

**Royal Orchard Community Meeting Q&A
Thursday November 17, 2022****Q1. Will we feel tunneling at the surface? Or only the building of the station?**

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. Through the construction phase, Metrolinx will reduce impacts by keeping equipment well maintained and fitted with muffling devices wherever possible and coordinate construction schedules so that noisier work occurs when it makes the most sense. Metrolinx will monitor noise and vibration throughout construction and will introduce new mitigation measures whenever and wherever necessary.

Q2. What is the placement of the Royal Orchard station?

Royal Orchard Station will be located just south of the intersection of Yonge Street and Royal Orchard Boulevard. The location of the station entrances will be confirmed through further planning and design work. Detailed mapping of the Royal Orchard Station area is available in the Environmental Project Report addendum for the project. The updated mapping of the Royal Orchard Station area can be found here:

<https://assets.metrolinx.com/image/upload/v1663152283/Documents/Metrolinx/app/appendix-a - ynse concept design mapping jfehi2.pdf>

Q3. Will there be ventilation shafts in the EEB?

Ventilation shafts are not part of designs for emergency exit buildings along the Yonge North Subway Extension.

Q4. What happens to the floating slabs if after time they wear down?

The thick, durable rubber pads that will absorb vibrations and reduce noise from subway service can last up to 60 years with very little maintenance. If needed, the pads can be replaced with little to no impact on subway service or the community.

Q5. Regarding Royal Orchard Station, is the developer working on creating a connecting access from the plaza to the station? Will there be a provision for access to subway?

The location of station entrances along the Yonge North Subway Extension will be confirmed through further planning and design work. We're working with our municipal and regional partners to make sure station entrances, pedestrian connections, and bus transfers are convenient and make transit easy to access. We will have more details to share when the Preliminary Design Business Case is finalized.

Q6. Do you have any types of insurance that levels of government will commit to the funding? What will the developers do if there is no assurance? Will they continue with their development proposal?

The Yonge North Subway Extension is moving forward.

The provincial government has committed almost \$17 billion toward the Subway Program, which includes three other rapid transit expansions that will get the region moving – the Ontario Line, the Eglinton Crosstown West Extension, and the Scarborough Subway Extension.

In 2021, the federal government announced a \$10.4 billion funding commitment to Ontario’s priority subway projects, including the Yonge North Subway Extension. York Region has pledged to contribute proportional funding to the capital construction costs of the project through a preliminary agreement with the provincial government. The final contribution from the region will be subject to further refinements to the project’s budget and scope.

Q7. What is the operational impact on traffic in the Royal Orchard neighbourhood once the subway is operating?

We know the Yonge North Subway Extension will get thousands of people using transit, which will curb local traffic congestion and get people moving. Royal Orchard Station will put the subway within walking distance for 7,300 people and 1,300 jobs, which will help get more people out from behind the wheel and onto the subway.

Q8. What will happen to the church and cemetery when building Royal Orchard Station?

We do not anticipate any impacts at Thornhill Baptist Church or Holy Trinity Cemetery.

Q9. What is the status of your negotiations with CN?

We are in discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a longstanding relationship with CN - we share rail corridor throughout our existing GO network and have done so for years. We’re confident we will be able to effectively work together to move this important project forward.

Q10. Can some of the parameters of the subway contract be made public? Specifically, the CN contract?

Just like the conversations we have with any property owner along the route of the Yonge North Subway Extension, our discussions with CN Railway are commercially sensitive and will remain confidential.

Q11. Is there a valuation beyond money? Commercial interests?

Just like the conversations we have with any property owner along the route of the Yonge North Subway Extension, our discussions with CN Railway are commercially sensitive and will remain confidential.

Q12. Will you get back to us once an agreement with CN is made?

We'll continue to engage the community when we have new updates to share about progress on the project.

Q13. What is the total distance of the tunnel separation underneath 8111 Yonge Street?

The two subway tunnels will be 6.8 metres apart from each other below 8111 Yonge Street.

Q14. What is going underneath 8111 Yonge Street? Both tunnels?

Both subway tunnels will travel deep below the western portion of 8111 Yonge Street.

Q15. You said you were going to start construction in 2023. When exactly in 2023 will shovels be in the ground?

Work on early upgrades at Finch Station to support the Yonge North Subway Extension started in February 2023.

Q16. Will there be a southern entrance to Royal Orchard station?

The number and location of station entrances along the Yonge North Subway Extension will be confirmed through further planning and design work. We will have more details to share about station design when the Preliminary Design Business Case is finalized.

Q17. Is the money you are paying CN included in the budget?

The approved budget for the project includes funding for property needs and acquisitions.

Q18. Can you confirm that there will be no impacts to Pomona Creek when tunneling underneath it?

