

**YONGE SUBWAY EXTENSION
TRAIN STORAGE FACILITY EPR ADDENDUM**

**PUBLIC INFORMATION CENTRE #1
MAY 1ST, 2013**

SUMMARY REPORT

May 2013

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1. INTRODUCTION AND BACKGROUND

On April 6, 2009, the Minister of the Environment for the Province of Ontario issued a Notice to Proceed to the Regional Municipality of York (York Region), the Toronto Transit Commission (TTC), York Region Rapid Transit Corporation (YRRTC), and the City of Toronto to construct the Yonge Subway Extension (YSE), from Finch Avenue to the Richmond Hill/Langstaff Urban Growth Centre at Highway 7. Subsequently, a Statement of Completion was issued that signified the completion of the Transit Project Assessment Process carried out under *Ontario Regulation 231/08* (TPAP). The TPAP process assessed potential environmental impacts associated with the project, identified measures to mitigate those impacts, and committed to developing systems to monitor the progress of implementing those mitigation measures. The TPAP Completion Notice also served as an authorization for the proponents to proceed with implementation of the Project.

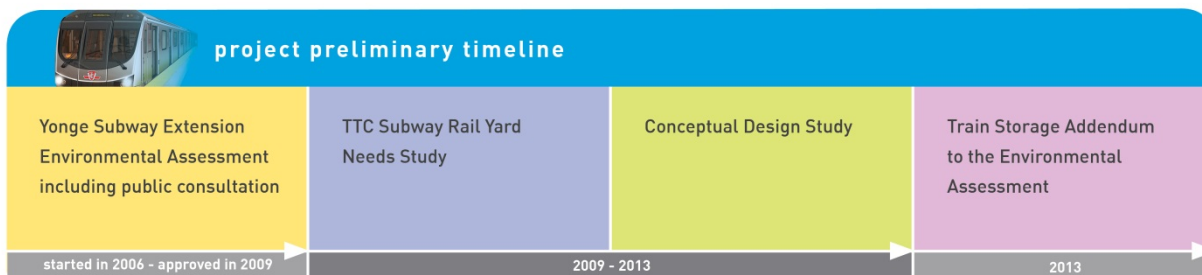
The Yonge Subway Extension Environmental Project Report, 2009 (2009 EPR) was undertaken by York Region, TTC, YRRTC and the City of Toronto as Proponents of the project. In October 2009, York Region and the City of Toronto authorized the TTC and YRRTC to proceed with the Conceptual Design Study for the project. The City of Toronto approved the project conditional on TTC carrying out a Subway Rail Yard Needs Study (SRYNS) and based on the outcome of that study, any additional required facilities were to be added to the project. On May 1, 2012, the TTC Board authorized the TTC to proceed with an Environmental Project Report Addendum.

The TTC undertook the SRYNS in May 2009 to identify existing vehicle storage capacity, and evaluate requirements and potential alternative locations for future storage facilities. Anticipated yard capacities are based on 2030 vehicle storage requirements, and include both the proposed Spadina and Yonge Subway extensions. It is expected that the subway car fleet will grow from 62 trains to a total of 88 trains by 2030, and that a 14-car Train Storage Facility (TSF) will be required north of Steeles Avenue on the Yonge subway line.

Subsequent to the issuance of the Minister’s Notice, changes to the Project were identified during the Conceptual Design Study that result in modifications to the plans presented in the 2009 EPR. As described in Section 15 of *Ontario Regulation 231/08*, any significant change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the project with respect to the propose change, the identification of potentially new mitigation measures and potentially new monitoring systems, in an addendum to the previously approved EPR.

Public consultation was undertaken to provide the public, stakeholders, affected agencies, and interest groups information on the TSF as well as an YSE study update. Comments received will assist in the development of the EPR Addendum. This Summary Report documents the Public Information Centre (PIC #1) that took place on Wednesday May 1, 2013.

Exhibit 1-1: Study Stages



2. PURPOSE OF PUBLIC INFORMATION CENTRE #1

The purpose of this first Public Information Centre was to present the detailed analysis of the various design options as well as the preferred plan for the TSF and associated facilities, in order to obtain feedback from agencies and members of the public to assist in the refinement of recommendations to be documented in the EPR Addendum.

3. OVERVIEW OF PUBLIC INFORMATION CENTRE #1

3.1 Date, Time, Venue

PIC #1 was held as follows:

Date: Wednesday, May 1, 2013

Time: 4:00 – 8:00 p.m.

Place: York Region Building, 50 High Tech Road, Richmond Hill
Ground Floor Training Rooms A/B

3.2 Notification

Notice of PIC #1 was published in *The Richmond Hill Liberal* Thursday April 18, 2013. A copy of this public notice is provided in **Appendix A**.

Three weeks prior to PIC #1, an invitation letter was sent to First Nations Communities, elected officials, municipal representatives, special interest groups, and media.

Properties within the vicinity of the TSF were sent notification letters three weeks prior to PIC #1, and a follow-up invitation postcard 2 weeks prior to the event. In addition, properties on the west and east side of Yonge Street from Silverwood Avenue south of Silverwood to North of Highway 7; south of Gamble Road to north of Bernard Avenue; and the east side of Yonge Street between 16th Avenue and Highway 7, were sent an invitation postcard two weeks prior to the event.

A complete list of contacts who received notification of PIC #1 by letter, postcard, or email, as well as samples of all notification materials, are included in **Appendix A**.

Initial email notification was sent to the YSE email distribution group, on April 17, 2013, and a reminder email was sent on April 29, 2013.

3.3 Attendance

PIC #1 was well attended. Approximately 225 people attended over the course of the evening; 100 individuals signed the register.

3.4 Format

PIC #1 was organized as an open house, and as such, there were no formal presentations or question and answer sessions. Display boards were arranged to present project information and attendees were encouraged to speak with members of the Project Team who were on hand to receive feedback, address any comments or concerns, and facilitate discussion on the information provided.

Both online and paper feedback forms were made available at the open house and at www.vivanext.com to solicit comments from those in attendance and from those unable to attend. Feedback forms were available in accessible formats. Those with comments were asked to submit their feedback forms on or before May 15, 2013. A copy of the feedback form that was provided to attendees is included as **Appendix B**.

4. DISPLAY PANELS AND RESOURCE MATERIAL

The following display panels were presented at PIC #2 (see **Appendix C** for a copy of the display panels):

- The Yonge Subway Extension (Project Features)
- Metrolinx – Top Priority for Funding
- Where We Are Now
- Rail Yard Needs Study
- Conceptual Design Study
- Process for the Yonge Subway Addendum
- Train Storage Options Studied in the Conceptual Design
- Options 3, 4, and 5 – Process of Elimination
- Options 1 and 2 – Detailed Analysis
- Preferred Option 1
- We Want To Know What You Think
- The Big Move – Next Steps
- Timeline
- Let's Keep in Touch
- Community Liaison Info

APPENDIX A

Public Information Centre #1 Notification Materials

PIC #1 Notification - Contacts		
The Technical Advisory Committee was advised of the PIC #1 date / purpose and invited to attend at the March 18, 2013 meeting.		
Properties on the streets listed below were mailed: <ul style="list-style-type: none"> invitation letters 3 weeks prior to the Public Information Centre Postcards 2 weeks prior to the Public Information Centre		
16th Ave. Baffin Crt. Bantry Ave. Beresford Dr. Boyle Dr. Carrville Rd. Clinton Dr. Coburg Cres. Edgar Ave. Eleanor Circle Ellesmere St. Fairview Ave. Frontier Dr.	Garden Ave. High Tech Rd. Hwy 7 King William Cres. Langstaff Rd. Mac Kay Dr. Macgregor Ave. Merrill Ave. Northern Heights Dr. Oak Ave. Oneida Cres. Pearson Ave.	Prince Patrick Ave. Red Maple Rd. Revelstoke Cres. Roosevelt Dr. Scott Dr. Silverview Gate Spruce Ave. Sunnywood Cres. Vanity Cres. Westwood Lane Yonge St. Yongevue Ave.
Properties in the following areas were sent postcard invitations 2 weeks prior to PIC #1		
West and East side of Yonge Street, from Silverwood Ave South of Silverwood to North of Highway 7	South of Gamble Road to north of Bernard Ave	East side of Yonge Street between 16th Ave and Highway 7
The following Aboriginal Communities were sent notification by letter 2-3 weeks prior to PIC #1		
<ul style="list-style-type: none"> Alderville First Nation Association of Iroquois and Allied Indians Beausoleil First Nation (Christian Island) Chippewas of Georgina Island Chippewas of Mnjikaing First Nation (Rama) Chippewas of Nawash (Cape Croker) 	<ul style="list-style-type: none"> Curve Lake First Nation Hiawatha First Nation Huron-Wendat First Nation Iroquois Confederacy/Haudenosaunee Mississauga of Scugog Island First Nation Mississaugas of the New Credit First Nation Mohawks of the Bay of Quinte 	<ul style="list-style-type: none"> Moose Deer Point First Nation Munsee-Delaware Nation Six Nations of the Grand River Territory Union of Ontario Indians/Nipissing First Nation Wahta Mohawks/Mohawks of Gibson
Elected Officials		
<ul style="list-style-type: none"> All Town of Richmond Hill Council Elected Officials 		
Email Distribution – invitation sent April 17, 2013; reminder email sent April 29, 2013		
<ul style="list-style-type: none"> Yonge Subway email distribution group (approximately 1130 individuals) 		

No age barrier to distracted driving, say police

BY JEREMY GRIMALDI
jgrimaldi@yrmg.com

If you think most distracted drivers are young and inexperienced behind the wheel, you are dead wrong, according to the OPP.

In reality everyone's doing it, sometimes with fatal results.

On the first day of a week-long OPP blitz, Sgt. Dave Woodford stopped two people himself, one he described as a "middle manager" and family man engaging in a conference call while zipping down the highway.

He had his phone up to his ear, saying his

hands-free unit was broken, he said.

That doesn't make it right, according to the officer, who promptly issued him a \$155 ticket.

MORE DEADLY THAN DRUNK DRIVING

For the first time, distracted driving on Ontario's highways has killed more people than drunk driving by a rate of 15 to 13 this year.

That is on top of the 83 killed last year as a result of the rising trend.

In the past few years, there have been countless tragic stories, including that of Emy Brochu, the 20-year-old who died

moments after sharing romantic texts with her boyfriend, Mathieu Fortin.

The final message before the crash said: "I love you too and I'll try to make you happy Mr. Fortin."

In 2011, a 17-year-old Barrie driver was allegedly texting and trying to pick up her cat when she lost control and hit a parked car in a driveway.

The crash created a domino effect, during which a boat and a neighbouring home were also hit, causing more than \$100,000 in damage as well as injuries.

Distracted driving takes many forms, Sgt. Woodford said.

It can be calling, texting or even caused by kids in the car, he said.

"It's a growing concern (and) it's becoming as serious as drunk driving. For many, it's like a habit. It's about trying to break that habit."

DRIVER PICKING UP CAT

Last year, 16,000 distracted driving charges were laid by OPP and, so far this year, officers have laid 2,900.

All of the OPP's 6,000 officers will be focused on catching offenders for the rest of the week.

—with files from Torstar News Network

tax relief



GET A DISCOUNT EQUAL TO DOUBLE YOUR HST*



\$673³⁹ Sofa
AFTER DISCOUNT
SAVE \$222

5 Piece Living Room
Includes sofa, loveseat,
cocktail table and 2 chairs.
\$2375³⁸
AFTER DISCOUNT
SAVE \$834

discount equal to **DOUBLE** your **HST!** **PLUS** FREE FINANCING FOR 12 MONTHS*




\$1997⁹⁶ 5 Piece Dining Room
Includes rectangular extension
table and 4 side chairs.
AFTER DISCOUNT
SAVE \$701

\$1198⁷⁷ King Sleigh Bed
Includes headboard,
footboard and rails.
\$2974⁷⁶ AFTER DISCOUNT
SAVE \$1003

\$2974⁷⁶ 5 Piece Bedroom
Includes king sleigh bed,
dresser and mirror.
AFTER DISCOUNT
SAVE \$1003

you're invited to an open house

when


Wednesday, May 1, 4-8pm

where

50 High Tech Road [York Region building],
Training Room A/B, Richmond Hill


topic

proposed underground subway train storage
facility for Yonge Subway extension



Come to our open house to find out about proposed amendments to an underground train storage facility in the Yonge Street and Bantry Avenue area in Richmond Hill, as part of the environmental assessment approved in 2009 for the Yonge Subway extension. At the open house, we'll provide information and receive your feedback about the planned underground storage facility.

Through engineering design studies and analysis, it was determined that additional underground train storage facilities will be needed. The Yonge and Bantry area was selected as most suitable, and plans for this facility will be submitted to the Ministry of the Environment as an addendum to the 2009 environmental assessment.



For more information about the Yonge Subway extension project and to sign up for updates, visit vivanext.com.

*On approved credit. Processing fee \$39.95 and minimum purchase of \$1499 is required. A \$21 annual membership fee may be charged to your Account subject to credit conditions. Financing provided by Citifinancial Canada Inc. and is subject to all the terms and conditions in your credit card agreement and the credit promotional plan disclosure statement (collectively the "Account Agreement"). Finance Charges will not accrue on the purchase during the credit promotional period of 12 months if the required minimum payment is made each billing cycle during the credit promotional period when due. The purchase price is divided by the number of months in the credit promotional period to determine equal monthly payments to be made during the credit promotional period. The terms of the credit promotional plan will terminate if you default under your Account Agreement. On termination or expiry of the credit promotional plan for purchases that are not part of the credit promotional plan, the standard APR of 29.99% and the terms of the regular credit plan will apply to all outstanding balances owing. This offer is valid up to and including promotion end date, cannot be used for previous purchases and cannot be combined with any other offers, promotions or special incentive programs. Certain terms and conditions apply. See store and Account Agreement for details.



April 5, 2013

[NAME]
[Address 1]
[Address 2]
[STREET]
[CITY, ON POSTAL]

Dear [NAME],

Re: Underground Train Storage Facilities, Yonge Street in Richmond Hill

I am writing to inform you about proposed amendments to the underground train storage facility in the Yonge Street and Bantry Avenue area in Richmond Hill, as part of the approved environmental assessment for the Yonge Subway Extension in 2009.

Through the engineering conceptual design study in 2012 and ongoing analysis by the TTC, it has been determined that additional underground train storage facilities are required. After considering multiple locations, the Yonge and Bantry area was selected as the most suitable and beneficial location.

We have developed and analyzed design options for an underground train storage facility, and a preliminary preferred design has been selected. The plans for these facilities will be submitted to the Ministry of Environment as an addendum to the Yonge Subway Extension Environmental Project Report they approved in 2009. A notice will be published this fall outlining the public review process for the addendum.

We are hosting an open house to provide information and receive feedback about the planned underground train storage facilities, and hope that you will join us.

Wednesday, May 1, 4-8 p.m.
50 High Tech Road (York Region Building), Richmond Hill
Ground floor, training rooms A/B

The information displayed at this open house will also be available to view at www.vivanext.com. If you have any questions, please contact your Community Liaison, Tamas Hertel, at 905.886.6767 ext. 71357.

Sincerely,

Dale Albers
Chief Communication Officer





you're invited to an open house

when

Wednesday, May 1, 4-8pm

where

50 High Tech Road (York Region building),
Training Room A/B, Richmond Hill

topic

proposed underground subway train storage
facility for Yonge Subway extension



VIVAnext



For more information
about the Yonge
Subway extension
project and to sign up
for updates, visit
vivanext.com

Come to our open house to find out about proposed amendments to a train storage facility in the Yonge Street and Bantry Avenue area in Richmond Hill, as part of the environmental assessment approved in 2009 for the Yonge Subway extension. At the open house, we'll provide information and receive feedback about the planned underground train storage facility.

Through an engineering conceptual design study in 2012 and ongoing analysis by the TTC, it has been determined that additional train storage facilities will be needed. After considering multiple locations, the Yonge and Bantry area was selected as most suitable, and plans for these facilities will be submitted to the Ministry of Environment as an addendum to the 2009 environmental assessment.

