

YNSE Virtual Open House: Project Update
Follow Up Questions and Answers
Wednesday May 17, 2023
6:30PM - 8:45PM

DESIGN & DEVELOPMENT

- 1. Did you guys finish the due diligence yet for this project? I was told you already started 2 years ago.**

An updated environmental assessment report for the Yonge North Subway Extension was published in April 2022 that evaluates the updated route and covers off changes to existing conditions since the previous report was completed. The benefits of the project are explored in detail in the Initial Business Case and accompanying supplementary analysis. Metrolinx is working on further refining the benefits of the project through the Preliminary Design Business Case, which we expect to finalize in 2024. You can find the latest studies related to the project on our website: [YNSE Studies](#)

- 2. Only 26000 more people within 10-mins walk to transit? Did you forget about the two Transit Oriented Communities at High Tech and Bridge?**

We'll be including the plans for transit-oriented communities at Bridge and High Tech stations in our analysis as we refine the benefits of the Yonge North Subway Extension through the Preliminary Design Business Case. The analysis included in the Initial Business Case for the project, which was published before plans for those transit-oriented communities were shared, can be found on our website: [YNSE Studies](#)

- 3. What plans are there to build other north-south lines instead of adding significant ridership to an already overcrowded line?**

The extension won't come into service until the Ontario Line goes into service, which will significantly reduce crowding on Line 1.

The Yonge North Subway Extension is also one of the Government of Ontario's [priority transit projects](#) that are designed to spread demand across the transit network as it expands.

- 4. What's the plan for service extension on Beecroft?**

We'll be working with our municipal partners in Toronto and York Region as we refine our designs for the project to make sure they have the information they need to plan for future bus service improvements in communities along the subway extension.

- 5. Will there be any pocket tracks along the extension?**

Yes, pocket tracks will be included in designs for the Yonge North Subway Extension.

- 6. Will Steeles Ave East just east of Yonge be widened to the same width as west of Yonge?**

Any need to potentially widen roads along the Yonge North Subway Extension will be confirmed through further planning and design work. We will protect for any future widening of Steeles Avenue through our designs. We will have more details to share about construction plans for the project when the Preliminary Design Business Case is finalized.

7. Has Metrolinx received approval from CN to run its above grade tracks parallel to CN's rail tracks?

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

We have a positive and longstanding working relationship with CN and we will be working closely with them to make improvements needed to the existing railway corridor to accommodate the subway extension.

8. So, there will not be platform screen doors from opening day, even though the TTC's ATC/CBTC trains will stop perfectly accurately each time?

We're designing stations along the Yonge North Subway Extension so that platform edge doors can be installed in the future.

9. The noise barrier walls will be built on both sides along the tracks when running beside CN track. What are the decibel levels the noise walls are supposed to meet?

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 is not anticipated. 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 the railway corridor and subway train operations are not predicted to result in noise exceedances requiring mitigation.

Noise mitigation will be implemented at the Train Storage Facility (TSF) where noise levels are expected to exceed the applicable criteria (the greater of pre-project sound level or 55dBa). To manage predicted noise levels in the area around the TSF, we're looking at solutions including the installation of permanent noise barriers and moveable tracks that reduce the gap between rails to reduce noise and vibration. Our goal is to limit noise impacts to the community when the Yonge North Subway Extension is operational.

10. With the upcoming City of Toronto elections will this project be affected?

The Yonge North Subway Extension is fully funded and is moving forward. We expect the enthusiastic support of all of our municipal partners will continue.

TUNNELLING

11. What plans are there to introduce some redundancies in the tracks so that disabled trains can be bypassed by working trains?

Designs for the Yonge North Subway Extension will include crossover tracks in the underground and surface-level sections of the route to help make sure service on Line 1 remains reliable and fast after the extension is up and running.

12. Can you give us a target completion year for the completion of the tunnels?

Tunnelling work will begin after we finalize a detailed schedule with our future tunnelling team. The search for a tunnelling partner started in April 2023 and we expect to name the successful team in 2024. Once we have completed the procurement process and selected a tunnelling team, we will have a detailed schedule of construction activities.