The tunnel will be at least 14 metres below Pomona Mills Creek. At that depth, we do not anticipate any impacts to the watercourse, vegetation or wildlife in the area. For more information on the environmental assessment for the project, you can find the Environmental Project Report addendum on our website:

<https://www.metrolinx.com/en/projects-and-programs/yonge-north-subway-extension/studies/environmental-project-report-addendum>

Q19. Some of our neighbours started receiving letters about compensation, then none were received shortly after. What happened?

We can share that property negotiations with some residents in Royal Orchard are already underway and that those discussions will remain private and confidential. Once we confirm our property needs for the project, we'll reach out to any affected property owners directly. In areas where we haven't started negotiations yet, we're looking at different options to keep the footprint of the project as small as possible as we work to refine our plans for the subway extension, and there's more work needed to make that happen. We always strive to limit our property needs as much as possible to support construction of new transit and this project is no exception.

Q20. If I want to stay in the neighborhood, it's going to cost me a lot. Will your fair market value take this into account?

Compensation is determined by the pricing and valuation methods prescribed by the Expropriations Act. We will work closely with property owners on developing a valuation, at our cost, and compensating owners accordingly. Market factors at the time of the acquisition will inform the valuation and will be based on comparable sales of similar properties in similar locations and situations. If a property owner wishes to complete their own appraisal to determine or confirm fair market value, Metrolinx can offer compensation for that.

Q21. Will you provide the minutes of the meeting with CN to the community?

Just like the conversations we have with any property owner along the route of the Yonge North Subway Extension, our discussions with CN Railway are commercially sensitive and will remain confidential.

Q22. Are inflation rates and supply chain issues increasing the cost of the subway? Have you updated your business case? Current estimates of ridership? Does it still make sense on a cost benefit basis? What has happened to the schedule so far?

The Yonge North Subway Extension is expected to serve more than 94,100 riders each day by 2041, cutting the time spent commuting in Toronto and York Region by a combined 835,000 minutes each day. We are confirming the benefits, financing, and delivery plans for the extension through the Preliminary Design Business Case, which we expect to finalize in 2024.

Ensuring the benefits offered by the Yonge North Subway Extension are achieved is critical to our success. The project will spur economic activity, create good jobs and connect more people to more opportunities to succeed. It will also offset greenhouse gas emissions and curb traffic congestion as communities grow.

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.

Each subway project has its own set of complexities. Our goal is to tailor our procurement approaches and contracting models to best suit each project. We will continue to adapt as we move forward through these procurements to be able to address new challenges and to be open to new innovations and solutions.

Our focus now is to refine our model based on market conditions while still meeting government commitments to deliver much-needed transit as efficiently and quickly as possible.

Q23. Why are you continuing with assigning contracts without a complete business case?

We use the data from our business cases to ensure we make decisions that benefits are maximized throughout the full course of a project. We update the business case at key stages to ensure these benefits are realized as work progresses, and assumptions are updated. Contract awards and business case updates occur throughout a project's lifecycle, this is normal for large, complex infrastructure projects and this is not unique to 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 the extension will serve. The Yonge North Subway Extension will provide faster, easier access to downtown Toronto and York Region, and will open new travel options all around the region.

Q24. Will what we are seeing on the Eglinton crosstown be what we see on the Yonge north subway extension? Will this ten-year project become a twenty-year project?

Metrolinx is committed to guiding delivering this project efficiently and cost-effectively. Lessons learned from past projects like the Eglinton Crosstown LRT will be used to guide the decisions we make, and we will take steps along the way to reduce the risk of delays or cost overruns. One of the ways we're doing this is by splitting the project into separate contracts to create manageable packages of work that industry partners can reliably and efficiently deliver.

Q26. How deep underneath the community will the tunnel be? Is it 20 meters or is 40 to 50 meters?

In the Royal Orchard community, the bottom of the tunnels - where trains pass over the tracks - will be a minimum of 21 metres below the ground surface. This minimum depth is maintained from Yonge Street to approximately where the existing railway corridor meets the southern boundary of Holy Cross Cemetery. Near Yonge Street and Royal Orchard Boulevard, the tunnels will be more than 40 metres below the surface.

Where the route crosses below Pomona Creek, beyond where homes are located, the tunnels will still be at a depth of at least 14 metres. This slightly shallower depth is because the ground level here is slightly lower than the surrounding land in the neighbourhood. From here, it will gradually rise to meet the surface rail corridor just south of Langstaff Road.

Q27. What is the slope of the alignment underneath 8111 Yonge Street?

