on the environment (Section 5.0)
- A description of any proposed measures for mitigating any negative impacts that the change might have on the environment (Section 5.0 and Section 7.0)
- A statement of whether the proponent is of the opinion that the change is significant (or not), and the reasons for the opinion (Section 3.1)

Stormwater Management and Climate Change Considerations

Finally, we wish to thank you for your comments regarding public safety vulnerability in the context of changing climate conditions. The YNSE will be subject to the requirements of a federal climate lens, which will include a detailed assessment of how the project will be designed to anticipate, prevent, withstand and adapt from climate change and its associated effects on the environment. The *Metrolinx Sustainability Strategy* (2015-2022) (https://www.metrolinx.com/en/aboutus/sustainability/Sustainability_Strategy_2015-2020_EN.pdf) and the Metrolinx Climate Adaptation Strategy (https://www.metrolinx.com/en/aboutus/sustainability/MX%20Climat%20Adapt_Str_May8_vs4.pdf) provides additional detail on how the uncertainties associated with climate change will be addressed

by applying robust solutions that are effective, economical and efficient.
It is our hope that the responses contained within this letter provide useful clarification on the intent behind the YNSE EPRA Addendum, the current status of the TPAP, and its approach for assessing and mitigating the anticipated impacts of the subway extension. Please do not hesitate to contact the Project Team again should you have additional questions or concerns.

Thank you very much,
The YSNE Team

From:
Sent: March-14-22 2:24 PM
To: York Region <YorkRegion@metrolinx.com>
Subject: Metrolinx: Comment regarding YNSE 2022 Addendum EPR, Option 3,

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,

I am submitting comments (attached pdf file) in regard to the 2022 Yonge North Subway Extension Addendum EPR, Refined Option 3 alignment.

My concerns which I have expanded upon in the content of my attached letter(pdf) are as follows:

- 2022 YNSE Addendum EPR Natural Environment Impact Assessment Study Area is inconsistent with the MOE approved 2009 YSE EPR Study Area

- First Nations consultation and clarification differences between assessment of the 2022 Addendum in context with the MOE approved 2009 YSE EPR

- 2022 YNSE EPR Addendum compliance with 2009 YSR EPR Transit Project Assessment (TPAP) as defined by Ont. Reg. 231/08.

- Changing Conditions – Climate Change

Thank you for the opportunity to comment.

Sincerely,

From:	York Region
To:	
Cc:	York Region
Subject:	Mapping for the Yonge North Subway Extension
Date:	Wednesday, March 16, 2022 2:34:00 PM
Attachments:	image001.png

Good afternoon,

Thank you for speaking with our Community Engagement team in Royal Orchard last week. From that walk we had promised to follow up with the mapping for the Yonge North Subway Extension route through Royal Orchard.

Concept design maps are part of the Environmental Project Report Addendum (EPRA), available through our Metrolinx Engage site here: Environmental Studies. You will be interested in slides 17, 18 and 19, which show the proposed subway alignment through Royal Orchard.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3



From:	York Region
To:	
Cc:	York Region
Subject:	Mapping for the Yonge North Subway Extension
Date:	Wednesday, March 16, 2022 2:36:00 PM
Attachments:	image001.png

Hi

Thank you for speaking with our Community Engagement team in Royal Orchard last week. From that walk we had promised to follow up with the mapping for the Yonge North Subway Extension route through Royal Orchard.

Concept design maps are part of the Environmental Project Report Addendum (EPRA), available through our Metrolinx Engage site here: Environmental Studies. You will be interested in slides 17, 18 and 19, which show the proposed subway alignment through Royal Orchard.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3



From: York Region
To:
Cc: CEO Correspondence;
Subject: RE: Royal Orchard Station???
Date: Thursday, March 17, 2022 11:27:53 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

Thank you for your patience and my apologies for the delay. The province is working with our regional and municipal partners to explore potential funding opportunities that could support additional stations. Metrolinx is moving planning and design work forward for Cummer Station and Royal Orchard Station in case they can be included in the project.

Please let me know if you have any further questions.

Best,
Allie

ALLIE MCHUGH
Community Engagement and Issues Specialist – York Region
Metrolinx I 20 Bay Street, Suite 600 I Toronto I Ontario I M5J 2W3

METROLINX

From:
Sent: February 10, 2022 6:19 PM
To: York Region <YorkRegion@metrolinx.com>
Cc: CEO Correspondence <CEOCorrespondence@metrolinx.com>; Lena Azzou <Lena.Azzou@metrolinx.com>; Alba Briceno <Alba.Briceno@metrolinx.com>; David Jang <David.Jang@metrolinx.com>; Karla Avis-Birch <Karla.Avis-Birch@metrolinx.com>
Subject: Royal Orchard Station???

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.

Has Metrolinx lied and mislead the public yet again???

How can you announce that the Royal Orchard subway station will be proceeding one week with such great fanfare and then today (several weeks later) send out a project update labelling it as a potential station the may be added to the project in the future with all the maps and materials still only showing it as a potential station? Are your internal communications so bad that one department doesn't even know what others have announced? Or has the Royal Orchard Station not actually been approved and everything we just saw at Markham Council recently all just a misleading bluff?