13. Why are the boring machines starting at High Tech area when it's above ground there? Is it to allow for slope to the start of the real tunnelling?

The tunnel boring machines will be lowered into the ground and start their journey from an area south of Langstaff Road, on the west side of the existing railway corridor. This site will make the process of launching the machines less complex and disruptive than it would be in a dense urban area like the one surrounding Finch Station. This location is far away from residential properties reducing the potential for concerns related to noise, dust and increased traffic. It also has the advantage of convenient access to Highway 407, which will allow materials to be brought back and forth from the launch shaft without routing trucks through residential neighbourhoods.

14. Will there be a bridge over the valley between Centre and Royal Orchard or will the tunnel go deep?

The subway extension tunnels will run underground between Finch Station and just south of Highway 407, which includes the area between Centre Street and Royal Orchard Boulevard.

15. TBM is a good topic, if there are anticipated delays with tunnelling, any chances an additional TBM can be deployed?

The tunnels along the subway extension will be constructed using two twin tunnel boring machines. We'll be carrying forward lessons learned on other projects to help keep construction of the Yonge North Subway Extension moving forward quickly.

PROPERTY

16. I'm told that part of the property on 5760 Yonge is to be used for this project. Can you provide info about what will be used on that site? Also, there are trees about 20m west off Yonge on the site, will they remain there during use of the site?

The conversations we have with individual property owners about property needs for the Yonge North Subway Extension are commercially sensitive and will remain confidential. We are still 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 the Yonge North Subway Extension is no exception.

17. Will my condo be affected by the project? I currently live at 1 Clark Ave West. It's a high-rise condominium.

If your condo building is located on transit corridor land or within the 30-metre buffer area, the condominium board will have received a letter from Metrolinx.

You can use the interactive map on our website to find out whether your property is located on [transit corridor lands](#):

https://maps.metrolinx.com/Third_Party_Coordination_Permitting/

Metrolinx completed an Environmental Project Report Addendum (EPRA) in April 2022. The EPRA identifies existing conditions, potential impacts as a result of the Project and proposed mitigation measures. 1 Clark Avenue West is located in Segment 1 of the EPRA Study Area; significant impacts are not anticipated as a result of the Project. Construction related impacts such as noise, vibration and air quality will be managed in accordance with applicable legislation to limit any disruption. The EPRA is available for review online at [YNSE Studies](#).

TRANSIT CORRIDOR LANDS

18. Order in Council 1050/2022 signed by the Lieutenant Governor regarding the Transit Corridor Land is much less scoped than the interactive map on Metrolinx website. Why is yours so different?

In June 2022, three properties along the route of the extension were declared transit corridor lands through Order in Council 1050/2022 to ensure access to them for important and time-sensitive planning reports and studies needed to keep the project on schedule. Notification letters were also sent to property owners whose property fell within 30 metres of those properties, in keeping with the parameters noted in the legislation.

In April 2023, transit corridor lands were declared along the entire route of the extension, reflecting the locations that may be needed for the planning, design and construction of the extension over the duration of the project.

19. Why is my property in the TCL when I live further than 30 metres from the tunnel alignment?

The distance between the transit corridor land boundary and the route of the transit line varies along the route of the project. In some cases, the transit corridor lands will only extend a short distance from the line, while in other places, they might extend several hundred metres. Boundaries extend to the furthest possible point where land may be needed for any reason - for instance, to complete environmental studies, utility relocation, access points for construction, or areas where traffic may need to be temporarily diverted.

Once the boundaries of the transit corridor lands are set, an additional 30-metre buffer area is added surrounding the transit corridor lands to allow for any other needs that could come up during further design and construction work.

Property owners with properties within transit corridor lands and in the 30-metre buffer area surrounding the transit corridor lands received a notice, as the same permitting and property access conditions apply to their properties.

20. How can I see where my property is in relation to the TCL and alignment in Royal Orchard?

You can use the interactive map on our website to find out whether your property is located on [transit corridor lands](#):

https://maps.metrolinx.com/Third_Party_Coordination_Permitting/

Please see updated renderings in [Appendix A](#) that show the tunnel alignment in relation to community buildings and landmarks as well as tunnel depths at various points in the Royal Orchard community.