Below 8111 Yonge Street, the tunnels will be at a downhill slope of 2.9%. This means that the tunnels slope downwards from the CN right-of-way on the east side, across to the west side of the subdivision, at a rate of 2.9 metres for every 100 metres of length.

Q28. We understand that to minimize noise and vibration, floating slab tracks will be deployed from Royal Orchard and upwards along the alignment. Are you considering any other technology? How are you certain this is the best option for mitigation noise and vibration?

Floating slab track has been proven to work on many subway lines around the world, including the recent western extension of Line 1 to Vaughan. Based on what we have observed inside buildings that sit above the tunnels and the conditions we've studied in Royal Orchard, we know the sounds and vibrations from subway trains traveling in the Yonge North Subway Extension's tunnels will be very difficult to hear and feel. We are confident that with floating slab technology the sounds and vibrations from subway trains travelling in the tunnels will be very difficult to hear and feel.

Q29. If the tunnel is going to be adjacent to the rail line, does that mean it's going under houses and the holy cross cemetery?

The tunnels will not go under Holy Cross Cemetery. The tunnels and portal will be within the railway corridor, north of the cemetery.

Q30. Can we see the exact route of the alignment?

Detailed mapping of the route of the extension is available in the Environmental Project Report addendum for the project. The mapping is available here:

[https://assets.metrolinx.com/image/upload/v1663152283/Documents/Metrolinx/app endix-a - ynse concept design mapping jfehi2.pdf](https://assets.metrolinx.com/image/upload/v1663152283/Documents/Metrolinx/app%20endix-a%20-%20ynse%20concept%20design%20mapping%20jfehi2.pdf)

Q31. What is the damage claims process for post construction?

The levels of sound and vibration from construction and operation of the subway extension are predicted to be well below the international guideline limits. We do not expect damage will be caused due to vibrations. If an issue is discovered, residents can reach out to the Metrolinx community engagement team to report the issue so that our team can investigate the issue (YongeSubwayExt@metrolinx.com).

Q32. There are currently 200 homeowners living at 8111 Yonge Street. To ensure fair market compensation, will you negotiate with each of the 200 homeowners?

Metrolinx will engage with the owner of the property we are acquiring. In the case of common property in a condominium, engagement must take place with the condominium board. The condominium board will then engage with Metrolinx and individual unit owners as required.

Q33. Where in the BTFA does it say that someone can take the name of the title of my property without compensation?

If your property is located on transit corridor land or within the 30- metre buffer area, as per Section 62 (3) (b) of the BTFA, a notice of designation will appear on the title of your property. The property owner's name will remain on the title and the notice of designation will be removed once construction is complete. The designation doesn't prevent you from selling or leasing your property.

It is important to note that many who own or occupy property on transit corridor lands will experience little to no impacts. For others, it may mean a small change to existing processes. If your property is needed in any way, you will hear from us well in advance.

Q34. How do you take appraisals into consideration when someone fully guts and renovates their home?

Home renovations would be assessed as part of independent, third-party appraisals for determining fair market value where we must acquire an entire property to support transit construction. For properties where only underground property is needed, an appraisal for that land value would be completed. The appraisal report will reflect important characteristics of a property, including size, renovations, and location.

Q35. Would fair market value go by January of this year, when it was higher, or when it's later and lower?

When we do our assessment, we determine if a property is needed. Fair market value is based on when the property appraisal is completed. In some cases, an appraiser may include a projection to take into consideration changes in the real estate market.

Q36. What are the vibration levels during the boring of the tunnel [under 8111 Yonge Street]?

Tunnelling work will happen deep underground at 8111 Yonge Street (approximately 45 metres below the surface), ensuring that vibration levels will be very low and difficult to notice.

Specifically, vibration levels from tunnelling are predicted to be 0.12 mm/s to 1.2 mm/s (peak vibration) inside units, which is well below the 12.7 mm/s (peak vibration) guideline Metrolinx follows during tunnelling for similar buildings.

Q37. Can you share the template letter for property acquisition?

Letters are tailored to individual property owners and the unique needs in different areas of the project route.

When we confirm needs, we reach out to affected property owners through a personalized letter. This letter will include an offer to arrange a meeting to answer any questions the property owner 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 owners have the information and support they need.

We strive to communicate with property owners early and often so that there is ample time to work through solutions.

Q38. The project was originally based on a \$5.6 billion budget, but with the rate of inflation and rising cost of living, won't this number increase? Cost estimates have gone up 50-70%, and the original estimates were based on small details.

Cost estimates and timelines will be refined throughout the procurement process. Our goal is to tailor our procurement approaches and contracting models to best suit each project. We want to continue to adapt as we move forward through each procurement to be able to address new challenges and to be open to new innovations and solutions.