Which one of these communication materials from Metrolinx is the public to believe?

Please clarify this for our community and the thousands of citizens already shafted by the destruction of our neighbourhood and at least counting Royal Orchard Station as some sort of consolation.

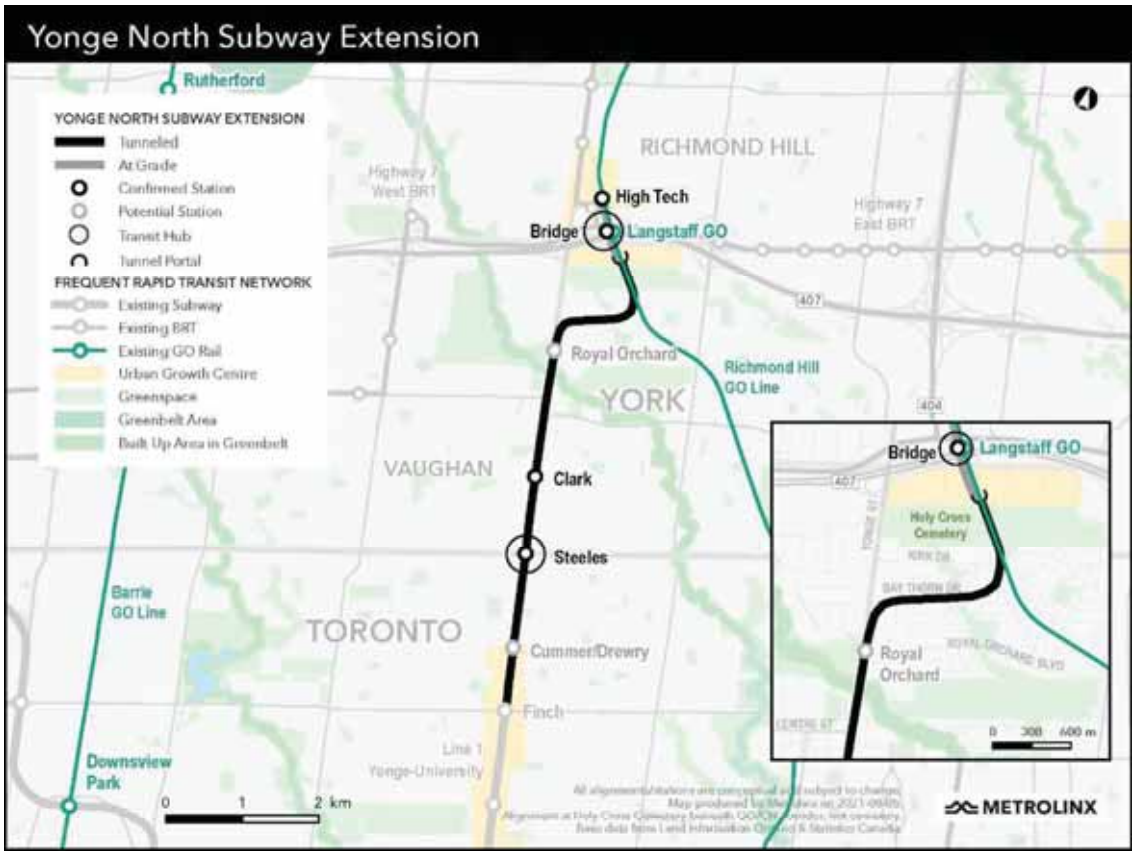
Thank you,
—

View this email in your browser

YORK REGION

New! Updated Environmental Project Report (EPR) and Station Area

Maps for the Yonge North Subway Extension



[an eight-kilometre, four-stop extension of Line 1 subway service from Finch Station to Richmond Hill]

available on Metrolinx Engage

Metrolinx News
Twitter

Read the full report and share your input

Register Now

January 5, 2022
December 16, 2021
October 20, 2021
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

YongeSubwayExt@metrolinx.com

Metrolinx.com/YongeSubwayExt

YongeSubwayExt@metrolinx.com

Construction Notice: Concrete Pour at Maple GO



Metrolinx News

Appendix I.14 – Updated EPR Addendum

Notice

METROLINX

Notice of Updated Environmental Project Report Addendum

Yonge North Subway Extension Project

The Project

In 2009, York Region, York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission completed an Environmental Project Report (EPR) for the Yonge Subway Extension under *Ontario Regulation (O. Reg.) 231/08* to identify potential effects and mitigation measures for a 6.8-kilometre Yonge-University line subway extension from the existing Finch Station to Richmond Hill Centre. 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.

EPR Addendum

Since the completion of the 2009 and 2014 studies, additional changes to the Yonge North Subway Extension (the Project) have been identified. An EPR Addendum was undertaken in accordance with Sections 15 and 16 of O. Reg. 231/08, amended June 30, 2020, under the Environmental Assessment Act, as any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the change and the measures needed to mitigate any negative impacts that the change may have, and construction or installation has not begun within ten years since the completion of the 2009 EPR. No impacts to the project implementation timeline are anticipated.



Metrolinx released the EPR Addendum for the Yonge North Subway Extension Project for public review from February 10, 2022 to March 14, 2022.