The Yonge Subway extension will complete a missing link between Greater Toronto and Hamilton Area rapid transit networks, with a 6.8 km extension from Finch to Highway 7:

- » The Environmental Assessment and conceptual design study are completed, making this project shovel-ready, and in position to be considered for funding.
- » Metrolinx, a Provincial transit agency, recently announced that the Yonge Subway extension remains a key priority project in the next wave of projects.



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Read our blog. Go to vivanext.com.

VIVANEXT

APPENDIX B

Public Information Centre #1 Feedback Form

Feedback form

Yonge Subway Extension train storage addendum

What factors are important to you in relation to the construction of the train storage facility?
[check all that apply]

	not important	less important	somewhat important	very important
Impacts to Yonge Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic detours / closed roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impacts on local streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Temporary Bantroy Bridge closure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dirt & dust	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vibration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Look & feel of above ground building	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Landscape treatments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wildlife	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

We'd like to know what you think, so if you have any other comments, please include them here:

Would you like to receive updates about the Yonge Subway Extension Addendum process?
[check one]

Yes _____ [email address] No

Have more questions? Want to discuss this project further?

Yes, please have the Community Liaison contact me directly No

_____ [email / phone]

Please submit your feedback on or before **May 15, 2013** by mail to:

3601 Highway 7 East, Floor 12, Markham, Ontario L3R 0M3

Online: vivanext.com/feedback



APPENDIX C

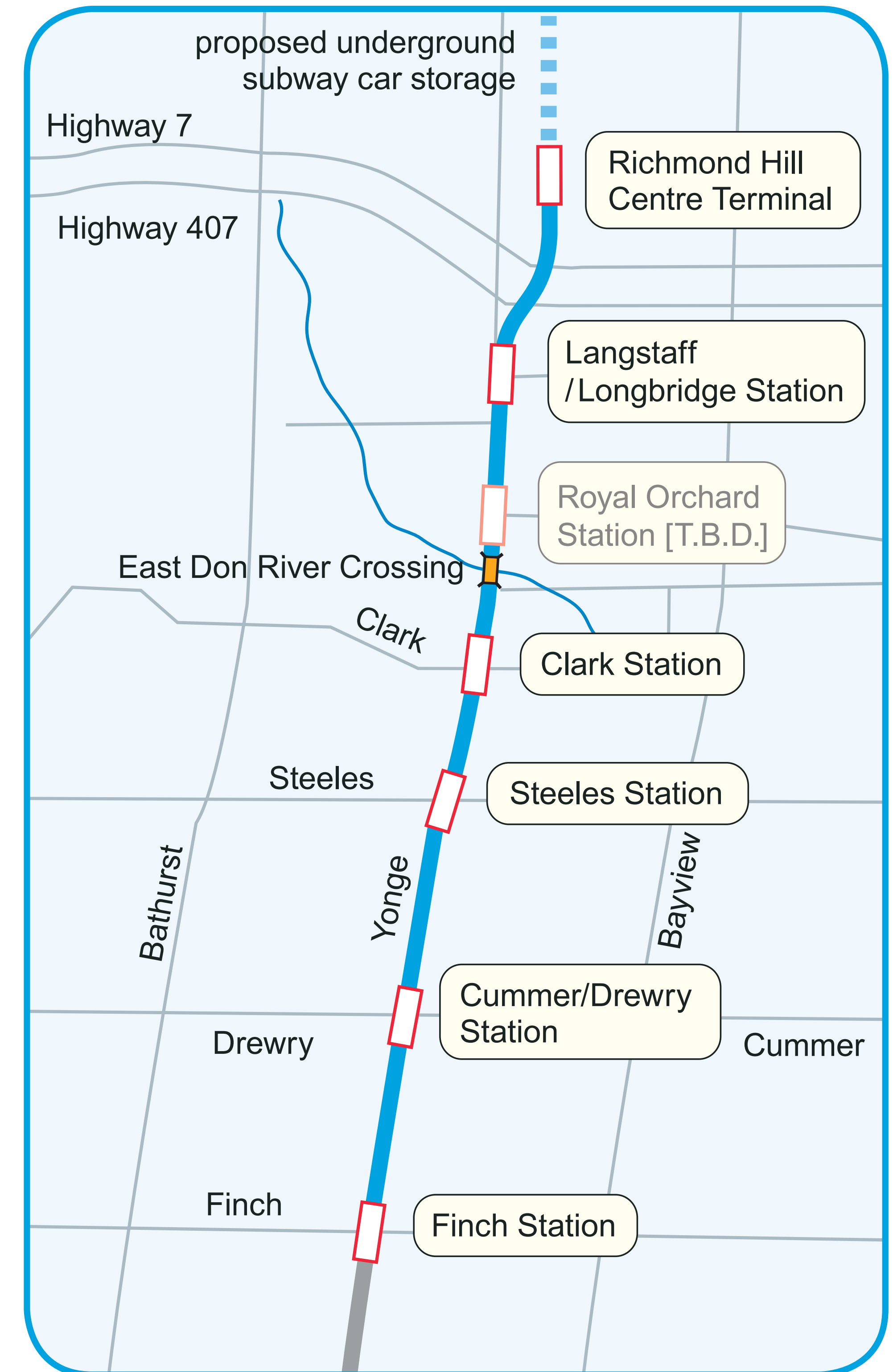
Public Information Centre #1 Display Panels

the yonge subway extension

The planned Yonge Subway Extension will extend 6.8 kilometres north from Finch Station to the Richmond Hill / Langstaff Urban Growth Centre at Highway 7. This centre will be a major transit hub where riders will be able to make seamless and convenient connections to viva and many other transit systems.

project features

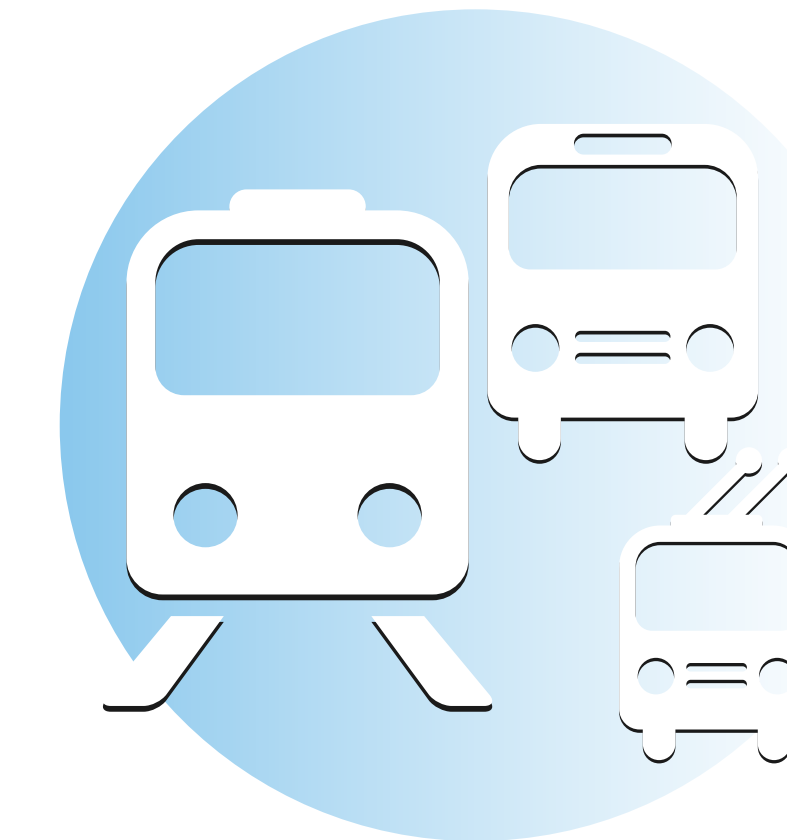
- > 6.8 kilometres long
- > Up to six stations
- > Underground train storage
- > Two major bus terminals
- > Park & Ride lot for up to 2,000 cars
- > Bridge over the East Don River



map not to scale

metrolinx - top priority for funding

- > Metrolinx's most recent funding announcement reaffirms the Yonge Subway Extension to the Richmond Hill/Langstaff Urban Growth Centre as one of the priority projects in the next wave of *The Big Move*.
- > The Environmental Assessment and Conceptual Design Study are completed, placing this project in a strong position for funding consideration as part of Metrolinx's investment strategy.
- > We'll continue to work with Metrolinx to assess the needs and plan for expanding and better-connecting transit services for everyone in the Greater Toronto and Hamilton Area.

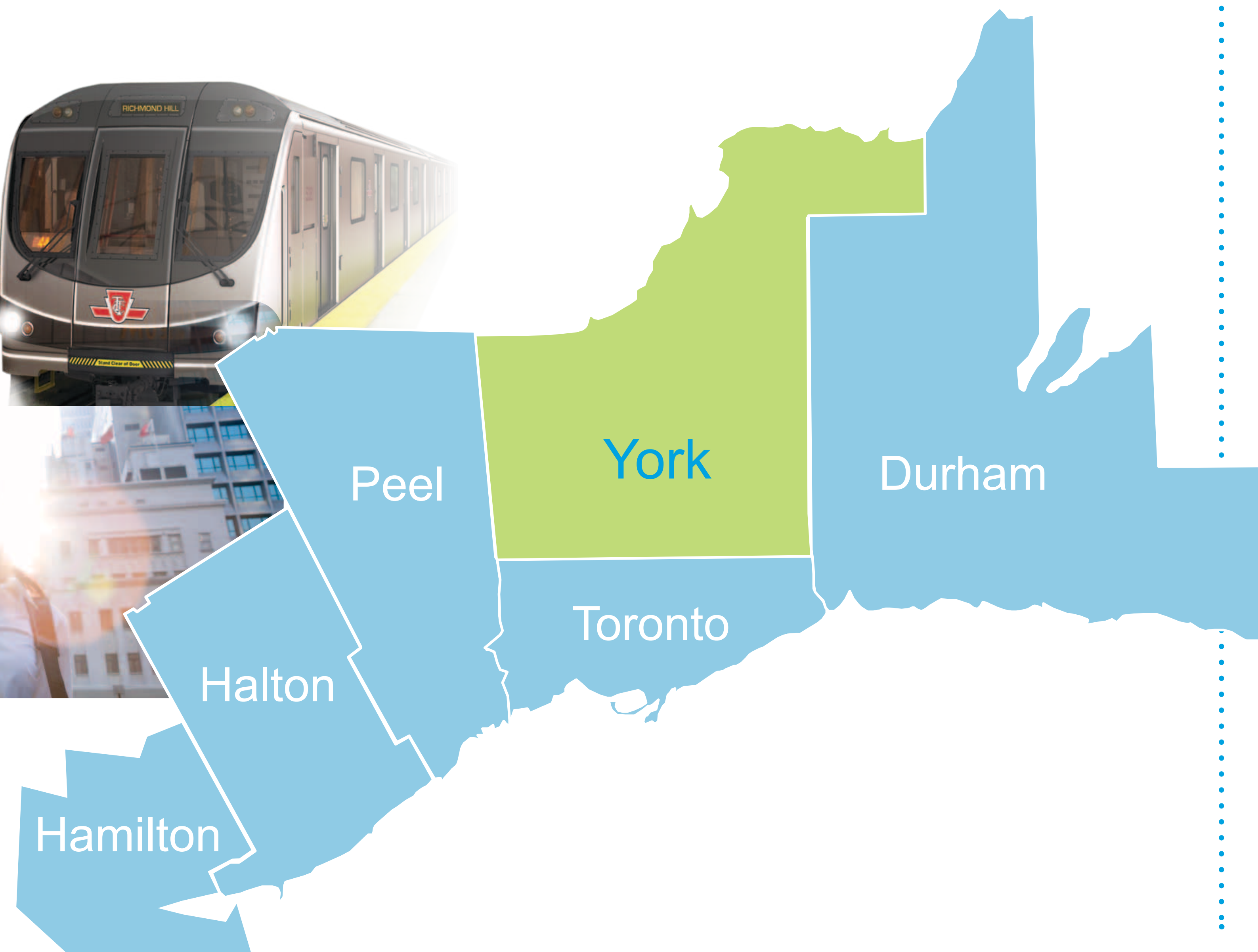


metrolinx's next wave projects

regional transit expansion

- Yonge North Subway Extension
- Brampton Queen Street Rapid Transit
- Dundas Street Bus Rapid Transit
- Durham-Scarborough Bus Rapid Transit
- Downtown Relief Line
- Go Rail Expansion: More Two-Way, All-Day and Rush Hour Service
- Electrification of GO Kitchener line and Union Pearson Express
- Go Lakeshore Express Rail Service - Phase 1 (including Electrification)
- Hamilton Rapid Transit
- Hurontario-Main Light Rapid Transit

*projects listed in no particular order

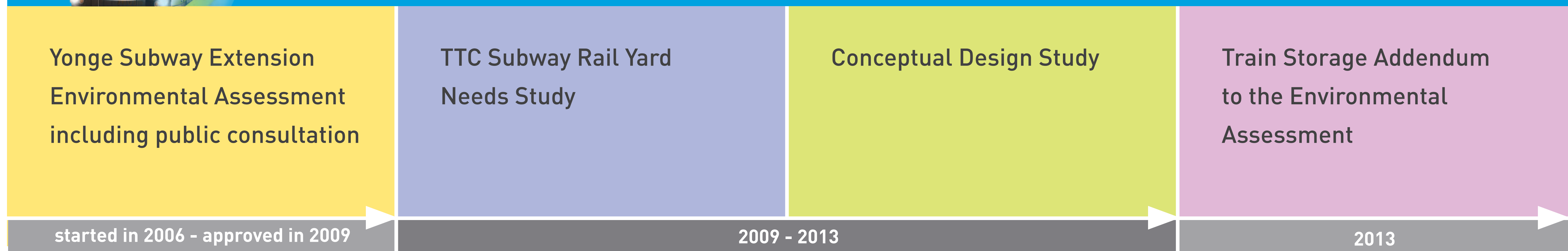


where we are now

- > In 2009, the Ontario Ministry of the Environment unconditionally approved the Environmental Project Report for the Yonge Subway Extension. This officially completed the Environmental Assessment [EA] process for this project.
- > A TTC Subway Rail Yard Needs Study and a Conceptual Design Study have since been completed to modify plans for train storage that were included in the original EA.