Our aim is to create healthy competition and monitor market conditions closely to ensure taxpayers receive the best value possible. One of the ways we'll do this is by splitting the project into separate contracts to create manageable packages of work that industry partners can reliably and efficiently deliver.

It's also worth noting that 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.

Q41. Looking at the map of proposed route, north of Royal Orchard Station and between Bridge Station, I see quite a big dog leg, can't you keep the alignment on Yonge Street and make the route shorter?

The updated route curves away from Yonge Street and runs underground to the proposed subway tunnel portal south of Langstaff Road. This approach will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. Running the subway at surface level along the existing railway corridor also reduces the need for complex and costly construction of tunnels and underground stations and protects for a future northern extension of the subway along a railway corridor that already exists.

Q42. On slides 19 & 20 of the Royal Orchard Community meeting presentation, regarding the depth of the track under 8111 Yonge... a few slides prior it said maximum would be 21 meters under community. Can you clarify? How are you going to go from 50 meters to 21 meters?

The depth of the tunnels will rise from approximately 45 metres below the surface at 8111 Yonge Street to a minimum depth of 21 metres below homes in the Royal Orchard community. The tunnels need to gradually rise to surface level as they reach the portal so that subway trains can safely travel along the tracks and provide riders with a comfortable journey.

Q43. You drilled a lot of holes through our community, is there a geotechnical investigation report we can have access to?

A borehole report has been completed for the work that has taken place along the route; however, it includes commercially sensitive information that will be part of the contract bid and cannot be made public before the contract has been bid on.

Q44. Can 8111 Yonge residents get copy of borehole report from the drilling at St. Anthony's?

A borehole report has been completed for the work that has taken place along the route, however it includes commercially sensitive information that will be part of the contract bid and cannot be made public before the contract has been bid on.

Q45. How are commitments on Crosstown being honored, and how are contractors being held accountable? Any lessons learned from other projects, like Eglinton?

Metrolinx is committed to guiding this project efficiently and cost-effectively. Lessons learned from past projects like the Eglinton Crosstown LRT will be used to guide the decisions we make, and we will take steps along the way to reduce the risk of delays or cost overruns. One of the ways we're doing this is by splitting the project into

separate contracts to create manageable packages of work that industry partners can reliably and efficiently deliver.

Our aim is to create healthy competition and monitor market conditions closely to ensure taxpayers receive the best value possible.

It's also worth noting that 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.

Q46. Is the slope of the tunnel 5-6%? Last we heard it was 2-3%.

The slope of the tunnels along the Yonge North Subway Extension will be within the TTC's design standards for reliable subway operations. From south of the tunnel portal, the tunnels to Royal Orchard Station, the slope of the tunnels will be roughly 2.9%. From north of the tunnel portal, the tunnels to Royal Orchard Station, the slope of the tunnels will be roughly 2.9%. Beyond Royal Orchard Station, the slope will be relatively flat.

Q47. What is the slope between 8111 Yonge Street to the creek?

As the tunnels travel through Royal Orchard subdivision from east to west, their slope is at 2.9%. That means they slope 2.9 m for every 100 m of tunnel. As they go from east to west, the tunnels slope downward. This same slope exists between 8111 Yonge Street and the Pomona Creek location.

Q48. You talked about noise and vibration through floating slab. Is there a gold standard with floating slabs? Are we getting the gold standard? If you can get it lower, why wouldn't you?

Floating slab subway track is the most modern and up-to-date solution available to reduce noise and vibrations from subway operations. Metrolinx has committed to using floating slab track in the tunnels below homes in Royal Orchard.

Based on our studies, levels of vibration inside single-family homes in the Royal Orchard community will be 0.05 mm/s (average vibration) - which is below levels that humans can feel. Noise levels will be less than 30 dBA, which is comparable to an average whisper.

These levels are lower than the standards used around the world for transit projects that specify limits of 35 dBA for ground-borne noise and 0.10 mm/s for ground-borne vibration.

Q49. Will the tunnel run underneath the rail line? Or adjacent?

The tunnels will be underground within the railway corridor and will run under the railway tracks as they pass Holy Cross Cemetery. North of the cemetery, the subway tracks will run alongside the railway tracks.

Q50. How deep is the tunnel on Sheppard? People who live there describe it as a nightmare.

The Line 4 subway tunnels are between 10 and 20 metres below the surface. From the TTC, it has been communicated that between the opening of the Sheppard line in 2002 and 2012, the TTC received eight total noise and vibration-related complaints. From 2012 to 2021, the TTC received a single complaint, which was from trains travelling over the special track work entering Sheppard Station near Yonge at Harlandale Ave.

Q51. We don't even know exactly where this line is going? Can someone provide a walk through? We'd like to have a bit more information.