Metrolinx established an issues resolution process to attempt to resolve concerns raised during the review of the EPR Addendum. In accordance with Section 15 (22.8) of O. Reg. 231/08, Metrolinx has updated the EPR Addendum to include a description of the issues resolution process, what Metrolinx did to address concerns, and impacts to the Project timelines through addressing concerns.

Updated EPR Addendum Minister's Review Process

Effective **April 14, 2022** the Updated EPR Addendum will be available on the Project webpage (MetrolinxEngage.com/YongeSubwayExt). The Updated EPR Addendum has now been submitted to the Minister of the Environment, Conservation and Parks for review.

Within 35 days after receipt of the Notice of Updated EPR Addendum, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx allowing the changes to the Yonge North Subway Extension Project in accordance with the updated EPR Addendum, subject to conditions set out in the Minister's notice. The Minister may also inform Metrolinx that no notice will be issued.

The Minister may issue a notice only if:

- the Minister is of the opinion that the way in which Metrolinx addressed a concern raised in the issues resolution process would cause unreasonable delay to the implementation of the Project, and the conditions in the Minister's notice modify the way in which the concern is addressed in the updated EPR Addendum without causing unreasonable delay to the implementation of the Project; or
- the Minister is of the opinion that the change may have an adverse impact on the existing Aboriginal or treaty rights of the Aboriginal peoples of Canada, and the conditions may prevent, mitigate or remedy the adverse impact.

Once the Minister gives notice, confirms that no notice will be given, or the 35-day Minister's review period is completed, Metrolinx will proceed with the Project changes as described in the Updated EPR Addendum.

This Notice was first published on **April 14, 2022**.

Pour plus d'information, veuillez contacter le YongeSubwayExt@metrolinx.com.

Newspaper Notices

METROLINX

اطلاعیه به روز شده
ضمیمه گزارش پروژه زیست محیطی

پروژه توسعه مترو یانگ شمالی

پروژه

در سال ۲۰۰۹، منطقه یورک، شرکت حمل و نقل سریع منطقه یورک، شهر تورنتو و کمیسیون ترانزیت تورنتو گزارش پروژه زیست محیطی (EPR) را برای توسعه مترو یانگ تحت مقررات انتاریو قانون O. Reg. 231/08 تکمیل کردند تا اثرات بالقوه آنرا شناسایی کنند و اقدامات کاهشی برای گسترش مترو خط یانگ-دانشگاه به طول ۶٫۸ کیلومتر از ایستگاه فعلی فینچ تا مرکز ریچموندهیل را به کار ببندند. اکنون الحاقیه‌ای به EPR ۲۰۰۹ که در سال ۲۰۱۴ برای ارزیابی تغییرات طراحی شامل تاسیسات ذخیره قطارهای (TSF) مورد نیاز برای عملیات مترو مشخص شده بود، اضافه شده است.

ضمیمه EPR



از زمان تکمیل مطالعات در سال ۲۰۰۹ و ۲۰۱۴، تغییرات اضافی دیگری در توسعه مترو شمالی یانگ (پروژه) شناسایی شده است. یک الحاقیه EPR مطابق با بخش‌های ۱۵ و ۱۶ قانون O. Reg. 231/08، اصلاح شده در ۳۰ ژوئن ۲۰۲۰، تحت قانون ارزیابی زیست‌محیطی اعمال گشته، زیرا هر تغییری که با EPR قبلاً تأیید شده، مغایرت داشته باشد، مستلزم ارزیابی مجدد تأثیرات مرتبط آن با تغییر و اقدامات لازم است تا کاهش هرگونه تأثیر منفی که ممکن است در پروژه ایجاد کند را بررسی و تعدیل نماید. ساخت یا نصب هیچ قسمتی از این پروژه در ده سال گذشته و پس از اتمام EPR در سال ۲۰۰۹ آغاز نشده است. اکنون هیچ تاثیری بر جدول زمانی اجرای پروژه پیش‌بینی نمی‌شود.

Metrolinx ضمیمه EPR را برای پروژه توسعه مترو یانگ شمالی برای بازبینی عمومی از ۱۰ فوریه ۲۰۲۲ تا ۱۴ مارس ۲۰۲۲ منتشر کرد.

مترولینکس یک فرآیند بررسی و حل مسائل را نیز ایجاد کرد تا نگرانی‌های مطرح شده در طول بررسی الحاقیه EPR را حل کند. مطابق با بخش ۱۵ (۲۲٫۸) از قانون O. Reg. 231/08، اکنون Metrolinx ضمیمه EPR را به روزرسانی کرده است تا شامل شرحی از فرآیند حل مشکلات، کارهایی که Metrolinx برای رسیدگی به نگرانی‌ها انجام داده و نیز تأثیرات آن بر جدول زمانی پروژه از طریق رسیدگی به نگرانی‌های ابراز شده، باشد.

الحاقیه به روز شده پس از روند بازنگری وزیر

از ۱۴ آوریل ۲۰۲۲، پیوست EPR به روز شده در صفحه وب پروژه (MetrolinxEngage. com/YongeSubwayExt) در دسترس خواهد بود. الحاقیه به روز شده EPR اکنون برای بررسی به وزیر محیط زیست، حفاظت و پارک‌ها ارائه شده است.