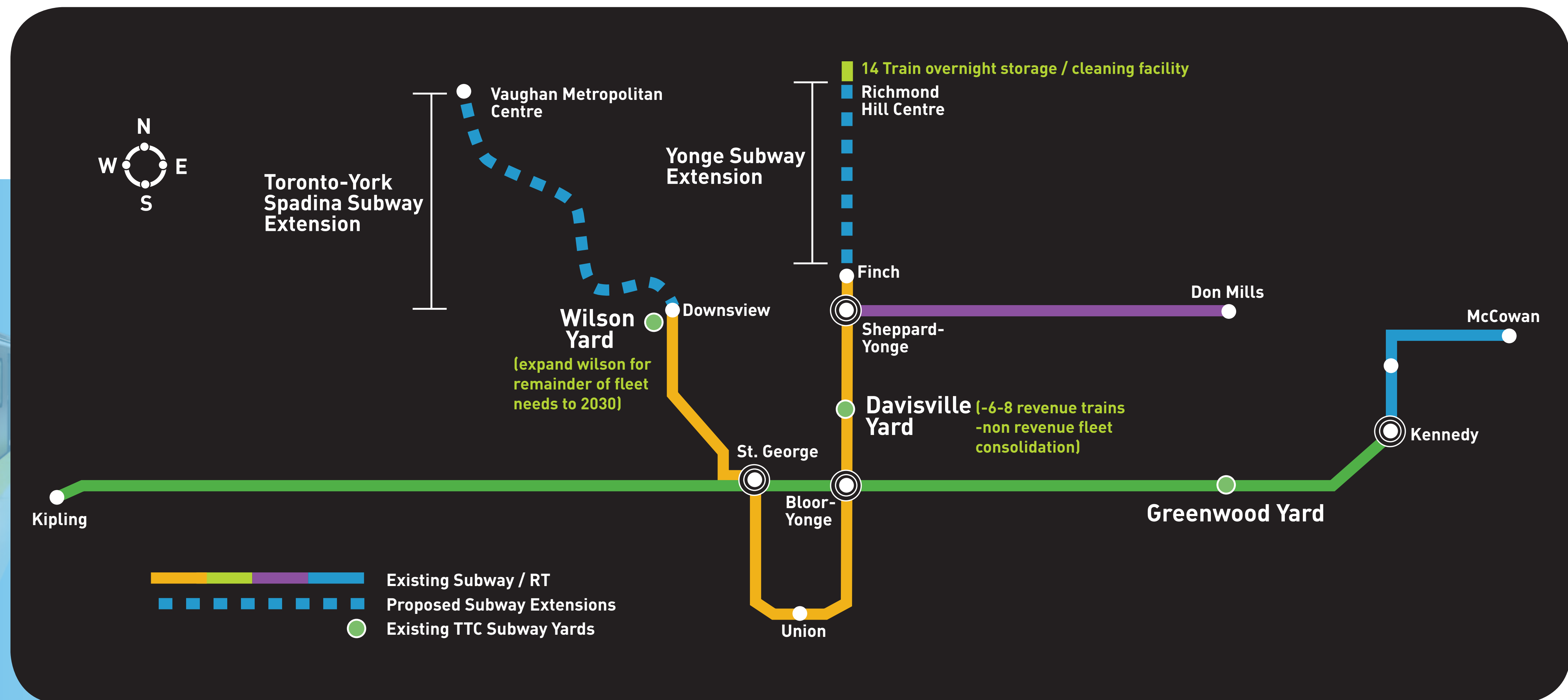


project preliminary timeline



rail yard needs study

- > The TTC Subway Rail Yard Needs Study analyzed future requirements which included:
 - The Toronto-York Spadina Subway Extension
 - The Yonge Subway Extension
 - Future growth requirements
- > It was determined that:
 - The subway car fleet would grow from 62 trains to a total of 88 trains by 2030
 - A 14-car train storage facility was required north of Steeles Avenue on the Yonge subway line
- > The findings of the TTC Subway Rail Yard Needs Study require us to proceed with an addendum to the Yonge Subway Extension Environmental Assessment

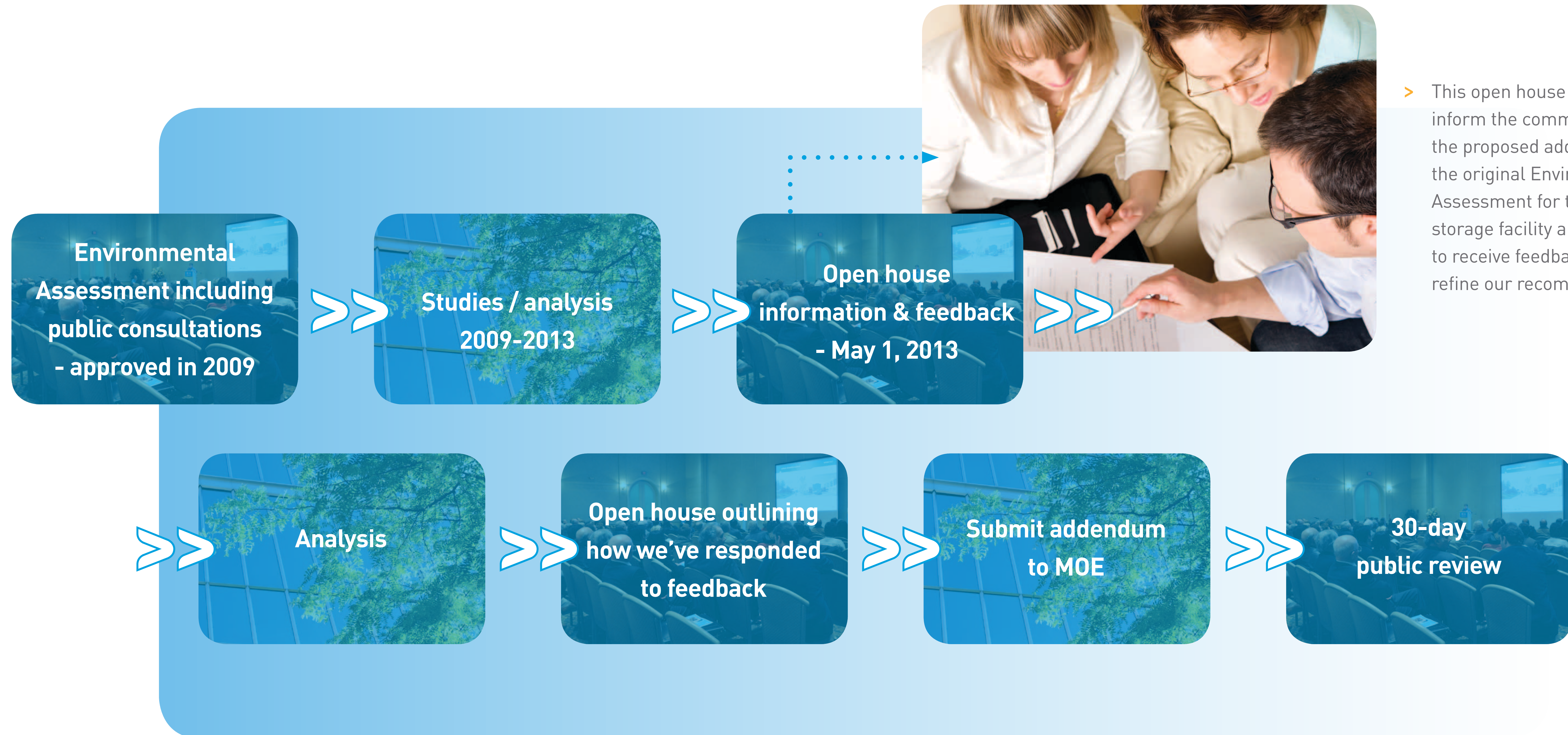


conceptual design study

- > The Conceptual Design Study built upon the original Environmental Assessment, to further develop station concepts, property needs, cost estimates etc.
- > The study also assessed options to accommodate TTC train storage requirements identified in the TTC Subway Rail Yard Needs Study.
- > Various train storage locations were studied, and potential locations at the north end of the Yonge line in Richmond Hill were identified.
- > Plans for the preferred 14-car train storage facilities will be submitted to the Ministry of the Environment as an addendum to the 2009 Environmental Assessment.

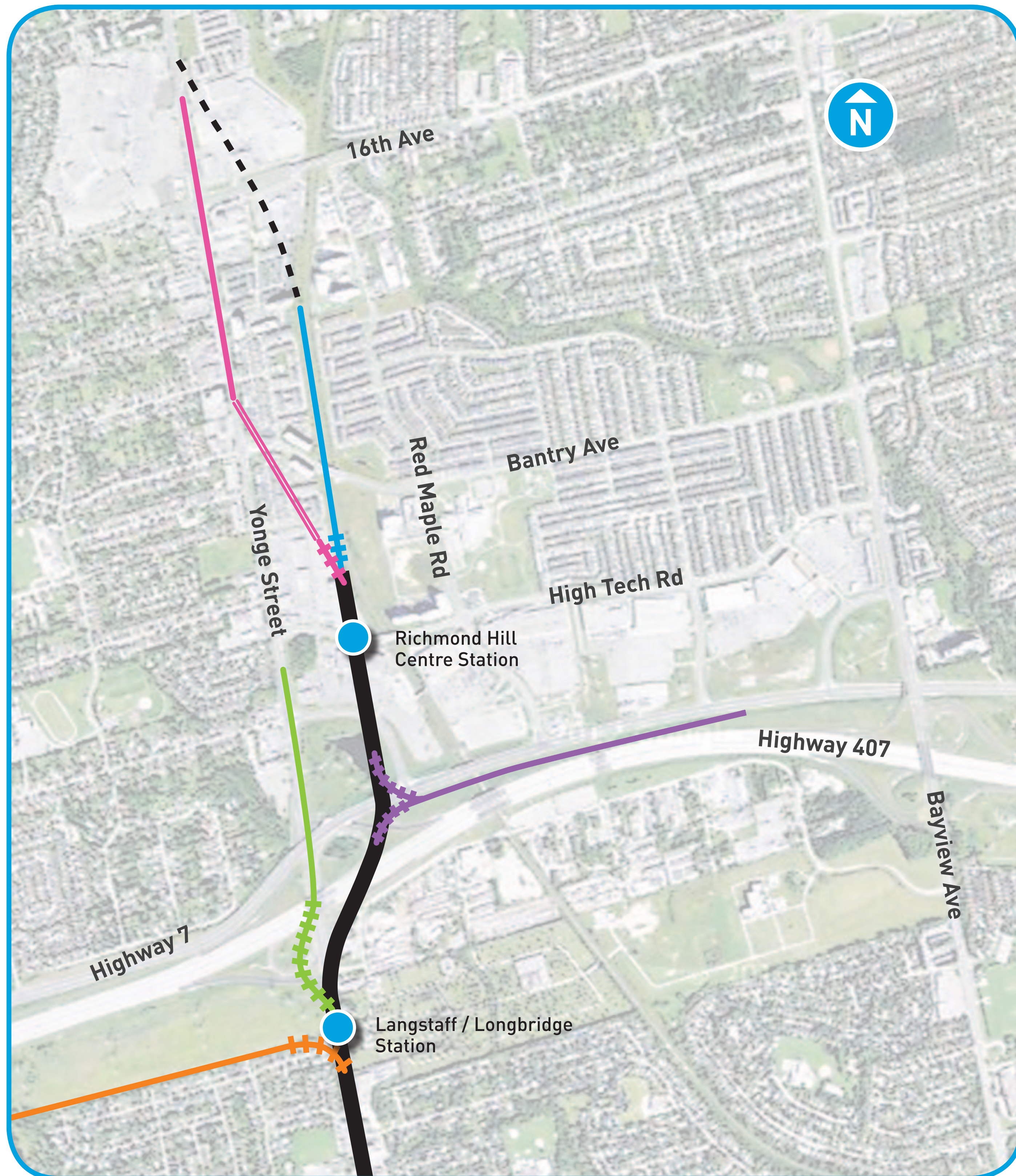


process for the yonge subway addendum



> This open house will help inform the community about the proposed addendum to the original Environmental Assessment for the train storage facility and allow us to receive feedback to help refine our recommendations

train storage options studied in the conceptual design

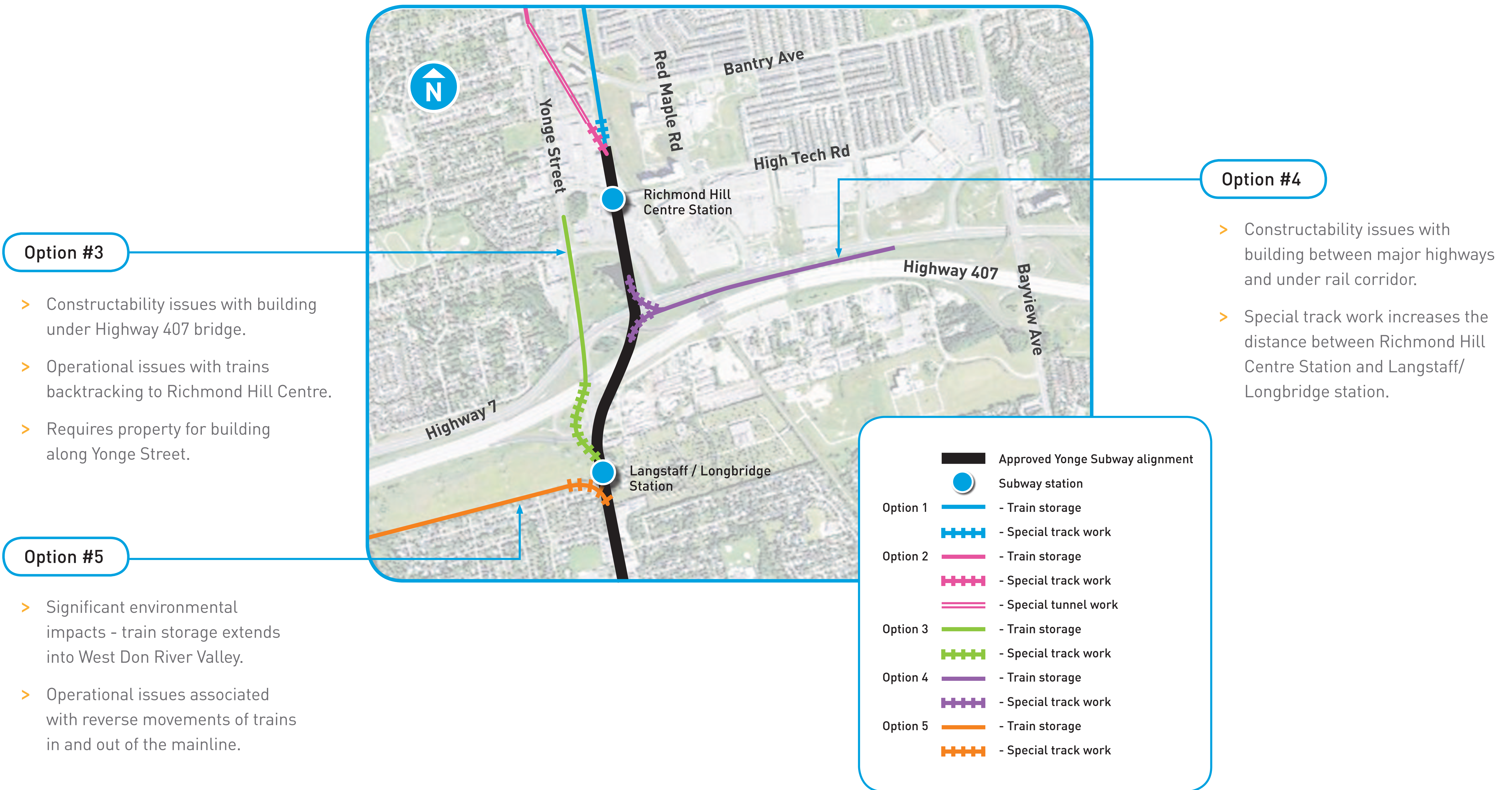


Each option was compared, based on the following criteria:

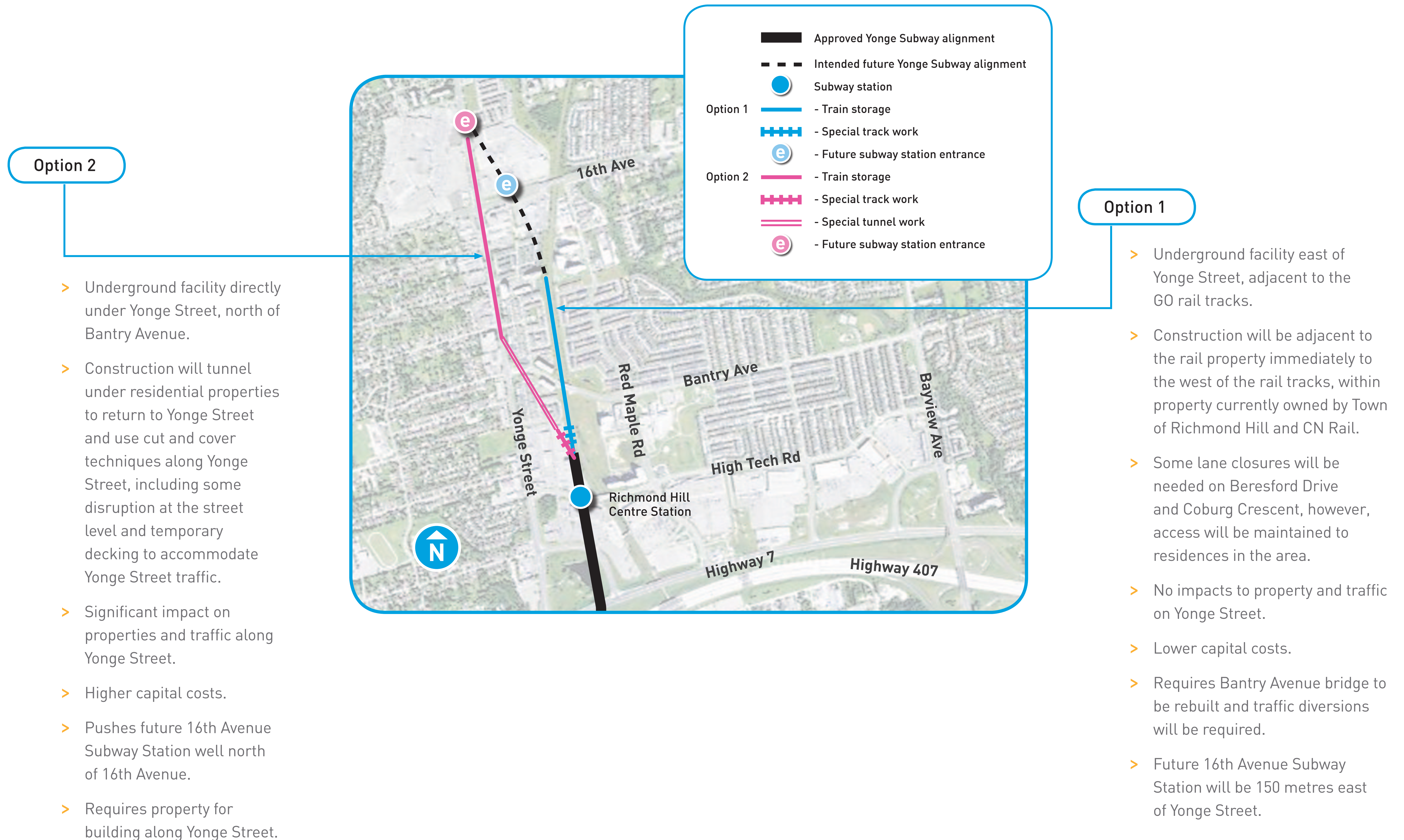
- > Future station location
- > Subway operations
- > Future northerly extension
- > Property and building impacts
- > Constructability [traffic, property, tunneling versus open cut]
- > Cost [initial and future]

- Approved Yonge Subway alignment
- Intended future Yonge Subway alignment
- Subway station
- > **Option 1** Train storage - north of Highway 7, east of Yonge Street beside GO rail tracks
 Special track work
- > **Option 2** Train storage - under Yonge Street, north of Bantry Avenue
 Special track work
 Special tunnel work
- > **Option 3** Train storage - under Yonge Street, starting at Highway 407
 Special track work
- > **Option 4** Train storage - east of Yonge Street, between Highway 7 and Highway 407
 Special track work
- > **Option 5** Train storage - west of Yonge Street, in the hydro corridor south of Highway 407
 Special track work

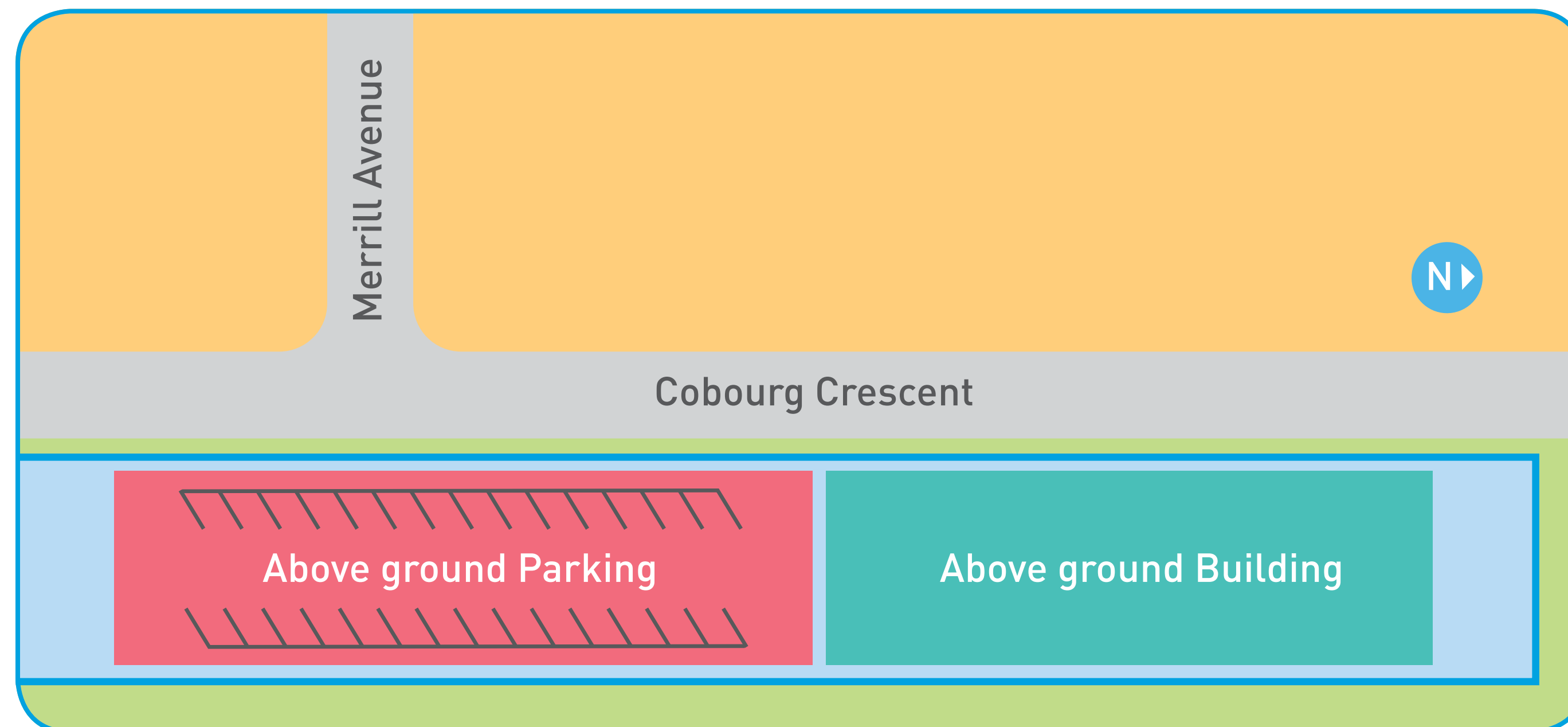
options 3, 4 and 5 - process of elimination



options 1 and 2 - detailed analysis



preferred option - 1



- > Three underground train tracks, side-by-side, beside the GO rail tracks.
- > From just north of High Tech Road, to the north section of Cobourg Crescent.
- > On the north end of the underground train storage facility, a parking lot and a utility building will be located aboveground to allow staff to park their vehicles and access the underground facility.

we want to know what you think



- > Fill out a community consultation form in paper or on vivanext.com.
- > Ask us questions, and discuss options and impacts.
- > To receive an invitation to a follow-up meeting, and information about the Yonge Subway Extension project, sign up for updates on vivanext.com.



The screenshot shows the 'Sign up for Updates' page on the VIVAnext website. The page includes a navigation menu with 'Home', 'Projects', 'Information', 'Media Centre', and 'Out & About'. The main heading is 'Sign up for Updates', followed by a sub-heading: 'Stay in the know about VIVAnext by receiving our customized email updates and quarterly e-newsletter in your inbox. It's as fast to sign up as it will be to travel in York Region with VIVAnext. To view or change your selections click here or scroll down.'

The form fields include:

- Your Email***: A text input field.
- Name**: Two input fields for 'First' and 'Last'.
- Your home municipality:**: A dropdown menu with 'Richmond Hill' selected.
- Projects**: A section titled 'Simply select the projects you are interested in below.' containing two columns of checkboxes:
 - General Updates**:
 - E-newsletter
 - Rapidways
 - Davis Drive - Newmarket
 - Highway 7 E - Markham/Richmond Hill
 - Highway 7 W - Vaughan
 - Yonge Street - Newmarket
 - Yonge Street - Richmond Hill
 - Yes, I have read, understood and agree to the privacy policy
 - Subways**:
 - Yonge extension
 - Quality extension
 - Light Rail Transit
 - Don Mills Rd/Leslie St
 - Jane St
- Send**: A blue button.

Below the form, there is a section titled 'Want to change your customized selections?' with the instruction 'Please enter your email below to continue.' and another 'Your Email*' input field with a 'Send' button. A small asterisk indicates a required field.

On the right side of the page, there are three social media widgets:

- We're all a-Twitter too**: A widget with a Twitter logo and a 'Join conversation' button.
- Let's be Facebook friends**: A widget with a Facebook logo and a 'Connect now' button.
- Read our e-newsletter**: A widget with a 'Get news' button.

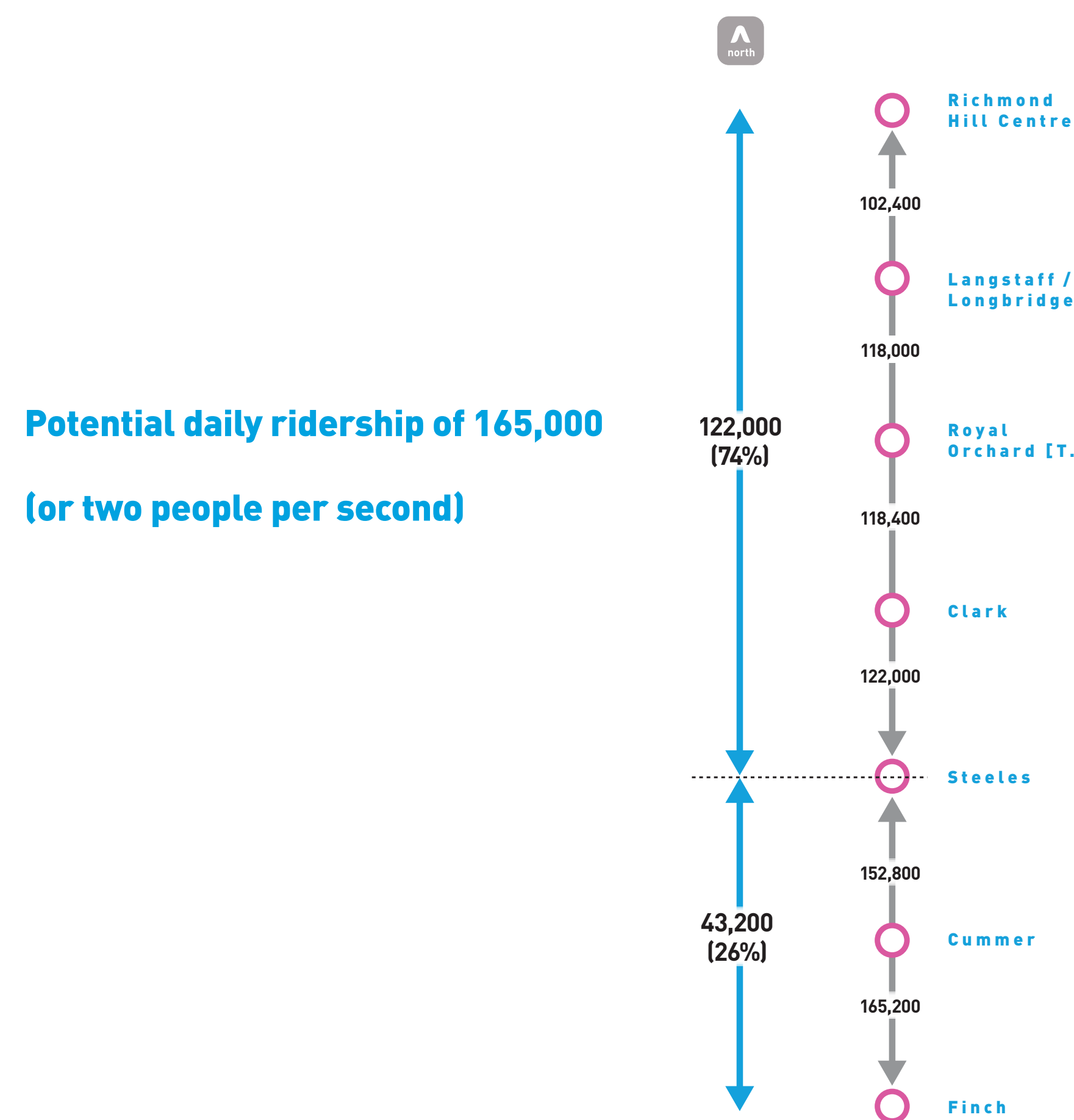


the big move - next steps

Funding has not yet been secured for this project which would provide the critical missing link to a regional transit system. With the Environmental Assessment approved and the Conceptual Design Study completed, this project is truly in a state of readiness for funding.

The Yonge Subway Extension would be:

- > A critical link in a Greater Toronto and Hamilton Area regional transportation network.
- > The best strategy to move people through the already crowded roadway between Finch and Highway 7.
- > A responsible investment based on solid development plans, approved policy documents, and existing and new riders.
- > An effective way to reduce road congestion and air pollution, with increased subway ridership.
- > Meeting demand – York Region has the highest growth rate in the GTA for the past 10 years.



timeline



key 2013 dates

May 1

- today's open house

summer 2013

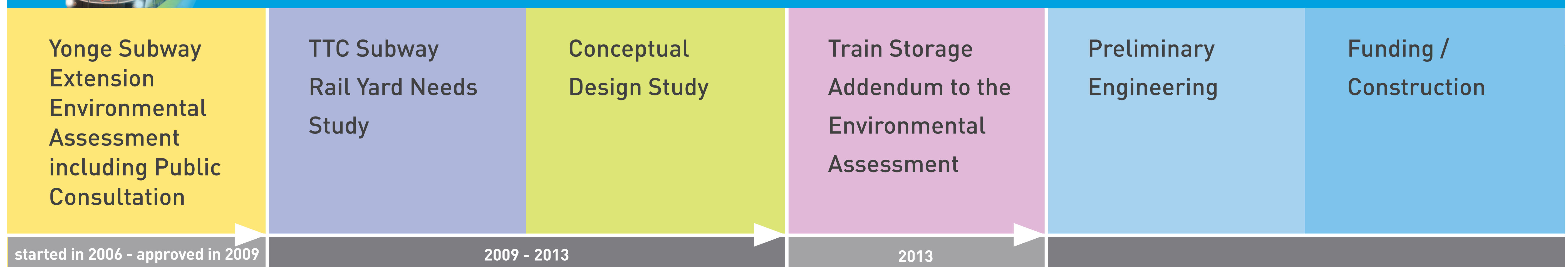
- follow-up meeting

fall / winter 2013

- submit addendum to Ministry of the Environment, followed by 30-day public review period.



project preliminary timeline



let's keep in touch

- > We want to let you know what's happening, so be sure to sign up for construction notices at vivanext.com/signup, read our blog at vivanext.com/blog, and find us on Facebook and Twitter.
- > You'll also receive newsletters from us in the mail, and when we're hosting another open house we'll be sure to let you know.



community liaison info

- > Having information, updates and answers makes the construction process easier. As projects move forward, we're committed to being available to you by phone, email or in person.



Tamas Hertel
Community Liaison
Tel: 905.886.6767 Ext. 71357
Cell: 905.505.1430
Email: tamas.hertel@york.ca

**YONGE SUBWAY EXTENSION
TRAIN STORAGE FACILITY EPR ADDENDUM**

**PUBLIC INFORMATION CENTRE #2
JUNE 12th, 2013**

SUMMARY REPORT

June 2013

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1. INTRODUCTION AND BACKGROUND

On April 6, 2009, the Minister of the Environment for the Province of Ontario issued a Notice to Proceed to the Regional Municipality of York (York Region), the Toronto Transit Commission (TTC), York Region Rapid Transit Corporation (YRRTC), and the City of Toronto to construct the Yonge Subway Extension (YSE), from Finch Avenue to the Richmond Hill/Langstaff Urban Growth Centre at Highway 7. Subsequently, a Statement of Completion was issued that signified the completion of the Transit Project Assessment Process carried out under *Ontario Regulation 231/08* (TPAP). The TPAP process assessed potential environmental impacts associated with the project, identified measures to mitigate those impacts, and committed to developing systems to monitor the progress of implementing those mitigation measures. The TPAP Completion Notice also served as an authorization for the proponents to proceed with implementation of the Project.