Detailed mapping of the route of the extension is available in the Environmental Project Report addendum for the project which was published in April 2022. The mapping is available here:

https://assets.metrolinx.com/image/upload/v1663152283/Documents/Metrolinx/appendix-a - ynse concept design mapping_jfehi2.pdf

Q52. What is the Royal Orchard Community Table?

We have several means of engaging members of the Royal Orchard community, and the Royal Orchard Community Liaison Committee (CLC) is one of them. The Royal Orchard CLC includes representatives from the Royal Orchard Ratepayers Association, local elected officials, and area residents. That group will be reconvened later in 2023. We've also been engaging with individuals, families, business owners, and other stakeholders in smaller groups or one-on-one settings. These engagements will continue.

Q53. We understand that "spoil" is what will be coming out back out on conveyor belt. Does this mean we will we hear the conveyor belt for the next 15 years?

No matter what method is employed by the construction partner chosen to build the tunnels, the company must agree to keep noise and vibration from tunnelling - including the removal of excavated soils and rock - below a certain level.

For the Yonge North Subway Extension, that level will be 38 dBA. We expect the tunnel boring machine to be working for approximately two years.

Q54. Metrolinx will control a certain amount of property on either side of the tunnel. When the tunnel runs under 8111 Yonge, how close to our lot line will you

control the land and underground? We would not be able to offer land to developer for sale, are you willing to compensate us?

Metrolinx compensates property owners at fair market value based on the requirements for the project. The third-party appraisal report will address any redevelopment potential that may be affected.

Q55. Will there be surface level construction and traffic impacts on Yonge Street during station building? Will the contract include the maintenance of all 3 lanes, and turning lanes?

We're working closely with our municipal partners to develop a coordinated plan to keep traffic moving safely and efficiently - whether you get around by car, on transit, on a bicycle or on foot. Metrolinx will also work with our future construction partners to introduce solutions that will minimize disruptions.

We'll make sure communities get plenty of notice ahead of time using all available communications channels, and we'll use clear and highly visible signage to make moving around construction areas as easy as possible. These plans will be brought forward to future Community Liaison Committees for discussion.

Q56. What is the timing for the release of the tunneling contract?

We expect to start procurement for the tunnelling contract in 2023 with a request for qualifications.

Q57. Regarding the sequencing of 2 tunnels, will one be done before the other? Both at the same time? What will this feel like? Will the machines work together? Are they tunneling in opposite directions?

We'll be using two tunnel boring machines to build the tunnels for the Yonge North Subway Extension. Both machines will be started at the launch shaft that will be located near Langstaff Road and the railway corridor. One tunnel boring machine will be launched slightly before the other so that we can maintain a 100-metre gap between the two machines as they make their way south toward Finch Station.

There are two types of vibration that come from tunnelling. One is from the tunnel boring machines passing, which creates a humming sound. The other source of vibration is from service trains that take concrete tunnel segments and equipment back and forth from the launch shaft to cutter head. The vibration from digging the tunnel typically fades away completely within two to three days because the tunnel boring machine moves further away as it makes progress.

The source of vibration that sometimes lasts longer is from the back and forth of supply trains along the temporary rails in the new tunnel. No matter what method is

employed by the construction partner chosen to build the tunnels, the company must agree to keep noise and vibration from tunnelling - including the removal of excavated soils and rock - below a certain level.

For the Yonge North Subway Extension, that level will be 38 dBA.

Q58. Temporary easements are ten years long? How is that temporary?

The ten-year easement is considered temporary as the easement is not permanent and full control will return to the owner at the end of that period. Compensation is determined by the pricing and valuation methods prescribed by the Expropriations Act. Our property team will work closely with property owners on developing a valuation, at our cost, and compensating owners accordingly. Market factors at the time of the acquisition will inform the valuation and will be based on comparable sales of similar properties in similar locations and situations. If a property owner wishes to complete their own appraisal to determine or confirm fair market value, Metrolinx can offer compensation for that.

Q59. Is the federal government committed to the funding of the project?

On May 11, 2021, the federal government committed \$10.7 billion to Ontario's four priority subway projects, which includes the Yonge North Subway Extension.

Q60. Aren't the developers the reason the subway isn't staying on Yonge Street?

We know the Yonge North Subway Extension has been a priority for many years, and we're confident the route we've selected will create the best possible connections for the people of York Region within reasonable timelines.

Running the route of the subway at surface level along the existing railway corridor will help people all over York Region because it means we can include more stations along the subway extension, providing more congestion relief to existing transit lines and roadways. If we were to follow the original route, Metrolinx would only be able to build three stations. This surface-level approach will also create better and faster connections with GO trains and bus rapid transit services to better support York Region's growth plans.