وزیر محیط‌زیست، حفاظت و پارک‌ها می‌تواند طی ۳۵ روز پس از دریافت اعلامیه به‌روزرسانی شده EPR، اخطاریه‌ای به Metrolinx بدهد تا به وسیله آن بتواند طی اطلاعیه‌ای تغییراتی در پروژه گسترش متروی شمالی یانگ را مطابق با الحاقیه EPR به‌روزرسانی شده، مشروط به شرایط تعیین شده در قانون، آنچنان که در بند بازنگری وزیر آمده را صادر و اجرا کند. وزیر ممکن است به مترولینکس اطلاع دهد که هیچ اخطاریه یا اطلاعیه‌ای را صادر نخواهد کرد. وزیر فقط در صورتی می‌تواند اخطاریه و اطلاعیه صادر کند که:

- وزیر بر این عقیده باشد که روش و فرآیند حل و فصل مسائل مترولینکس درباره هر نگرانی مطرح شده باعث تاخیر غیرمنطقی در اجرای پروژه خواهد شد، و شرایط مندرج در اطلاعیه وزیر نحوه رسیدگی به نگرانی را به نحوی اصلاح می‌کند که الحاقیه به روز شده EPR بدون ایجاد تاخیر غیرمنطقی در اجرای پروژه ادامه یابد. یا
- وزیر بر این عقیده باشد که این تغییر ممکن است تأثیر نامطلوبی بر حقوق بومیان یا معاهده موجود میان بومیان کانادا با دولت کانادا داشته باشد و اطلاعیه وی ممکن است از تأثیر نامطلوب آن جلوگیری کند، یا آنها را کاهش دهد یا اصلاح نماید.

اگر وزیر اخطاریه ندهد، یا تأیید کند که هیچ اطلاعیه‌ای نمی‌دهد، یا دوره بررسی ۳۵ روزه وزیر به تمام برسد بدون هیچ اخطاریه یا اطلاعیه‌ای، Metrolinx تغییرات پروژه را همانطور که در ضمیمه به روز شده EPR توضیح داده شده، ادامه خواهد داد.

برای اطلاعات بیشتر لطفا با ایمیل YongeSubwayExt@metrolinx.com تماس بگیرید.

این اطلاعیه برای اولین بار در ۱۴ آوریل ۲۰۲۲ منتشر شده است.

METROLINX

환경평가 최신 수정안 공고

영 지하철 북부 노선 연장 프로젝트

프로젝트

2009년 요크지역과 요크지역 대중교통위원회(YRT), 토론토시, 토론토대중교통위원회(TTC)는 온타리오주 환경평가법(O. Reg.) 231/08에 의거 6.8km에 이르는 핀치역-리치먼드 힐 센터 지하철 노선 연장계획에 따른 잠재적인 영향과 이에 대한 대응 방안이 담긴 환경평가(EPR)를 완료했다. 2014년에는 열차 보관시설(TSF) 등 설계 변경안을 평가하기 위해 2009년 실시된 환경평가에 대한 추가 평가가 진행됐다.

환경평가 수정안

2009년과 2014년 두차례에 걸쳐 환경평가가 완료된 이후 영 북부 지하철 연장 프로젝트에 대한 추가 변경 사항이 확인됐다. 과거에 이미 승인이 된 환경평가의 내용과는 다른 변경 사항이 확인될 경우 이 변경 상황이 앞으로 미칠 부정적 영향을 해소하기 위한 조치가 필요하다. 이에 따라 2020년 6월30일 개정된 온타리오주 환경평가법(O. Reg.) 231/08의 섹션 15와 16에 따라 추가 환경평가가 실시됐다.
다만 지난 2009년 실시된 환경평가 이후 10년간 건설이 진행되지 않았기 때문에 프로젝트 일정에 미치는 영향은 없을 것으로 예상된다.

메트롤린스는 주민들이 영 북부 지하철 노선 확장사업에 대한 진행 상황을 확인할 수 있도록 2022년 2월10일부터 3월14일까지 영 북부 환경평가 보고서를 공개한다.



메트롤린스는 환경평가 보고서에 대한 주민들의 검토가 진행되는 동안 제기된 우려 사항들을 해결하기 위한 문제해결 프로세스를 수립했다. 온타리오주 환경평가법(O. Reg.) 231/08 섹션 15(22.8)에 따라 메트롤린스는 주민들의 우려 사항을 해결하기 위해 수행한 작업과 사업 일정에 미치는 영향 등에 대한 내용을 담아 환경 평가 보고서를 새롭게 업데이트했다.

최신 환경평가 수정안에 대한 관계부처의 검토 과정

업데이트된 환경평가 수정안은 **2022년 4월14일**부터 메트롤린스의 영 북부노선 확장 사업 웹페이지 (MetrolinxEngage.com/YongeSubwayExt)에서 확인할 수 있다.
업데이트된 환경평가 수정안은 온타리오주 환경, 보존 및 공원부에 제출된 상태다.
환경, 보존 및 공원부장관은 최신 환경평가 수정안을 접수한 후 35일 이내에 수정안에 명시된 지하철 연장사업의 변경사항을 허용한다고 메트롤린스에 통보문을 발행할 수 있다. 또한 장관실은 메트롤린스에게 관련 통보가 없을 것이란 내용을 알릴 수도 있다.