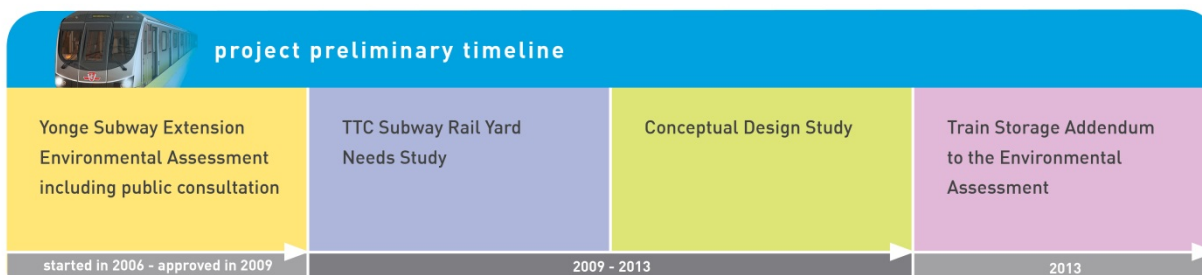
The Yonge Subway Extension Environmental Project Report, 2009 (2009 EPR) was undertaken by York Region, TTC, YRRTC and the City of Toronto as Proponents of the project. In October 2009, York Region and the City of Toronto authorized the TTC and YRRTC to proceed with the Conceptual Design Study for the project. The City of Toronto approved the project conditional on TTC carrying out a Subway Rail Yard Needs Study (SRYNS) and based on the outcome of that study, any additional required facilities were to be added to the project. On May 1, 2012, the TTC Board authorized the TTC to proceed with an Environmental Project Report Addendum.

The TTC undertook the SRYNS in May 2009 to identify existing vehicle storage capacity, and evaluate requirements and potential alternative locations for future storage facilities. Anticipated yard capacities are based on 2030 vehicle storage requirements, and include both the proposed Spadina and Yonge Subway extensions. It is expected that the subway car fleet will grow from 62 trains to a total of 88 trains by 2030, and that a 14-car Train Storage Facility (TSF) will be required north of Steeles Avenue on the Yonge subway line.

Subsequent to the issuance of the Minister’s Notice, changes to the Project were identified during the Conceptual Design Study that result in modifications to the plans presented in the 2009 EPR. As described in Section 15 of *Ontario Regulation 231/08*, any significant change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the project with respect to the propose change, the identification of potentially new mitigation measures and potentially new monitoring systems, in an addendum to the previously approved EPR.

Public consultation was undertaken to provide the public, stakeholders, affected agencies, and interest groups information on the TSF. The First Public Information Centre (PIC) was held May 1st, 2013 to present the preferred location and initial design concepts for the proposed facility. Feedback was solicited to assist in the development of the EPR Addendum. Comments relating the environmental and local community impacts of the construction and operation of the TSF have resulted in modifications to the preferred plan. PIC #2 was held as a follow-up to PIC #1 to present these design modifications. This Summary Report documents PIC #2 which took place on Wednesday June 12th, 2013.

Exhibit 1-1: Study Stages



2. PURPOSE OF PUBLIC INFORMATION CENTRE #2

Based on feedback from consultation with members of the public, stakeholders, affected agencies, and interest groups, design elements and construction impacts have been further analyzed, mitigation strategies have been identified. Revisions have been made to the preferred option as presented at PIC #1 on May 1st, 2013. The purpose of PIC #2 was to update the public on the revised designs and construction techniques for the TSF and provide an opportunity for additional feedback.

3. OVERVIEW OF PUBLIC INFORMATION CENTRE #2

3.1 Date, Time, Venue

PIC #2 was held as follows:

Date: Wednesday, June 12, 2013
Time: 4:00 – 8:00 p.m.
Place: Sheraton Parkway Toronto North
600 Highway 7 East, Richmond Hill
Room: Richmond A

3.2 Notification

Notice of the second Public Information Centre was published in *The Richmond Hill Liberal* Thursday June 6, 2013. A copy of this public notice is provided in **Appendix A**.

Three weeks prior to PIC #2, an invitation letter was sent to First Nations Communities, elected officials, municipal representatives, special interest groups, and media.

Properties within the vicinity of the TSF were sent notification letters three weeks prior to PIC #2, and a follow-up invitation postcard 2 weeks prior to the event. In addition, properties on the west and east side of Yonge Street from Silverwood Avenue south of Silverwood to North of Highway 7; south of Gamble Road to north of Bernard Avenue; and the east side of Yonge Street between 16th Avenue and Highway 7, were sent an invitation postcard two weeks prior to the event.

A complete list of contacts who received notification of PIC #2 by letter, postcard, or email, as well as samples of these notification materials, are included in **Appendix A**.

Initial email notification was sent to the YSE email distribution group, on June 5, 2013, and a reminder email was sent on June 10, 2013.

3.3 Attendance

PIC #2 was well attended. Approximately 100 people attended and signed the register.

3.4 Format

Display boards were arranged to present project information, and attendees were encouraged to speak with members of the Project Team who were on hand to receive feedback, address any comments or concerns, and facilitate discussion on the information provided.

Both online and paper feedback forms were made available at the open house and at www.vivanext.com to solicit comments from those in attendance and from those unable to attend. Feedback forms were available in accessible formats. Those with comments were asked to submit their feedback forms on or before June 26, 2013. A copy of the community consultation form that was provided to attendees is included as **Appendix B**.

4. DISPLAY PANELS AND RESOURCE MATERIAL

The following display panels were presented at PIC #2 (see **Appendix C** for a copy of the display panels):

- The Yonge Subway Extension (Project Features)
- Metrolinx – Top Priority for Funding
- Conceptual Design Study
- Rail Yard Needs Study
- Where Are We Now
- Process for the Yonge Subway Addendum
- Train Storage Options Studied in the Conceptual Design
- Options 2, 3, 4, and 5 – Process of Elimination
- Preferred Option - Detailed Analysis
- What We Heard About Option #1
- Preferred Option – Original Layout
- Optional Layout (1)
- Optional Layout (2 – parking cross section)
- Optional Layout (3 – building cross section)
- Optional Layout (4 – emergency exit building cross-section)
- Suggested Modifications Resulting From Feedback (1 – local community)
- Suggested Modifications Resulting From Feedback (2 – environmental)
- Suggested Modifications Resulting From Feedback (3 – construction)
- Construction Staging – Local Traffic Options
- We Want To Know What You Think
- Timeline
- The Big Move – Next Steps
- Let's Keep in Touch
- Community Liaison Info

APPENDIX A

**Public Information Centre #2
Notification Materials**

June 12, 2013 Public Information Centre #2 Notification - Contacts		
The Technical Advisory Committee was advised of the PIC #2 date / purpose and invited to attend at the May 29, 2013 meeting.		
Properties on the streets listed below were mailed: <ul style="list-style-type: none"> • invitation letters 3 weeks prior to PIC #2 Postcards 2 weeks prior to PIC #2		
16th Ave. Baffin Crt. Bantry Ave. Beresford Dr. Boyle Dr. Carrville Rd. Clinton Dr. Coburg Cres. Edgar Ave. Eleanor Circle Ellesmere St. Fairview Ave. Frontier Dr.	Garden Ave. High Tech Rd. Hwy 7 King William Cres. Langstaff Rd. Mac Kay Dr. Macgregor Ave. Merrill Ave. Northern Heights Dr. Oak Ave. Oneida Cres. Pearson Ave.	Prince Patrick Ave. Red Maple Rd. Revelstoke Cres. Roosevelt Dr. Scott Dr. Silverview Gate Spruce Ave. Sunnywood Cres. Vanity Cres. Westwood Lane Yonge St. Yongeview Ave.
Properties in the following areas were sent postcard invitations 2 weeks prior to PIC #2		
West and East side of Yonge Street, from Silverwood Ave South of Silverwood to North of Highway 7	South of Gamble Road to north of Bernard Ave	East side of Yonge Street between 16th Ave and Highway 7
The following Aboriginal Communities were sent notification by letter 2-3 weeks prior to the event		
<ul style="list-style-type: none"> • Alderville First Nation • Association of Iroquois and Allied Indians • Beausoleil First Nation (Christian Island) • Chippewas of Georgina Island • Chippewas of Mnjikaing First Nation (Rama) • Chippewas of Nawash (Cape Croker) 	<ul style="list-style-type: none"> • Curve Lake First Nation • Hiawatha First Nation • Huron-Wendat First Nation • Iroquois Confederacy/Haudenosaunee • Mississauga of Scugog Island First Nation • Mississaugas of the New Credit First Nation • Mohawks of the Bay of Quinte 	<ul style="list-style-type: none"> • Moose Deer Point First Nation • Munsee-Delaware Nation • Six Nations of the Grand River Territory • Union of Ontario Indians/Nipissing First Nation • Wahta Mohawks/Mohawks of Gibson
Elected Officials/Interest Group Representatives		
<ul style="list-style-type: none"> • All Town of Richmond Hill Council Elected Officials 		
Email Distribution – invitation sent June 5, 2013; reminder email sent June 10, 2013		
<ul style="list-style-type: none"> • Yonge Subway email distribution group (approximately 1130 individuals) 		

Scholarships as future leaders

17 The Liberal, Thursday, June 6, 2013

As the co-chairperson of the Markham Mayor's Youth Task Force, Kush Thaker hosted the Markham Youth Expo — a youth-led talent festival — and reached out to elementary school students to get them involved in the community.

"Allowing these students to continue their work by helping them with their post-secondary tuition is something that we're very proud to do at TD," said Teri Currie from TD Bank Group.

"Each and every one of them has already made a positive impact on their community and we believe they will continue play a

significant role in social change and growth across Canada."

The recipients are being honoured at a national ceremony in Toronto today, where they are meeting their fellow scholarship winners as well as scholarship alumni to share their ideas and views on how to make Canada's future brighter.

To date, TD Bank Group has contributed more than \$18 million to scholarships for community leadership.

For more info, visit www.td.com/scholarship.

— Jasmine Hon

you're invited to a follow-up open house

when Wednesday, June 12, 4-8pm

where Sheraton Parkway Toronto North
(Room: Richmond A) 600 Highway 7 East,
Richmond Hill

topic Construction & design updates for the proposed
underground train storage facility

On Wednesday, June 12, from 4 - 8pm, we are hosting another open house to update the public on the revised design and construction techniques for the proposed underground train storage facility, and provide an opportunity for additional feedback.



In early May, a public open house was held to present the preferred location and initial design concepts of the proposed facility. Based on the public feedback received, design elements and construction impacts have been further analyzed and revisions have been made to the proposal.

The revised plans for this facility will be submitted to the Ministry of Environment as an addendum to the Yonge Subway Extension Environmental Project Report approved in 2009.

For more information about the Yonge Subway Extension project and to sign up for updates, visit vivanext.com.



May 22, 2013

[NAME]
[Address 1]
[Address 2]
[STREET]
[CITY, ON POSTAL]

Dear [NAME],

Re: Update on Underground Train Storage Facility, Yonge Street in Richmond Hill

I am writing to invite you to a follow-up meeting regarding the proposed amendments to the subway infrastructure, including an underground train storage facility and aboveground buildings, in the Yonge Street and Bantry Avenue area in Richmond Hill.

On Wednesday, May 1, a public open house was held to present the preferred location and initial design concepts of the proposed facility. Based on the public feedback received, design elements and construction impacts have been further analyzed, mitigation strategies have been identified and revisions have been made to the proposal.

We are hosting another open house to update the public on the revised designs and construction techniques for the proposed underground train storage facility, and provide an opportunity for additional feedback. We hope that you will join us.

Wednesday, June 12, 4-8 p.m.
Sheraton Parkway Toronto North [600 Highway 7 East, Richmond Hill]
Room: Richmond A

The information displayed at this open house will also be available to view at www.vivanext.com. The revised plans for these facilities will be submitted to the Ministry of Environment as an addendum to the Yonge Subway Extension Environmental Project Report approved in 2009. A notice will be published this fall outlining the public review process for the addendum.

If you have any questions, please contact your Community Liaison, Tamas Hertel, at 905.886.6767 ext. 71357.

Sincerely,



Dale Albers
Chief Communication Officer



you're invited to a follow-up open house



when

Wednesday, June 12, 4-8pm

where

Sheraton Parkway Toronto North (Room: Richmond A)
600 Highway 7 East, Richmond Hill

topic

Construction & design updates for the proposed
underground train storage facility

VIVAnext



The Yonge Subway Extension will complete a missing link between Greater Toronto and Hamilton Area rapid transit networks, with a 6.8 km extension from Finch to Highway 7:

- » The Environmental Assessment and conceptual design study are completed, making this project shovel-ready, and in position to be considered for funding.
- » Metrolinx, a Provincial transit agency, recently announced that the Yonge Subway Extension remains a key priority project in the next wave of projects.



On Wednesday, June 12, from 4 – 8pm, we are hosting another open house to update the public on the revised designs and construction techniques for the proposed underground train storage facility, and provide an opportunity for additional feedback.

In early May, a public open house was held to present the preferred location and initial design concepts of the proposed facility. Based on the public feedback received, design elements and construction impacts have been further analyzed, mitigation strategies have been identified and revisions have been made to the proposal.

The revised plans for this facility will be submitted to the Ministry of Environment as an addendum to the Yonge Subway Extension Environmental Project Report approved in 2009.

For more information about the Yonge Subway extension project and to sign up for updates, visit vivanext.com



Follow us on twitter. Find us on facebook.
Read our blog. Go to vivanext.com.

VIVANEXT

APPENDIX B

**Public Information Centre #2
Feedback Form**

Feedback form

Yonge Subway Extension train storage addendum

We'd like to know what you think! Please rate your level of satisfaction with the proposed mitigation strategy for each of the following:

	Level of satisfaction			
	not satisfied	somewhat satisfied	satisfied	very satisfied
General				
Access/impacts to Yonge Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local Community				
Work hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Location & visibility of parking and above ground buildings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impacts on local streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Landscape treatments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental				
Impacts to the natural environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction				
Noise and vibration [during construction & operations]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air quality [impacts from dirt and dust]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic detours/closed roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bantry Bridge [temporary closure/alternate routes]	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any other comments about the optional design or proposed mitigation, please include them here:

Would you like to receive updates about the Yonge Subway Extension Addendum process?
[check one]

Yes _____ [email address]

No

Have more questions? Want to discuss this project further?