We are determined to make the project the best possible fit for the communities it will serve. We'll continue to work closely with our regional and municipal partners as we advance our plans.

Q61. Is the future development of the area entirely dependent on the presence of the subway?

York Region has been planning for growth for many years in response to the demand for more housing and employment opportunities in these communities. We are supporting those plans through the Yonge North Subway Extension.

Q62. Why won't there be parking at the Royal Orchard station? This will be so disruptive for our neighbourhood; people will be parking in our streets.

The Yonge North Subway Extension has been designed to support vibrant urban development along the route that creates faster, easier connections to rapid transit so that people can get out from behind the wheel. Those connections include local transit routes, TTC bus service, York Region local and Viva express bus service, Richmond Hill GO service, Highway 407 GO bus service, access with PRESTO (which automatically applies transfers and gives the user the lowest cost of a ride), as well as active transportation like walking and cycling.

Q63. Provincial law states that two entrances are required for any subdivision, will this still be the case?

Subdivisions along the route of the subway extension are being planned and approved by the local municipalities and, in the case of the Bridge and High-Tech transit-oriented communities, the provincial government. More information about early plans for those communities can be found online at <http://engagebridge.ca> and <http://www.engagehightech.ca>

Q64. The public consultation process undertaken for the plan that was completed in 2009 and set out in pages 2 - 11 of the Sept 25, 2008, Planning Document is a perfect example of how an important project of this nature can be developed collaboratively with input from all stakeholders. Why did Metrolinx not undertake the same consultative process for the major alignment change for Option 3?

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.

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 public virtual open houses, initiated a community table in the Royal Orchard community, and met in person and virtually with many stakeholders.

The updated project plans we shared in 2021 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.

Q65. Please provide the minutes of the meeting with the provincial authorities where Option 3 was approved.

The Metrolinx Board of Directors considered and endorsed the findings of the Initial Business Case in June 2020. The Metrolinx Board then considered the supplemental analysis for refined Option 3 in Fall 2020, ahead of the public release in Winter 2021. The updated plans for the project were discussed in the public session of the March 25, 2021, meeting of the Metrolinx Board of Directors. You can watch the proceedings at the link below:

<https://www.metrolinx.com/en/about-us/the-board/board-meetings/meeting-2021-03-25>

Q66. Why did Metrolinx (Mx) change the name from Option 3 to Green Alignment? Is it to make people believe that their option is environmentally friendly? Is it because they realized that naming it as an option means that there are other options available? Is it because GO trains/buses are green in color and the YNSE is going to paint the vehicles green instead of TTC's red?

The various options we studied to refine the route of the subway extension were represented by different colours so that our planning and design teams could easily tell them apart as they worked on the analysis. The option that rose to the top of our analysis just happened to be the one that was represented with a green line. We took a similar approach to the route options presented in the Initial Business Case and supplementary analysis.

Q67. Now that Metrolinx has informed us of the project travelling under our homes and properties, they can surely advise us on what we need to do to protect our properties from potential noise/vibrations/damage. They claim they are the experts so they should be able to give us advice on what we should/can do to protect our buildings (in addition to whatever they have planned as part of their project). This information can help us in taking preventive care of our properties.

The levels of sound and vibration from construction and operation of the subway extension are predicted to be well below the international guideline limits. We do not expect damage will be caused due to vibrations.

Safety is at the centre of everything we do at Metrolinx, which is why we take an extra cautious approach to tunnelling. Before and after tunnelling, Metrolinx will request the

permission of property owners along the transit route to thoroughly assess the condition of the interior and exterior of homes and buildings, at no cost to the owner. Pre-construction surveys are voluntary, but we strongly recommend you have one performed by an accredited surveyor of your choosing, or one can be provided by Metrolinx.

During tunnelling work, Metrolinx continuously monitors above-ground conditions, making any adjustments necessary to avoid effects at the surface. Finally, in the event of any property damage caused directly by subway construction, the Metrolinx contractor will have a claims process set up.

Q68. Can Mx provide us with the template letter that they will use when they inform the residents of perpetual or temporary sub surface acquisition? The reason for this ask is to understand the terms and conditions that we may be subjected to, and we suspect that we will have very little time to be able to deal with the predicament this puts us in. I am not asking them to divulge the amount of compensation- I am merely asking them to share a copy of the terms and conditions that are typically included in their letter for acquiring the property or part thereof. For example, would there be restrictions on what we can build, where can we build, will it have conditions such that they will wash their hands off any potential claims etc.? As some of the residents apprehend, when the project starts, all the claims will be diverted to the contractors - Mx is not going to take any responsibility for the adverse consequences of their decision. How can this ever be considered democratic or fair or just?