장관실은 다음의 경우에 한하여 통보문을 발행할 수 있다:

- 메트롤린스가 문제 해결 과정에서 프로젝트의 일정을 불합리하게 지연시키거나 장관실의 의견이 불합리한 일정 지연이 없이 문제 해결방안을 제시할 경우;
- 변경사항들이 원주민의 권리에 부정적인 영향을 미치거나 장관실의 의견이 이같은 부정적 영향을 방지, 완화 또는 해결할 수 있을 경우.

온주환경부가 변경안에 대한 사업착수를 허용한다는 통지문을 보내거나 또는 별도의 통지문 발행이 없을 것이라고 알렸을 경우, 또는 35일간의 환경부 검토기간이 종료될 경우 메트롤린스는 환경평가 수정안에 명시된 변경사항에 대한 사업을 진행할 수 있다.

자세한 내용은 YongeSubwayExt@metrolinx.com으로 문의한다.

이 공고는 2022년 4월14일 처음 발행됐다.

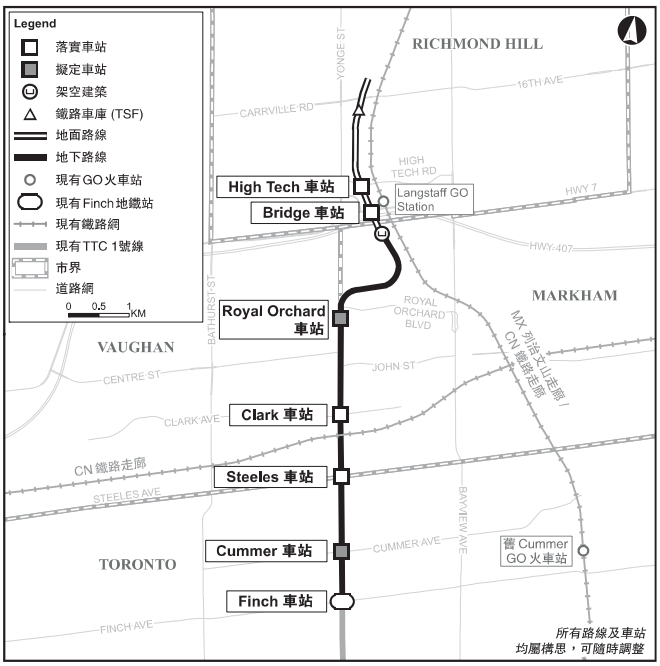
METROLINX

更新環境項目報告附錄通知

北央街地鐵延伸計劃

項目

2009年，約克區(York Region)，約克區捷運公司(York Region Rapid Transit Corporation)，多倫多市和多倫多公車局(Toronto Transit Commission)根據安省法規(O. Reg.)231/08完成了一項環境項目報告(EPR)。報告指出了此一長6.8公里，從芬治站(Finch Station)至列治文山中心(Richmond Hill Centre)的央街–大學線地鐵延伸案的可能影響及緩解措施。2009年的環境項目報告曾於2014年進行增補，以評估設計變更，其中包括地鐵運營所需的一個列車存儲設施(TSF)。



環境項目報告附錄
自2009年和2014年研究完成以來，北央街地鐵延長線(項目)的其他變化已經確定。一份環境項目報告附錄已根據環境評估法2020年6月30日修訂的O. Reg. 231/08第15和16章進行增補。任何與之前核准的EPR不符的變化，必須對此一變化可產生的負面影響及減少負面影響所需的措施，或自2009年EPR完成後10年內未開始的施工或安裝需進行再評估。項目實施時間表預計不會受到影響。

Metrolinx在2022年2月10日到2022年3月14日間發布該份北央街地鐵延伸計劃環境項目報告附錄予公眾審核。

Metrolinx設立一個問題解決程序，以試圖解決環境項目報告附錄審核期間的顧慮。按照O. Reg. 231/08第15章(22.8)，Metrolinx已更新環境項目報告附錄，納入問題解決程序的說明，Metrolinx為處理顧慮所採取的行動，及項目時間表因處理這些顧慮而發生的改變。

更新的環境項目報告附錄部長審核程序

自**2022年4月14日**起，更新的環境項目報告附錄將在項目網頁上可見(MetrolinxEngage.com/YongeSubwayExt)。更新的環境項目報告附錄已經提交予環境、保育及公園廳長審核。

在收到更新環境項目報告附錄通知35天內，環境、保育及公園廳長可向Metrolinx發出通知，准許其根據更新後的環境項目報告附錄對北央街地鐵延長線項目作出變更，但仍需遵照廳長通知中所列出的條件。廳長也可能通知Metrolinx不發出相關通知。

廳長可能只有在以下情況下才會發出通知：

- 廳長認為Metrolinx處理問題解決程序中所提出的顧慮，可能會對項目實施造成不合理的延誤，及廳長通知中的條件修改了在更新環境項目報告附錄中解決問題的方式，而不會對項目的實施造成不合理的延遲；或
- 廳長認為該變更可能對加拿大原住民的現有原住民或條約權利產生不利影響，這些條件可能會防止、減輕或補救不利影響。