Yes, please have the Community Liaison contact me directly

No

_____ [email / phone]



Please submit your feedback on or before **June 26, 2013** by mail to:

3601 Highway 7 East, Floor 12,
Markham, Ontario L3R 0M3

Online: vivanext.com/feedback

APPENDIX C

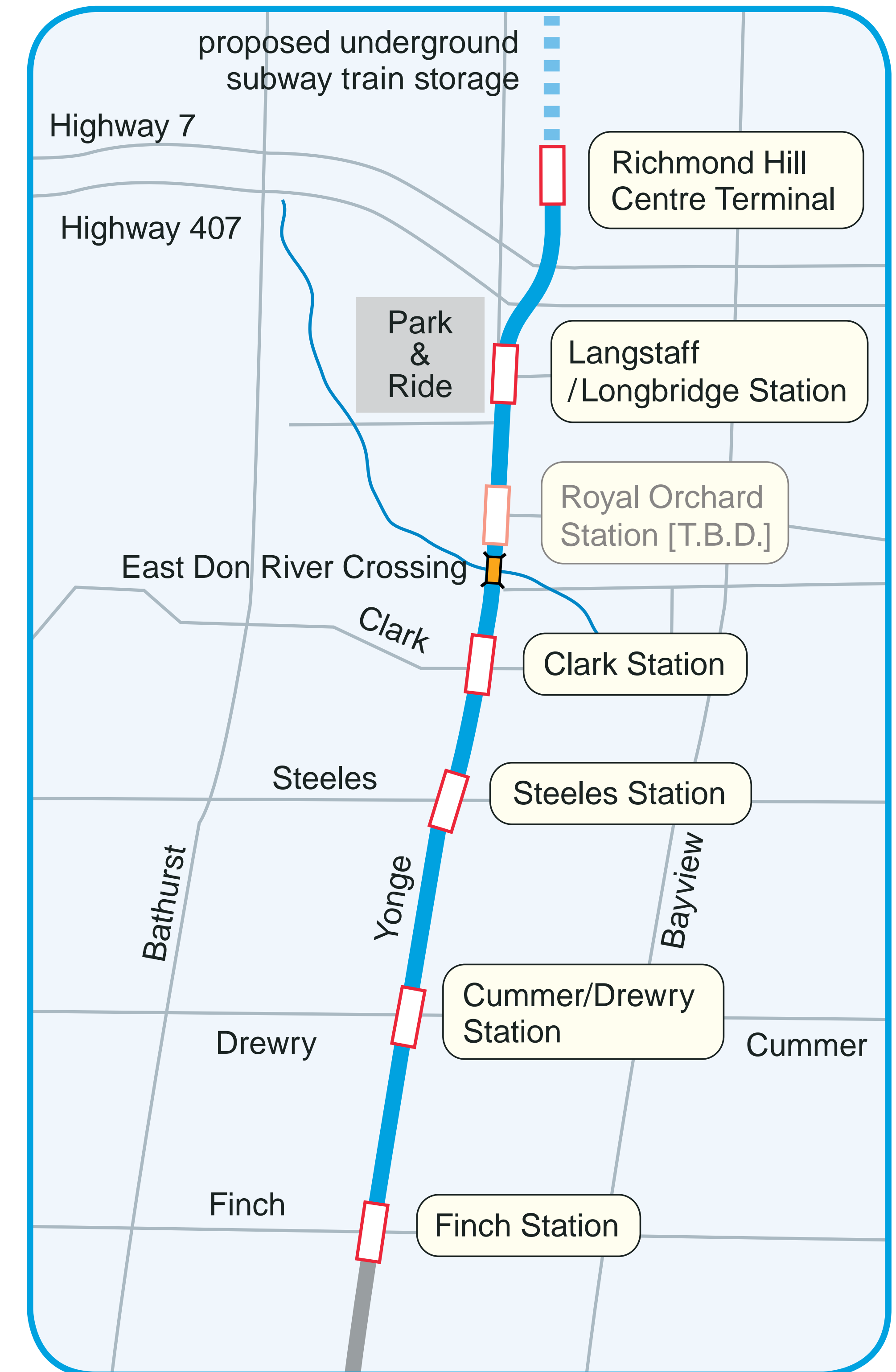
**Public Information Centre #2
Display Panels**

the yonge subway extension

The planned Yonge Subway Extension will extend 6.8 kilometres north from Finch Station to the Richmond Hill / Langstaff Urban Growth Centre at Highway 7. This centre will be a major transit hub where riders will be able to make seamless and convenient connections to YRT/Viva, GO and other planned transit systems.

project features

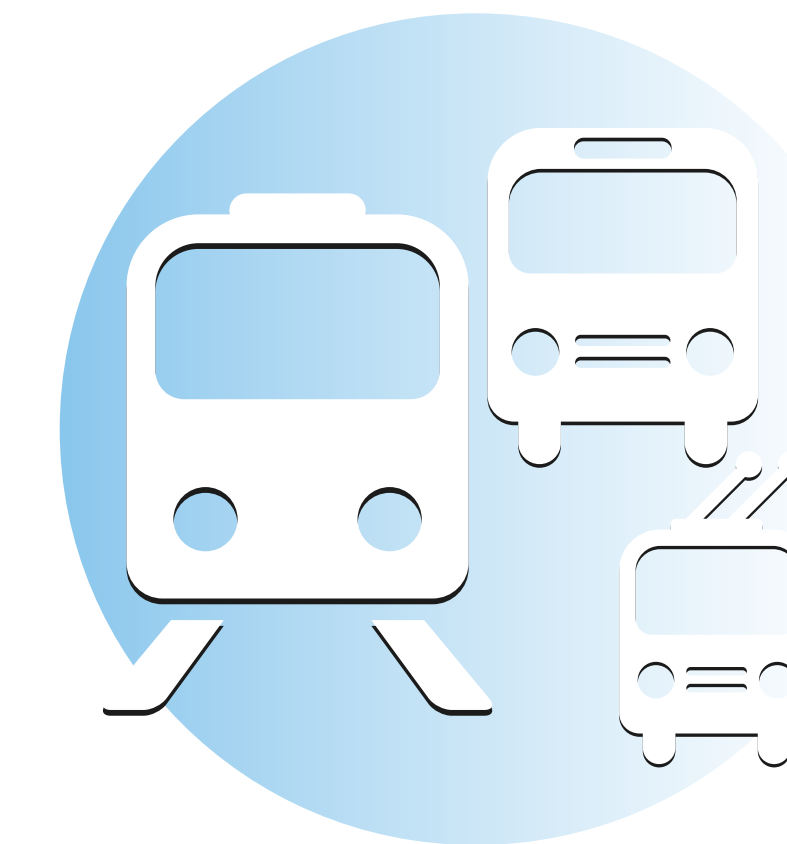
- > 6.8 kilometres long
- > Up to six stations
- > Underground train storage
- > Two major bus terminals
- > Park & Ride lot for up to 2,000 cars
- > Bridge over the East Don River



map not to scale

metrolinx - top priority for funding

- > Metrolinx's most recent funding announcement reaffirms the Yonge Subway Extension to the Richmond Hill/Langstaff Urban Growth Centre as one of the priority projects in the next wave of *The Big Move*.
- > The Environmental Assessment and Conceptual Design Study are completed, placing this project in a strong position for funding consideration as part of Metrolinx's investment strategy.
- > We'll continue to work with Metrolinx to assess the needs and plan for expanding and better-connecting transit services for everyone in the Greater Toronto and Hamilton Area.

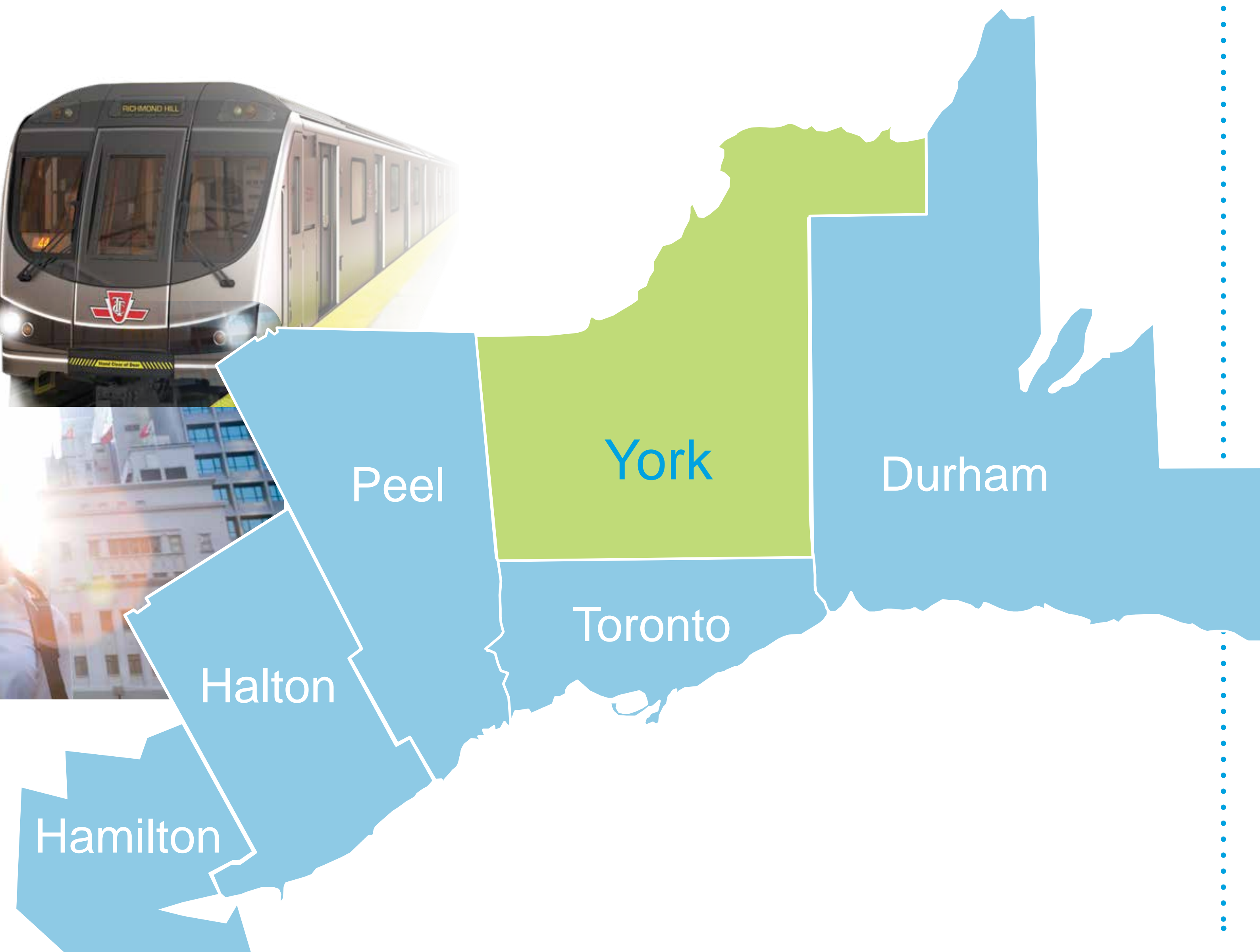


metrolinx's next wave projects

regional transit expansion

- Yonge North Subway Extension
- Brampton Queen Street Rapid Transit
- Dundas Street Bus Rapid Transit
- Durham-Scarborough Bus Rapid Transit
- Downtown Relief Line
- GO Rail Expansion: More Two-Way, All-Day and Rush Hour Service
- Electrification of GO Kitchener line and Union Pearson Express
- GO Lakeshore Express Rail Service - Phase 1 (including Electrification)
- Hamilton Rapid Transit
- Hurontario-Main Light Rapid Transit

*projects listed in no particular order



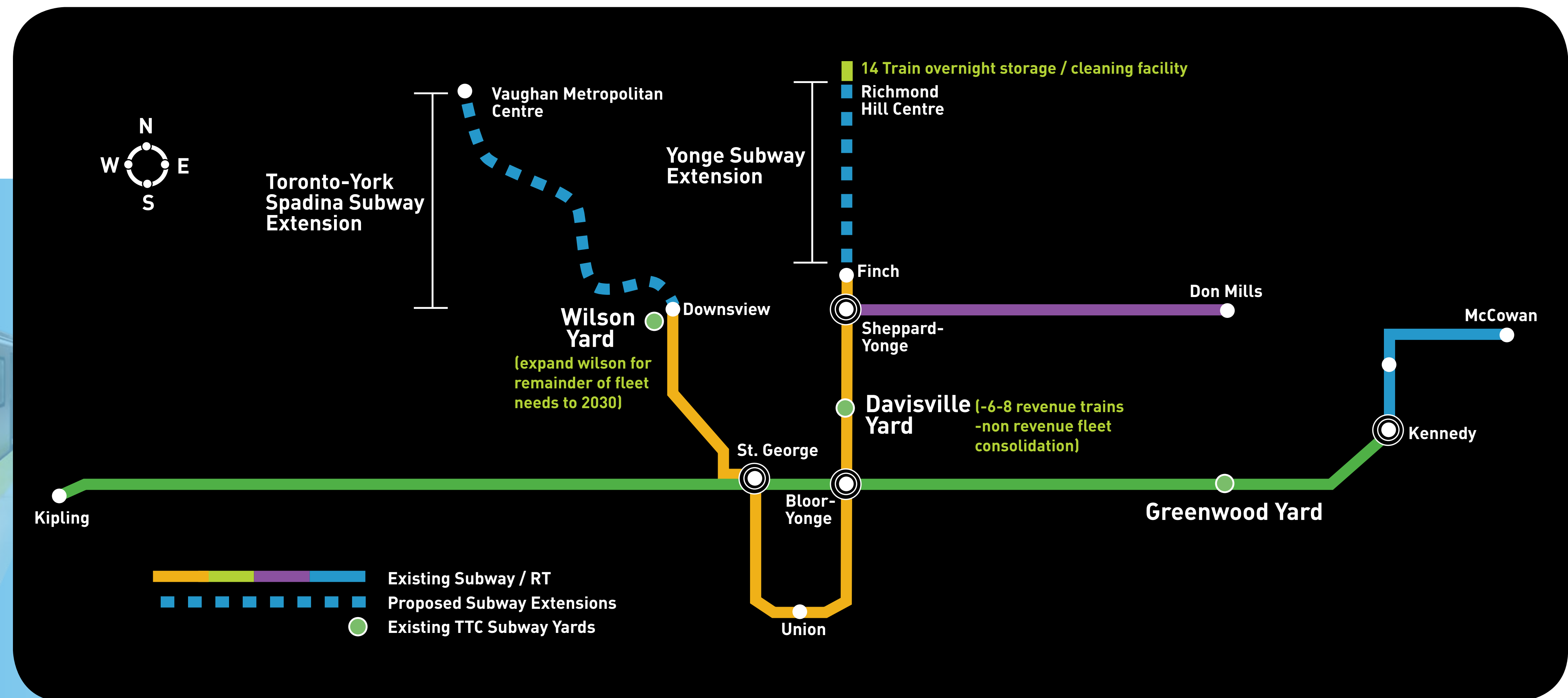
conceptual design study

- > The Conceptual Design Study built upon the original Environmental Assessment, to further develop station concepts, property needs, cost estimates etc.
- > The study also assessed options to accommodate TTC train storage requirements identified in the TTC Subway Rail Yard Needs Study.
- > Various train storage locations were studied, and potential locations at the north end of the Yonge line in Richmond Hill were identified.
- > Plans for the preferred 14-train storage facilities will be submitted to the Ministry of the Environment as an addendum to the 2009 Environmental Assessment.



rail yard needs study

- > The TTC Subway Rail Yard Needs Study analyzed future requirements which included:
 - The Toronto-York Spadina Subway Extension
 - The Yonge Subway Extension
 - Future growth requirements
- > It was determined that:
 - The subway train fleet would grow from 62 trains to a total of 88 trains by 2030
 - A 14-train storage facility was required north of Steeles Avenue on the Yonge subway line
- > The findings of the TTC Subway Rail Yard Needs Study require us to proceed with an addendum to the Yonge Subway Extension Environmental Assessment