If Metrolinx confirms that your property is needed, you will receive written notification from us informing you that this is the case.

After that, Metrolinx will arrange to meet with you to answer any questions you 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 you have the information and support you need.

Metrolinx is committed to providing as much time as possible to work through solutions. The acquisition process can take up to 18 months but can also be completed earlier, depending on the specific case.

In all cases, owners are compensated for their property at a price they could expect through a sale at fair market value. Whenever Metrolinx needs to acquire property to support a new transit project, our commitment is to ensure that property owners do not experience a financial loss.

Q69. For all those who have received a letter saying that the tunnel would travel under their home: The Mx letter of Dec 8, 2021, states that the depth ranges anywhere between 21 meters and 50 meters. We want to know what the expected depth under each impacted home is as per their current plans? And not only the depth of the track from the floor of our basement (foundation) but also the depth of the top of the tunnel under the floor of the basement (foundation).

The depth of the tunnels below each property are part of discussions Metrolinx is having with individual property owners about property needs for the project. Metrolinx does not share details about confidential and commercially sensitive property acquisition and negotiations.

Q70. Why does Metrolinx disregard the overall noise from all trains, including CN freight trains, that shake homes south of Holy Cross cemetery. They are not testing for vibration, and only test their own trains for sound level only. If trains are added to the CN corridor, the whole corridor should be more vibration compliant to 2022 standards. Why is CN missing in action?

There will not be a significant increase from today's noise levels due to operation of the subway extension between the tunnel portal and the area of High Tech Station. Our studies show that the electric subway trains that will run along the extension are much quieter than the heavy diesel trains that regularly travel along the railway corridor. Our goal is to make sure there are no significant differences between what's experienced in the community today and what will be experienced when the extension is up and running.

Q71. When will we see a more detailed map indicating exactly where the proposed digging is going to go under our property and how much property is involved?

You can find detailed mapping of the route of the subway tunnels in the updated Environmental Project Report addendum for the Yonge North Subway Extension, which is available through the Metrolinx website, or [here](#). If you received a letter from us in December 2021 notifying you that your property is needed to support construction of the extension, Metrolinx will share those details through the property acquisition process.

Q72. Is it true that Metrolinx is trying to entice property owners with early "signing" bonuses in an effort to pit neighbours against one another?

No. Our preferred approach is to enter into direct negotiations with property owners, with the goal of reaching amicable agreements. In all cases, owners are compensated for their property at a price they could expect through a sale at fair market value.

Q73. With two new stations, extensive use of floating slab, what is the current budget for the YNSE (re: Q1 from September 2022 Q&As)?

The 2019 provincial budget estimates capital costs for the Yonge North Subway Extension to be \$5.6 billion. Cost estimates for the project will be refined throughout the procurement process.

Q74. To maximize the promised network effect of the YNSE, what will be the expected level of GO bus and train, Viva and YRT bus service through Bridge station and what are the anticipated costs of this service?

We'll have more to share about expected service levels and connections to other transit when we publish the Preliminary Design Business Case, which will further refine the project's benefits and costs. It is important to note that one of the most important benefits of the location of Bridge Station is how it makes it easy to connect to Viva BRT, GO bus, GO train, and local York Region Transit routes. Fast, convenient transit connections will open new travel options and make it easier than ever to move around the region.

Q75. When can we expect the fare structure to be for the various connections running through Bridge Station?

Work is underway with the Ministry of Transportation and our municipal partners to explore opportunities to better integrate fare systems across the region and to make it easier and more convenient to take transit. We are actively engaging with our municipal and transit agency partners to provide feedback on and to help refine our approach.

Q76. Given the challenge ML has faced and will face inserting passenger rail service like the YNSE onto very busy freight rail, has ML had to ever cancel or drastically modify a project due to CN objections (re: Q3 from September 2022 Q&As)?

We are in discussions with CN about our plans for the Yonge North Subway Extension as planning and design for the project continues. Metrolinx has a positive and longstanding relationship with CN - we share rail corridor throughout our existing GO network and have done so for years. We're confident we will be able to effectively work together to move this important project forward.

Q77. What specific designs have been made to support active transportation to and from Bridge Station from outside the Langstaff development area (re: Q17 from September 2022 Q&As)?

We're working with municipalities along the route of the extension to look at ways to create convenient pedestrian and cycling connections at each station. These designs are part of planning work that will be finalized through the next stage of the project. We'll have more to share when the Preliminary Design Business Case is finalized.

Q78. If a homeowner doesn't need a permit from the City of Markham, will one still be required from ML? On the July 9 walk we were left with the impression that you needed a permit from ML only if you needed one from Markham. Is this correct (re: Q24, Q43 from September 2022 Q&As)?