一旦廳長發出通知，確認不會發出通知，或者廳長35天審核期完結，Metrolinx會依照更新環境項目報告附錄中的計劃推進項目變更。

如需更多信息，請聯絡YongeSubwayExt@metrolinx.com。

本通知於**2022年4月14日**首次發布。

METROLINX

اطلاعیه به روز شده
ضمیمه گزارش پروژه زیست محیطی

پروژه توسعه مترو یانگ شمالی

پروژه

در سال ۲۰۰۹، منطقه یورک، شرکت حمل و نقل سریع منطقه یورک، شهر تورنتو و کمیسیون ترانزیت تورنتو گزارش پروژه زیست محیطی (EPR) را برای توسعه مترو یانگ تحت مقررات انتاریو قانون O. Reg. 231/08 تکمیل کردند تا اثرات بالقوه آنرا شناسایی کنند و اقدامات کاهشی برای گسترش مترو خط یانگ-دانشگاه به طول ۶٫۸ کیلومتر از ایستگاه فعلی فینچ تا مرکز ریچموندهیل را به کار ببندند. اکنون الحاقیه‌ای به EPR ۲۰۰۹ که در سال ۲۰۱۴ برای ارزیابی تغییرات طراحی شامل تاسیسات ذخیره قطارهای (TSF) مورد نیاز برای عملیات مترو مشخص شده بود، اضافه شده است.

ضمیمه EPR



از زمان تکمیل مطالعات در سال ۲۰۰۹ و ۲۰۱۴، تغییرات اضافی دیگری در توسعه مترو شمالی یانگ (پروژه) شناسایی شده است. یک الحاقیه EPR مطابق با بخش‌های ۱۵ و ۱۶ قانون O. Reg. 231/08، اصلاح شده در ۳۰ ژوئن ۲۰۲۰، تحت قانون ارزیابی زیست‌محیطی اعمال گشته، زیرا هر تغییری که با EPR قبلاً تأیید شده، مغایرت داشته باشد، مستلزم ارزیابی مجدد تأثیرات مرتبط آن با تغییر و اقدامات لازم است تا کاهش هرگونه تأثیر منفی که ممکن است در پروژه ایجاد کند را بررسی و تعدیل نماید. ساخت یا نصب هیچ قسمتی از این پروژه در ده سال گذشته و پس از اتمام EPR در سال ۲۰۰۹ آغاز نشده است. اکنون هیچ تاثیری بر جدول زمانی اجرای پروژه پیش‌بینی نمی‌شود.

Metrolinx ضمیمه EPR را برای پروژه توسعه مترو یانگ شمالی برای بازبینی عمومی از ۱۰ فوریه ۲۰۲۲ تا ۱۴ مارس ۲۰۲۲ منتشر کرد.

مترولینکس یک فرآیند بررسی و حل مسائل را نیز ایجاد کرد تا نگرانی‌های مطرح شده در طول بررسی الحاقیه EPR را حل کند. مطابق با بخش ۱۵ (۲۲٫۸) از قانون O. Reg. 231/08، اکنون Metrolinx ضمیمه EPR را به روزرسانی کرده است تا شامل شرحی از فرآیند حل مشکلات، کارهایی که Metrolinx برای رسیدگی به نگرانی‌ها انجام داده و نیز تأثیرات آن بر جدول زمانی پروژه از طریق رسیدگی به نگرانی‌های ابراز شده، باشد.

الحاقیه به روز شده پس از روند بازنگری وزیر

از ۱۴ آوریل ۲۰۲۲، پیوست EPR به روز شده در صفحه وب پروژه (MetrolinxEngage. com/YongeSubwayExt) در دسترس خواهد بود. الحاقیه به روز شده EPR اکنون برای بررسی به وزیر محیط زیست، حفاظت و پارک‌ها ارائه شده است.

وزیر محیط‌زیست، حفاظت و پارک‌ها می‌تواند طی ۳۵ روز پس از دریافت اعلامیه به‌روزرسانی شده EPR، اخطاریه‌ای به Metrolinx بدهد تا به وسیله آن بتواند طی اطلاعیه‌ای تغییراتی در پروژه گسترش متروی شمالی یانگ را مطابق با الحاقیه EPR به‌روزرسانی شده، مشروط به شرایط تعیین شده در قانون، آنچنان که در بند بازنگری وزیر آمده را صادر و اجرا کند. وزیر ممکن است به مترولینکس اطلاع دهد که هیچ اخطاریه یا اطلاعیه‌ای را صادر نخواهد کرد. وزیر فقط در صورتی می‌تواند اخطاریه و اطلاعیه صادر کند که:

- وزیر بر این عقیده باشد که روش و فرآیند حل و فصل مسائل مترولینکس درباره هر نگرانی مطرح شده باعث تاخیر غیرمنطقی در اجرای پروژه خواهد شد، و شرایط مندرج در اطلاعیه وزیر نحوه رسیدگی به نگرانی را به نحوی اصلاح می‌کند که الحاقیه به روز شده EPR بدون ایجاد تاخیر غیرمنطقی در اجرای پروژه ادامه یابد. یا
- وزیر بر این عقیده باشد که این تغییر ممکن است تأثیر نامطلوبی بر حقوق بومیان یا معاهده موجود میان بومیان کانادا با دولت کانادا داشته باشد و اطلاعیه وی ممکن است از تأثیر نامطلوب آن جلوگیری کند، یا آنها را کاهش دهد یا اصلاح نماید.