STATIONS

21. How much will the movement of the subway be felt by surrounding neighborhoods (vibrations/ noise) near Clark station?

For Clark Station, the noise and vibration limits are 35 dBA and 0.10 mm/s, respectively. The levels of vibration from the 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. These assessments are referred to as "pre-construction surveys."

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, including noise and vibration at receptors along the alignment, making any adjustments necessary to avoid effects at the surface.

22. Why does Metrolinx already know Royal Orchard station will be located at the S/E corner, yet you still don't know where the Clark station will be located?

Plans for all stations along the Yonge North Subway Extension are in early phases of design and are being refined through the Preliminary Design Business Case. Those designs will be finalized through further analysis with the future partner for the project's stations, rails, and systems contract. Any information that has been shared about features like entrances is preliminary and subject to change.

23. Will there be a stop at Royal Orchard Blvd for sure? Entrance on the East side of Yonge Street?

Royal Orchard Station is a confirmed station. The main entrance will be located on the south-east corner of the intersection of Yonge Street and Royal Orchard Boulevard.

The updated mapping of the Royal Orchard Station area can be found on page here: <https://assets.metrolinx.com/image/upload/v1663152283/Documents/Metrolinx/appendix-a - ynse concept design mapping jfehi2.pdf>

24. I know that stations have an EXTREME effect on project cost. I have a question about having two stations less than a km away from each other: why is this so? Couldn't the GO platforms be relocated in a joint effort? For the mega TOD and increased ridership, the infrastructure must be updated regardless...GO Expansion is another good reason. Or consequently, why can't the terminus be at the current GO station. I find it silly how these two stations will be what's currently a single parking lots distance away from each other.

The stations along the northern section of the extension are placed the way they are to serve the most people in the future, making it faster and easier for riders to use the subway and connect to transit services across the region, and to better support growth while curbing local traffic congestion.

The Government of Ontario has proposed building two vibrant communities at Bridge and High Tech stations through the [Transit-Oriented Communities program](#) that would help create more housing, more jobs and space for recreation and leisure within walking distance of the subway.

Since the neighbourhoods surrounding Bridge and High Tech stations are expected to grow significantly in the years to come, these stations will contribute a large portion of the riders that will use the extension, especially those who transfer to the subway from a bus.

Located between Highway 7 and Highway 407, Bridge Station will create vital connections between the subway and the Richmond Hill GO line, as well as GO bus, Viva Bus Rapid Transit and local bus services that run along the two major highways. It's also worth noting that the station at High Tech Road would put the subway within walking distance for more than half of the residents expected to live in the Richmond Hill Centre area by 2041.

25. Has Metrolinx posted a map showing station locations and bus terminal layouts, as has been done with Ontario Line and Scarborough Subway Extension?

Simplified versions of the latest available station area mapping can be found by clicking through the pages on the [What We're Building: Stations](#) section of the Yonge North Subway Extension web page. More detailed mapping of the station areas is available in the Environmental Project Report addendum for the project: [YNSE Studies](#).

We are working on confirming detailed designs of stations along the Yonge North Subway Extension through the Preliminary Design Business Case. We will share more information about station designs when that analysis is finalized.

26. Can you show us the entrances to Yonge/Steeles Station?

The design concept and requirements for Steeles Station are being refined through further planning and analysis. We will share more details about Steeles Station when the Preliminary Design Business Case is finalized.

27. Can you tell us where the Steeles Station entrances are? What's the status of the bus station design as part of the incorporation of Steeles station overall design?

The design concept and requirements for Steeles Station are being refined based on the needs identified by our municipal partners, including the TTC and York Region Transit. We will share more details about the Steeles Station transit hub when the Preliminary Design Business Case is finalized.

28. Will the design of the Bridge Bus Terminal include direct access ramps to/from Highway 407?

The design concept and requirements for Bridge Station are being refined through further planning and analysis. We will share more details about Bridge Station when the Preliminary Design Business Case is finalized.

29. Are there any plans on extending the public bike share program to existing subway stations and to the future extensions.