Permits are needed for work that would add, change or extend a structure on the property, such as a shed or an extension on a home. They are also needed for excavation or drainage work, like when building a pool.

You won't need a permit for work inside your home, like renovating a kitchen or bathroom. Permits help us understand what work might be happening along or adjacent to the subway alignment and avoid conflicts that might delay transit construction or your own plans.

We want to work with you to coordinate construction activities and timing - not prevent you from making improvements. We don't expect plans will be impacted in the large majority of cases. If some changes to your plans are required, we'll work with you on a solution. For more information on what kind of work may need a permit, visit metrolinx.com/permits.

Q79. What studies are you referring to? What is the current status of the vibration lab and in-home monitoring? Will the results of sound and vibration measurements within homes in the Royal Orchard community be used to guarantee post construction noise and vibration levels (re: Q32 from September 2022 Q&As)?

The monitoring of noise and vibration levels inside homes in Royal Orchard is complete and the results will be used to create a state-of-the-art sound demonstration that will accurately simulate how your home environment will sound when the subway is up and running.

The studies we completed for the updated Environmental Project Report Addendum for the project are being used to inform our designs for the extension to help 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. Near Yonge Street and Royal Orchard Boulevard, the tunnels will be more than 40 metres below the surface.

Based on what's been experienced on other recent subway projects in the GTA, we know the sounds and vibrations from subway trains traveling in the tunnels below Royal Orchard will be very difficult to notice.

Q80. Would ML please clarify this process here:

- a. First of all, when ML says that the preferred approach is always to negotiate directly with owners, does that mean Metrolinx would prefer that homeowners not retain their own counsel? Because offers to homeowners are being made by agents hired by Metrolinx, who have a fiduciary to the organization which retained them, that is Metrolinx, how**

will homeowners know if they have received a “mutually beneficial agreement” if the agreement is not vetted by a third party?

Property owners have the right to seek legal advice. Metrolinx can offer compensation for any reasonable legal fees associated with the acquisition process.

- b. Second, could Metrolinx please clarify their take on the meaning of the term “expropriation”. This answer seems to imply that if a mutual agreement can’t be reached then the land will be “expropriated”. However, the fact is that the land in question will be taken for the building of tunnels regardless of what “mutually beneficial agreement” is made. The answer seems to imply that if such an agreement is agreed to the land will not be “expropriated”.**

Expropriation is a process that enables a government agency like Metrolinx to acquire property without a direct agreement with the owner for the purpose of building public infrastructure, while still ensuring that owners are compensated at fair market value in keeping with the Expropriations Act.

Expropriation is only initiated if it becomes clear that an agreement might not be reached within the required timelines for the specific transit project. The preferred approach is always to negotiate directly with owners to reach amicable, mutually beneficial agreements. Even when expropriation is initiated, Metrolinx continues to negotiate with owners in the hope of reaching an agreement.

- c. Third, the negotiation here is complex and should not only address the taking of sub-strata property but also the potential for injurious affection and noise and vibration guarantees both during and after construction of the YNSE is completed. What is ML’s response to this multi-levelled negotiation (re: Q40, Q42 from September 2022 Q&As)?**

We will make sure that future subway service will be unobtrusive and difficult to notice. Our aim is to make sure there are no significant differences between levels of noise and vibration experienced in Royal Orchard today and what those levels will be when the extension is in service.

In fact, based on what we have observed inside buildings that sit above the tunnels and the conditions we’ve studied in Royal Orchard, we know vibrations from subway trains traveling in the Yonge North Subway Extension’s tunnels will be below levels humans can feel and sounds will be as quiet as an average whisper.

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).

Q81. This answer, concerning floating slab, sounds like an equivocation. What does the “confirming of the exact details” mean (re: Q53 from September 2022 Q&As)?

Metrolinx is committed to using floating slab subway track from Royal Orchard Station to the tunnel portal. We are working to finalize design details like the density of the concrete slabs and rubber absorption pads that will support the tracks. These details will be confirmed through the next phase of the project.

Q82. When will the PDBC be completed (re: Q63 from September 2022 Q&As)?

We expect to finalize the Preliminary Design Business Case in 2024.

Q83. The tone of this “answer” is quite insulting. “Please note”? We are not naughty children deserving to be scolded but rather taxpayers who will be contributing long into the future to pay and operate this project. This response adds to the lack of public disclosure and transparency which have been a hallmark of this project from the beginning. What information will ML share regarding the final agreement with CN, should it be finalized (once “negotiations” are complete) (re: Q64 from September 2022 Q&As)?

Unfortunately, property acquisition agreements between Metrolinx and any private property owner are commercially sensitive and confidential and any agreement between Metrolinx and CN Railway would be no exception.