اگر وزیر اخطاریه ندهد، یا تأیید کند که هیچ اطلاعیه‌ای نمی‌دهد، یا دوره بررسی ۳۵ روزه وزیر به تمام برسد بدون هیچ اخطاریه یا اطلاعیه‌ای، Metrolinx تغییرات پروژه را همانطور که در ضمیمه به روز شده EPR توضیح داده شده، ادامه خواهد داد.

برای اطلاعات بیشتر لطفا با ایمیل YongeSubwayExt@metrolinx.com تماس بگیرید.

این اطلاعیه برای اولین بار در ۱۴ آوریل ۲۰۲۲ منتشر شده است.

METROLINX

اطلاعیه به روز شده
ضمیمه گزارش پروژه زیست محیطی

پروژه توسعه مترو یانگ شمالی

پروژه

در سال ۲۰۰۹، منطقه یورک، شرکت حمل و نقل سریع منطقه یورک، شهر تورنتو و کمیسیون ترانزیت تورنتو گزارش پروژه زیست محیطی (EPR) را برای توسعه مترو یانگ تحت مقررات انتاریو قانون O. Reg. 231/08 تکمیل کردند تا اثرات بالقوه آنرا شناسایی کنند و اقدامات کاهشی برای گسترش مترو خط یانگ-دانشگاه به طول ۶٫۸ کیلومتر از ایستگاه فعلی فینچ تا مرکز ریچموندهیل را به کار ببندند. اکنون الحاقیه‌ای به EPR ۲۰۰۹ که در سال ۲۰۱۴ برای ارزیابی تغییرات طراحی شامل تاسیسات ذخیره قطارهای (TSF) مورد نیاز برای عملیات مترو مشخص شده بود، اضافه شده است.

ضمیمه EPR

از زمان تکمیل مطالعات در سال ۲۰۰۹ و ۲۰۱۴، تغییرات اضافی دیگری در توسعه مترو شمالی یانگ (پروژه) شناسایی شده است. یک الحاقیه EPR مطابق با بخش‌های ۱۵ و ۱۶ قانون O. Reg. 231/08، اصلاح شده در ۳۰ ژوئن ۲۰۲۰، تحت قانونِ ارزیابی زیست‌محیطی اعمال گشته، زیرا هر تغییری که با EPR قبلا تأیید شده، مغایرت داشته باشد، مستلزم ارزیابی مجدد تأثیرات مرتبط آن با تغییر و اقدامات لازم است تا کاهش هرگونه تأثیر منفی که ممکن است در پروژه ایجاد کند را بررسی و تعدیل نماید. ساخت یا نصب هیچ قسمتی از این پروژه در ده سال گذشته و پس از اتمام EPR در سال ۲۰۰۹ آغاز نشده است. اکنون هیچ تاثیری بر جدول زمانی اجرای پروژه پیش‌بینی نمی‌شود.



Metrolinx ضمیمه EPR را برای پروژه توسعه مترو یانگ شمالی برای بازبینی عمومی از ۱۰ فوریه ۲۰۲۲ تا ۱۴ مارس ۲۰۲۲ منتشر کرد.

مترولینکس یک فرآیند بررسی و حل مسائل را نیز ایجاد کرد تا نگرانی‌های مطرح شده در طول بررسی الحاقیه EPR را حل کند. مطابق با بخش ۱۵ (۲۲٫۸) از قانون O. Reg. 231/08، اکنون Metrolinx ضمیمه EPR را به روزرسانی کرده است تا شامل شرحی از فرآیند حل مشکلات، کارهایی که Metrolinx برای رسیدگی به نگرانی‌ها انجام داده و نیز تأثیرات آن بر جدول زمانی پروژه از طریق رسیدگی به نگرانی‌های ابراز شده، باشد.

الحاقیه به روز شده پس از روند بازنگری وزیر

از ۱۴ آوریل ۲۰۲۲، پیوست EPR به روز شده در صفحه وب پروژه (MetrolinxEngage. com/YongeSubwayExt) در دسترس خواهد بود. الحاقیه به روز شده EPR اکنون برای بررسی به وزیر محیط زیست، حفاظت و پارک‌ها ارائه شده است.

وزیر محیط‌زیست، حفاظت و پارک‌ها می‌تواند طی ۳۵ روز پس از دریافت اعلامیه به‌روزرسانی شده EPR، اخطاریه‌ای به Metrolinx بدهد تا به وسیله آن بتواند طی اطلاعیه‌ای تغییراتی در پروژه گسترش متروی شمالی یانگ را مطابق با الحاقیه EPR به‌روزرسانی شده، مشروط به شرایط تعیین شده در قانون، آنچنان که در بند بازنگری وزیر آمده را صادر و اجرا کند. وزیر ممکن است به مترولینکس اطلاع دهد که هیچ اخطاریه یا اطلاعیه‌ای را صادر نخواهد کرد.