We're working with our municipal partners to explore ways to make it convenient to cycle to and from stations along the Yonge North Subway Extension. Any potential expansion of bike sharing programs is 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.

30. High Tech Station will not have a terminal whereas Clark Station will have one. So why is there public washroom at High Tech Station but Clark Station is still to be determined?

Further analysis is needed to confirm which stations along the Yonge North Subway Extension will include public washrooms. We are working with our municipal partners to assess the need for washrooms at stations along the Yonge North Subway Extension as we refine designs for the project. We will have more to share about detailed station designs as we finalize the Preliminary Design Business Case.

31. Thornhill will not be a community when this calamity is done. This was an established neighbourhood. It is now an engineering experiment. Parking is just one example. To borrow from Joni Mitchell--They paved paradise and put up a parking lot. Years of construction, subway noise and vibration, rats, a traffic and parking nightmare. Why was parking not a major issue from the start?

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

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

32. There are tons of families living in all 4 corners at Yonge and Clark. Shouldn't Metrolinx finish all the assessments before deciding that a Clark station is going to be built instead of the other way around?

Clark Station will provide significant benefits to the existing and future residents and businesses in the community. The detailed analysis found in the Initial Business Case and Neighbourhood Stations Analysis confirms that Clark Station will serve growing communities in Thornhill by putting more people on rapid transit, offsetting traffic congestion in the process. Clark Station will also put an estimated 8,100 people and 1,900 jobs within a 10-minute walk of the subway and provide convenient connections to the planned future

extension of Viva Orange bus rapid transit service. Furthermore, an updated environmental assessment (EA) for the Yonge North Subway Extension was completed in 2022 that includes Clark Station. The EA considers how the project may affect its surroundings and its findings are guiding us as we look to protect and preserve the quality of life in the community during and after construction. All three of these reports and studies can be found on our web page: [YNSE Studies](#)

CONSTRUCTION AND TRAFFIC IMPACTS

33. What will be the level of traffic and street level disruption on Yonge Street during construction?

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.

34. The Food Basic's Plaza (at the intersection of Royal Orchard and Yonge) is being developed and turned into Condos in the next 4ish years or sooner. There is only one road in and out from Inverlochy and if the North extension project ends up at this location at around the same time, it's going to be a traffic nightmare. Do you know what considerations will be made?

We're working closely with property developers and our municipal partners to ensure there is a coordinated plan to keep traffic moving safely and efficiently through all stages of construction and will introduce solutions that will minimize disruptions. These plans will be brought forward to future community liaison committees for discussion.

FINCH EARLY WORKS

35. What does modifying the tail track refer to?

The 'tail tracks' beyond the platform at Finch Station that support existing Line 1 service provide temporary parking space for subway trains while they're not taking riders to and from their destinations. The changes Metrolinx is making to the tail track area involve extending the waterless sprinkler system from the existing service tracks through the tail tracks, along with new cables and other equipment that will link the future subway extension into the existing communications and support systems.

36. Can the parking lot at Finch West be cleaned as we need to drive through it to get to the new Talbot exit?

Thanks for bringing this to our attention. The debris in the parking lot has been swept up and we're working with our partners at the TTC to make sure the lot is kept clean and tidy as construction continues.

TIMELINES

37. When is construction starting in the Baythorn and Royal Orchard area?

The search for a tunnelling partner started in April 2023 and we expect to name the successful team in 2024. Once we have completed the procurement process and selected a tunnelling team, we will have a detailed schedule of construction activities.

38. Why does it take almost a decade to build a 5 station (8KM) extension? Vancouver built the Canada Line in 4 years, and it has 16 stations (19.2KM)

Since being handed responsibility for the Yonge North Subway Extension by the Government of Ontario, Metrolinx has been working to complete updated environmental assessments and business case analysis for the project. This process helps us refine the benefits of the subway extension and better understand how we can limit impacts for communities during construction and after the new line is up and running. We are now moving forward with detailed design work and major procurement for the project. We've already started work on early upgrades at Finch Station that will help connect the subway extension to existing Line 1 service. The overall construction schedule and completion date targets for the subway extension will be determined throughout the procurement process.

Appendix A: Renderings of alignment in the Royal Orchard community