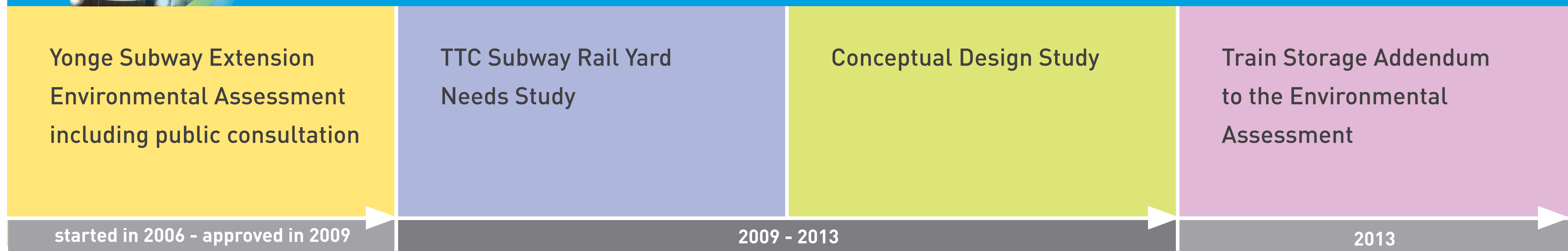


where we are now

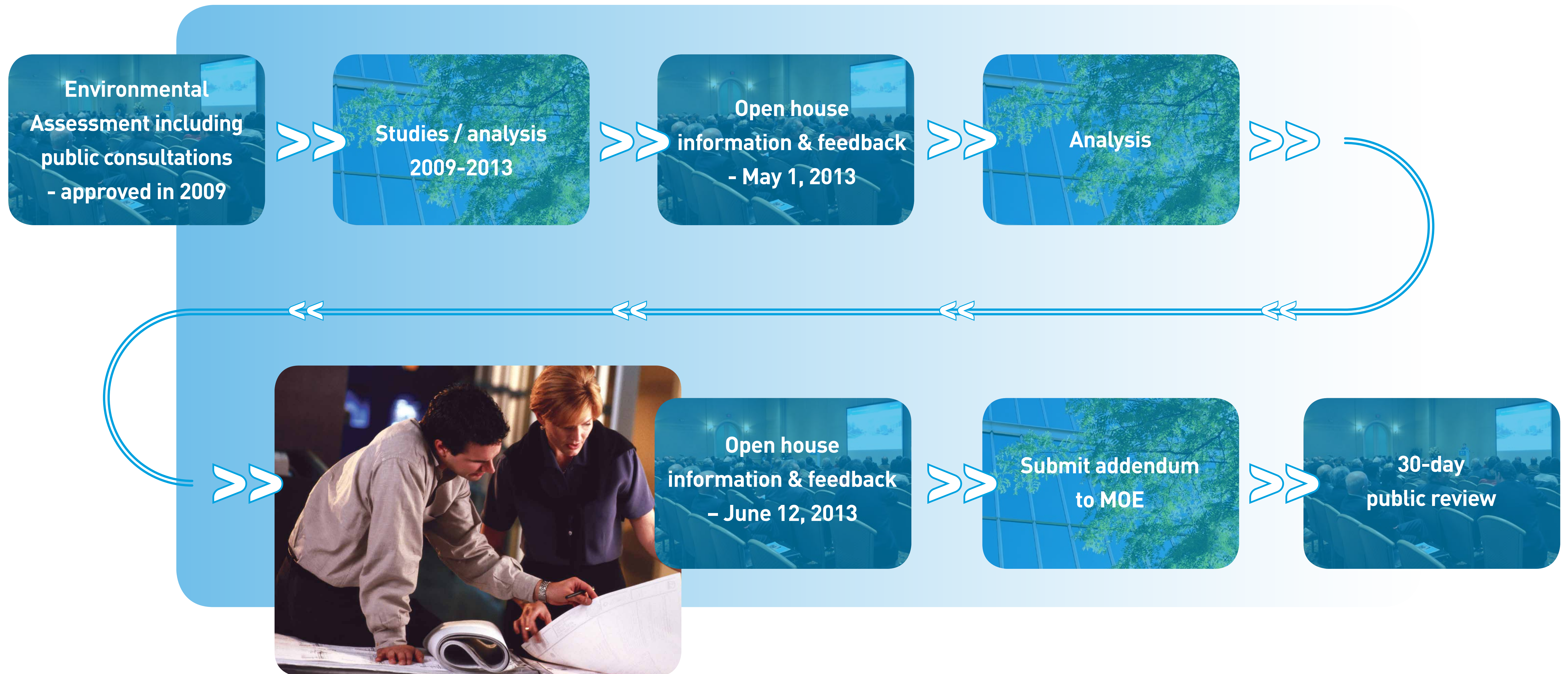
- > In 2009, the Ontario Ministry of the Environment unconditionally approved the Environmental Project Report for the Yonge Subway Extension. This officially completed the Environmental Assessment [EA] process for this project.
- > A TTC Subway Rail Yard Needs Study and a Conceptual Design Study have since been completed to modify plans for train storage that were included in the original EA.



project preliminary timeline

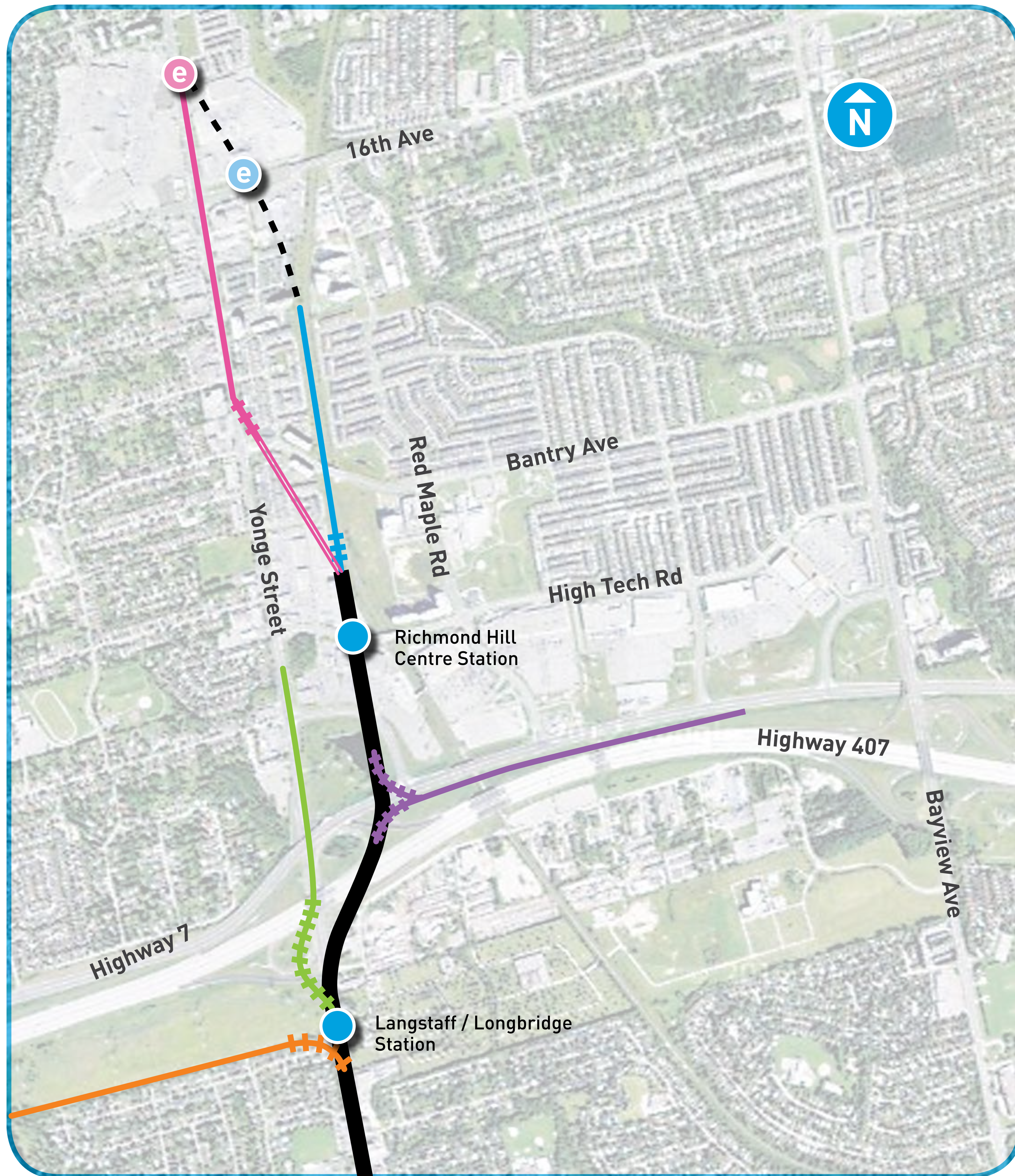


process for the yonge subway addendum



- > This open house will update the public on the revised design and construction techniques for the proposed underground train storage facility, and provide an opportunity for additional feedback.

train storage options studied in the conceptual design



Each option was compared, based on the following criteria:

- > Future station location
- > Subway operations
- > Future northerly extension
- > Property and building impacts
- > Constructability [traffic, property, tunneling versus open cut]
- > Cost [initial and future]

- Approved Yonge Subway alignment
- Intended future Yonge Subway alignment
- Subway station
- e Future subway station entrance
- Option 1** Train storage - north of Highway 7, east of Yonge Street beside CN rail tracks
- Special track work
- e Future subway station entrance
- Option 2** Train storage - under Yonge Street, north of Bantry Avenue
- Special track work
- Special tunnel work
- e Future subway station entrance
- Option 3** Train storage - under Yonge Street, starting at Highway 407
- Special track work
- Option 4** Train storage - east of Yonge Street, between Highway 7 and Highway 407
- Special track work
- Option 5** Train storage - west of Yonge Street, in the hydro corridor south of Highway 407
- Special track work

options 2, 3, 4 and 5 - rationale for elimination

Option 2

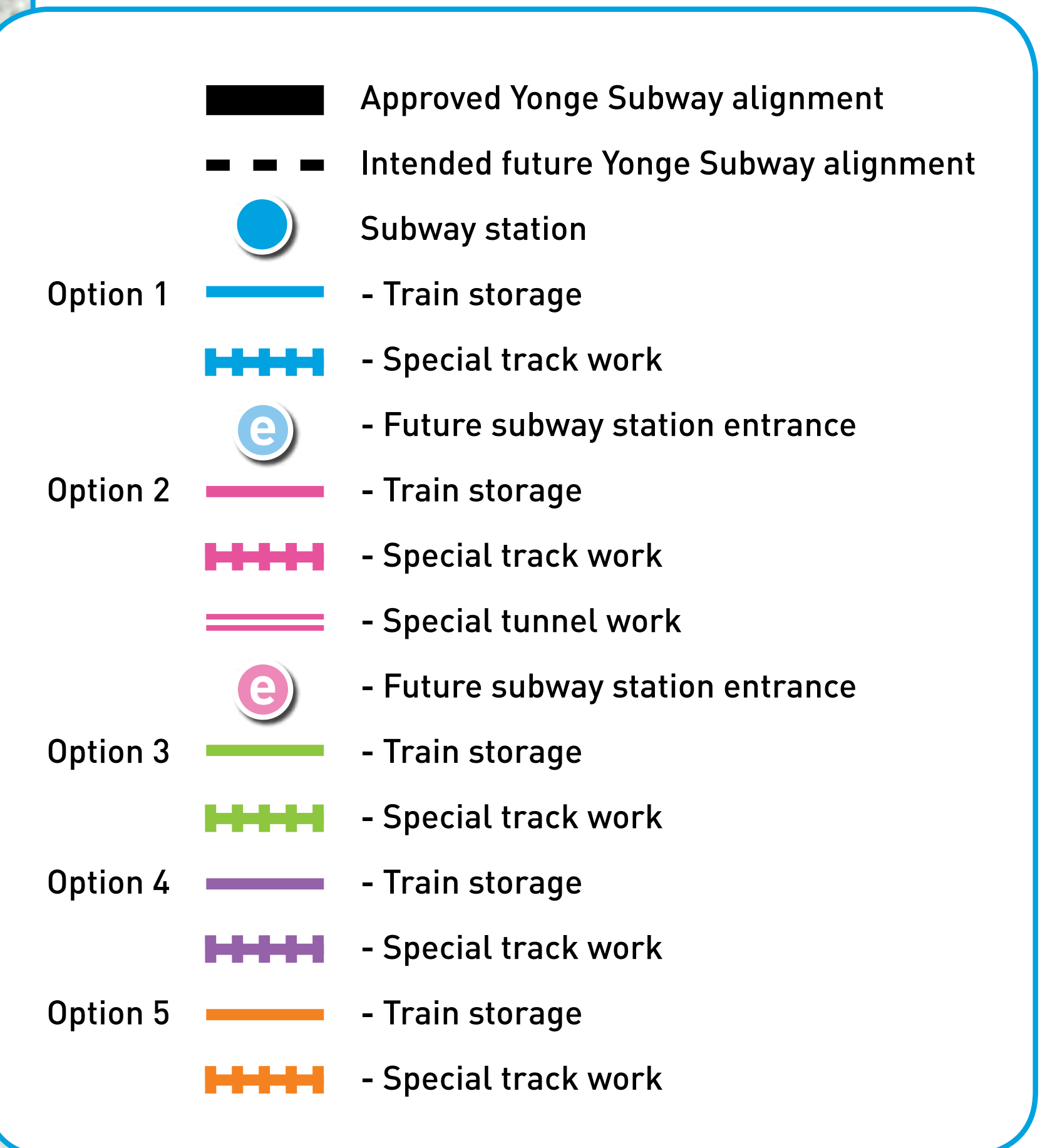
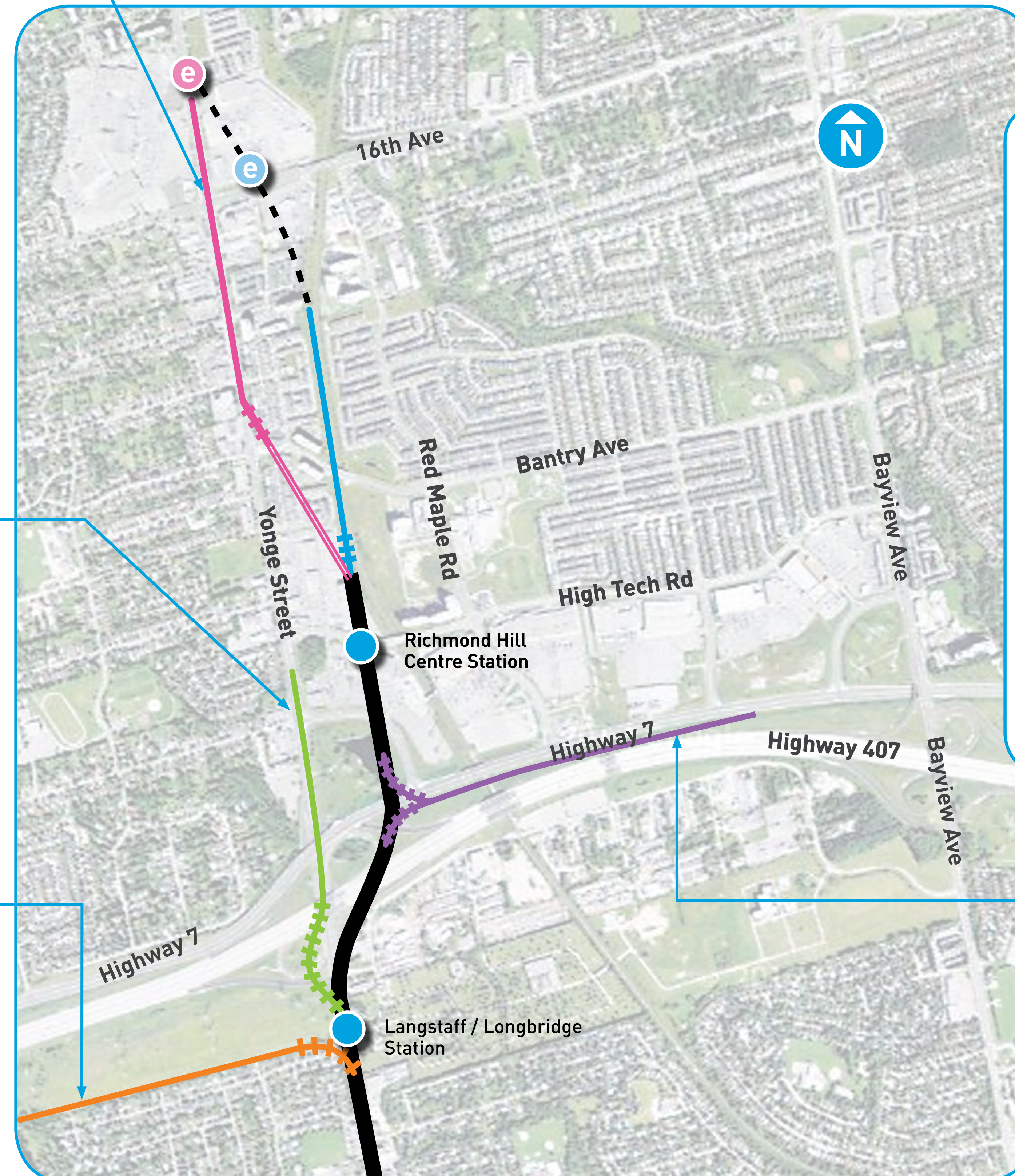
- > Significant impact on properties and traffic along Yonge Street
- > Higher capital costs
- > Pushes future 16th Avenue Subway Station well north of 16th Avenue
- > Requires property for service building along Yonge Street
- > Does not meet operational requirements