وزیر فقط در صورتی می‌تواند اخطاریه و اطلاعیه صادر کند که:

- وزیر بر این عقیده باشد که روش و فرآیند حل و فصل مسائل مترولینکس درباره هر نگرانی مطرح شده باعث تاخیر غیرمنطقی در اجرای پروژه خواهد شد، و شرایط مندرج در اطلاعیه وزیر نحوه رسیدگی به نگرانی را به نحوی اصلاح می‌کند که الحاقیه به روز شده EPR بدون ایجاد تاخیر غیرمنطقی در اجرای پروژه ادامه یابد. یا
- وزیر بر این عقیده باشد که این تغییر ممکن است تأثیر نامطلوبی بر حقوق بومیان یا معاهده موجود میان بومیان کانادا با دولت کانادا داشته باشد و اطلاعیه وی ممکن است از تأثیر نامطلوب آن جلوگیری کند، یا آنها را کاهش دهد یا اصلاح نماید.

اگر وزیر اخطاریه ندهد، یا تأیید کند که هیچ اطلاعیه‌ای نمی‌دهد، یا دوره بررسی ۳۵ روزه وزیر به تمام برسد بدون هیچ اخطاریه یا اطلاعیه‌ای، Metrolinx تغییرات پروژه را همانطور که در ضمیمه به روز شده EPR توضیح داده شده، ادامه خواهد داد.

برای اطلاعات بیشتر لطفا با ایمیل YongeSubwayExt@metrolinx.com تماس بگیرید.

این اطلاعیه برای اولین بار در ۱۴ آوریل ۲۰۲۲ منتشر شده است.

都會聯通 METROLINX

公告: 央街北地鐵延線項目之環境項目報告附錄更新本
Notice of Updated Environmental Project Report Addendum
央街北地鐵延線項目

項目

2009年，約克地區、約克捷運公司、多倫多市及多倫多公車局依據安省規例231/08條，為央街地鐵延線擬就環境項目報告(EPR報告)，研判央街—大學地鐵線延伸6.8公里，連接既有芬治車站(Finch Station)與烈治文山中心(Richmond Hill Centre)，可能產生的影響，以及如何減輕環境負荷。及至2014年，2009年EPR報告經過修訂，增添附錄，以評估地鐵延線更改設計方案，包括地鐵營運所需列車儲放設施。



環境項目報告附錄

2009、2014年兩份報告完成後，央街北地鐵延線項目再有認定修改細項。由於環境評估法規定，地鐵延線規劃如有變更，與原先審批的環境項目報告不一致，必須重新評估規劃修訂案可能造成的問題，研擬如何減輕修訂案可能產生的不良影響，而2009年報告完成後，地鐵延線計劃沒有在十年內動工、安裝設施，開發方遂依據環境評估法， 2020年6月30日安省修訂規例231/08條15、16 節，修訂環境項目報告附錄。預計項目施作期不受影響。

都會聯通已公布央街北地鐵延線項目之環境項目報告附錄，供民眾閱覽，附錄閱覽期為2022年2 月10日到 2022 年3 月14日。

都會聯通有確立調解程序，設法釋除民眾在審閱環境項目報告附錄期間表達的疑慮。都會聯通依循安省規例231/08條15 節(22.8)，已更新環境項目報告附錄，增添說明，闡述調解程序所涉事項、它如何解決民眾提出的問題，以及調解過程對地鐵延線施作期的影響。

環境項目報告附錄更新本進入安省廳長審核程序

環境項目報告附錄更新本已呈交安省環境、保育及公園廳，供廳長審核。從2022 年4月 14日起，民眾可在央街北地鐵延線網頁閱覽環境項目報告附錄更新本，網頁：(MetrolinxEngage.com/YongeSubwayExt)。

安省環境、保育及公園廳長收到環境項目報告附錄更新本通知書後，可能在35天內發出有條件通知書，知會都會聯通，該廳在開列條件下，准許央街北地鐵延線項目按照環境項目報告附錄更新本改動規劃。廳長也有可能通知都會聯通，該廳不會發出通知書。

安省環境、保育及公園廳長僅在下述情況下發通知書:

＊廳長認定，都會聯通處理民眾提出的問題，所用對策有礙央街北地鐵延線項目施作，造成不合理的延誤，就會在通知書開列條件，提示都會聯通如何改變對策，處理環境項目報告附錄更新本所述問題，不致造成不合理的延誤，阻礙延線項目施作。

＊廳長認定，修訂案對加拿大原住民的既有權利，或是條約權利有負面影響，就會明列條件，指示都會聯通如何避免、減少或是消除負面影響。

一俟安省環境廳長發出通知書、確認不會發通知書，或是35天廳長審核期屆滿，都會聯通就會按照環境項目報告附錄更新本所述事項，更改央街北地鐵延線項目規劃。

如需更多信息，請聯繫 YongeSubwayExt@metrolinx.com。

本公告首刊於2022年 4月 14日