Option #3

- > Constructability issues with construction under Highway 407 bridge
- > Operational issues with trains backtracking to Richmond Hill Centre
- > Requires property for service building along Yonge Street

Option #5

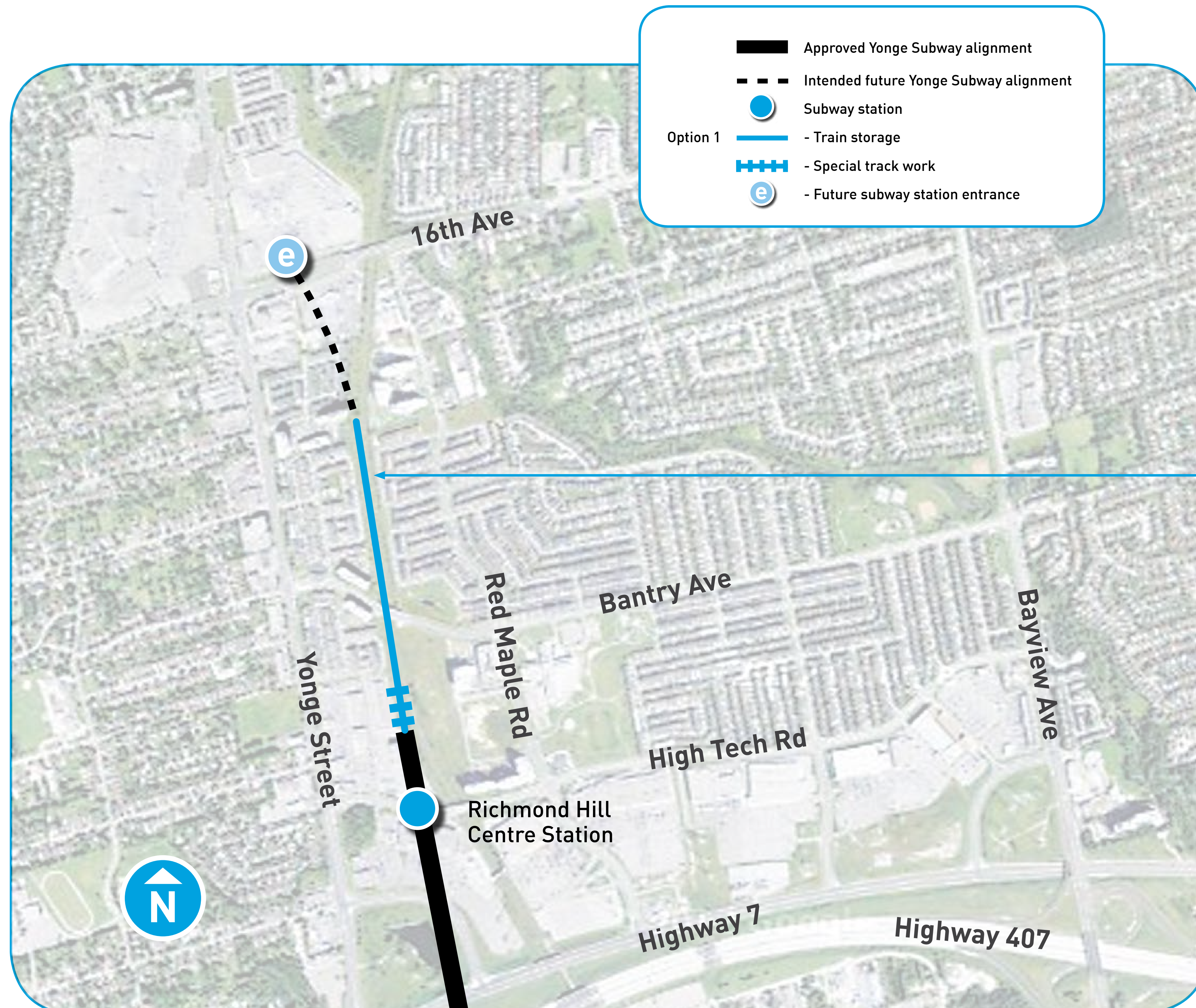
- > Significant environmental impacts — train storage extends into West Don River Valley
- > Operational issues associated with reverse movements of trains in and out of the mainline



Option #4

- > Constructability issues between major highways and under rail corridor
- > Special track work increases the distance between Richmond Hill Centre Station and Langstaff / Longbridge station

preferred option — detailed analysis



Option 1

- > Underground facility east of Yonge Street, adjacent to the CN rail tracks.
- > Construction will be adjacent to the rail property immediately to the west of the rail tracks, within property currently owned by Town of Richmond Hill and CN Rail.
- > Some temporary lane closures will be required on Beresford Drive and Coburg Crescent during construction, however, access will be maintained to residences in the area.
- > No direct impacts to property and traffic on Yonge Street.
- > The only option that meets operational requirements.
- > Lower capital costs.
- > Requires Bantry Avenue bridge to be rebuilt with local traffic diverted.
- > Future 16th Avenue Subway Station will be 150 metres east of Yonge Street.

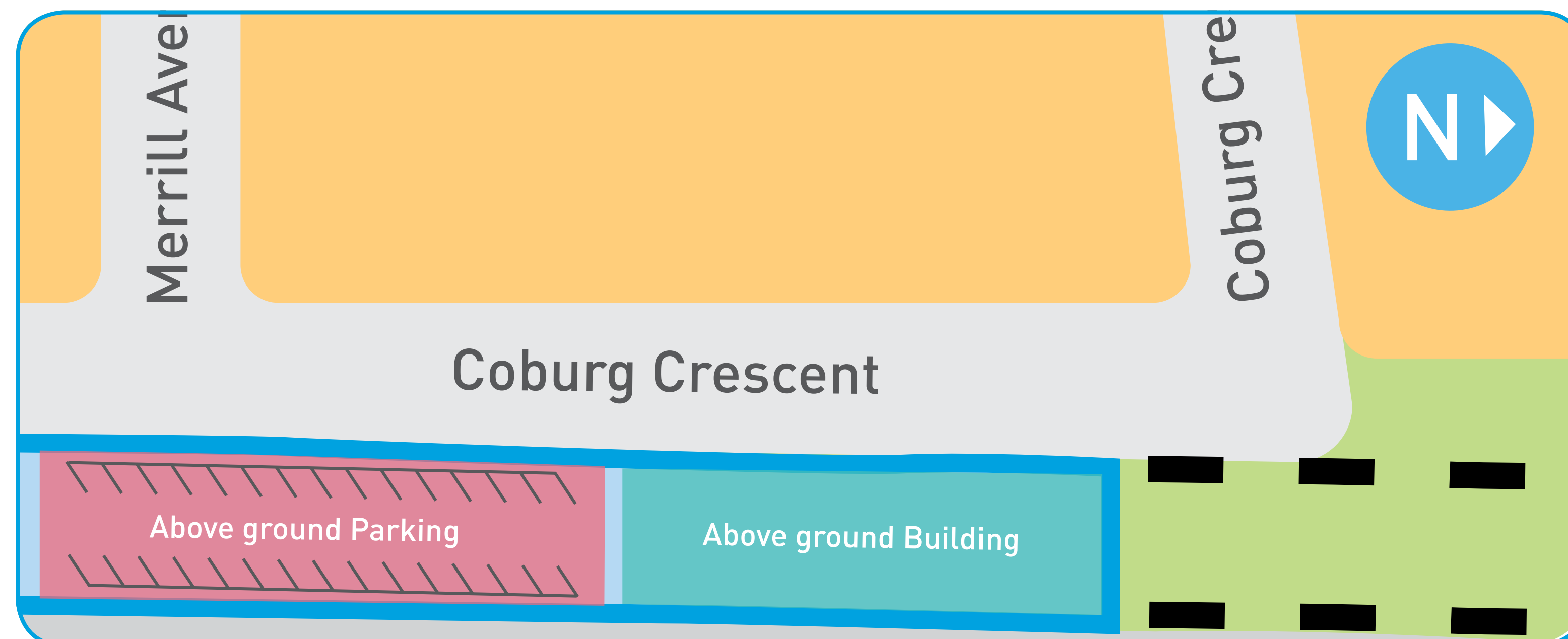
what we heard about option #1

Feedback collected to date includes:

- > Local Community
 - Vehicle disturbances late at night and early in the morning
 - Disruption from parking lot illumination and headlights
 - Obstructs the view of the green space
 - Effect on property values in the surrounding community
 - Public safety during construction
 - Traffic infiltration on local/surrounding streets
 - Noise and vibration during operations
- > Environmental
 - Disruption to wildlife habitats and health concerns for residents [i.e. pollution] due to increased development/construction
- > Construction
 - Increased dirt and dust as a result of construction for residents in close proximity
 - Noise and vibration during construction
 - Construction vehicle access to the work area
 - Construction traffic on local streets
 - Disruption in travel patterns and difficulty crossing rail corridor from Bantry Bridge closure

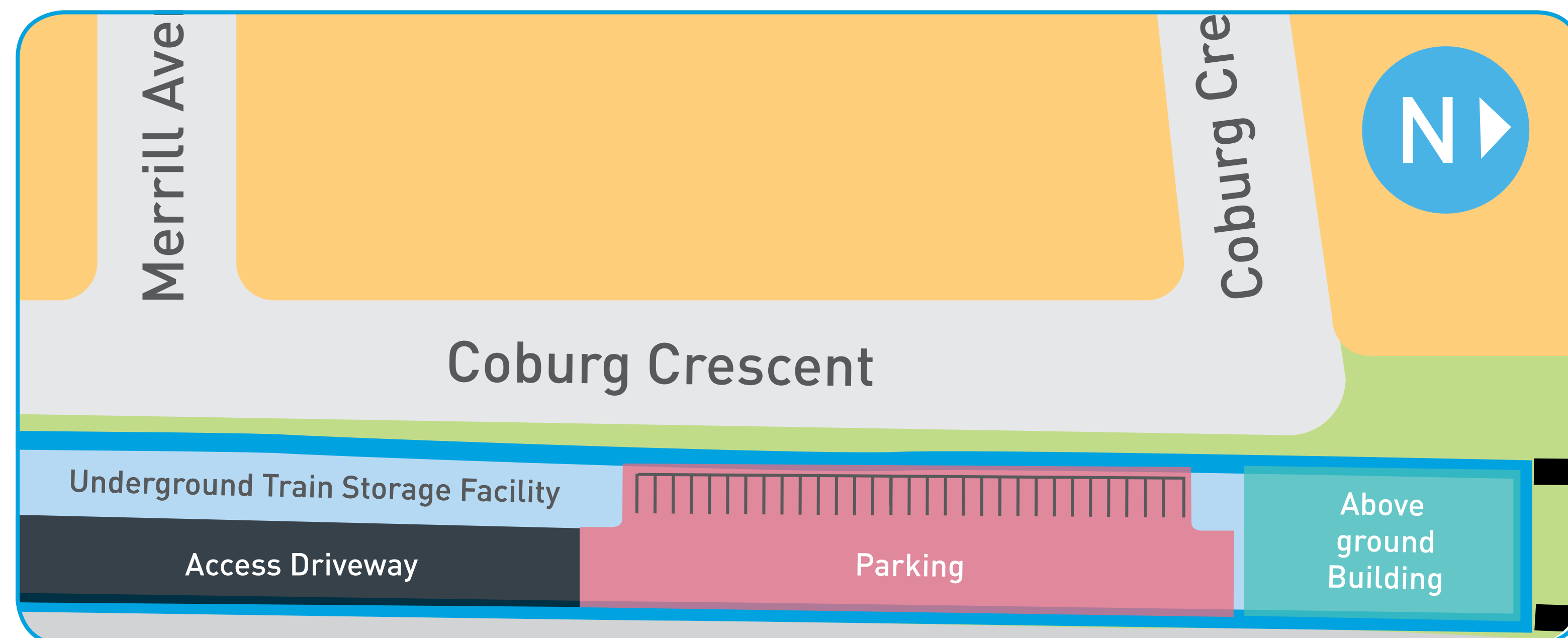
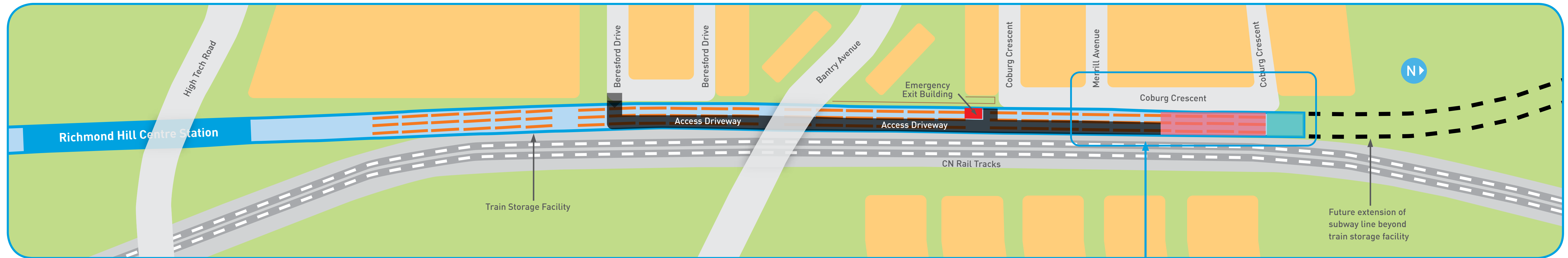


preferred option — original layout



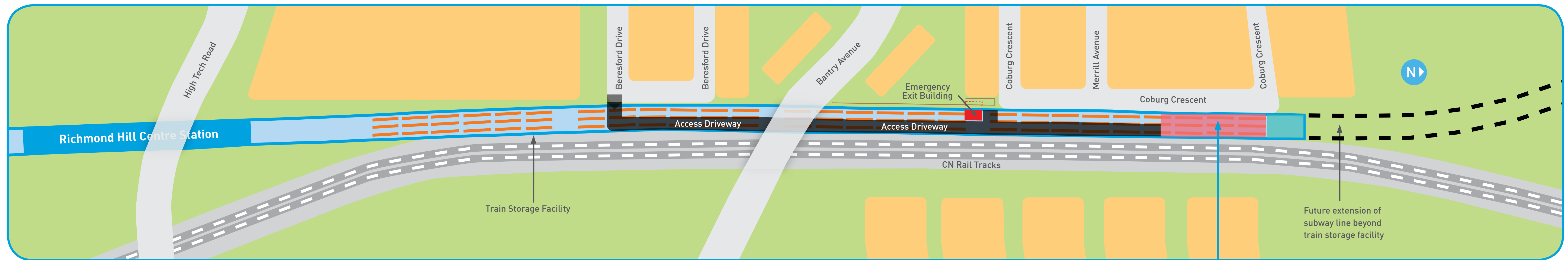
- > Three underground train tracks, side-by-side, beside the CN rail tracks.
- > From just north of High Tech Road, to the north section of Coburg Crescent.
- > On the north end of the underground train storage facility, a parking lot and a utility building will be located above ground to allow staff to park their vehicles and access the underground facility.

optional layout

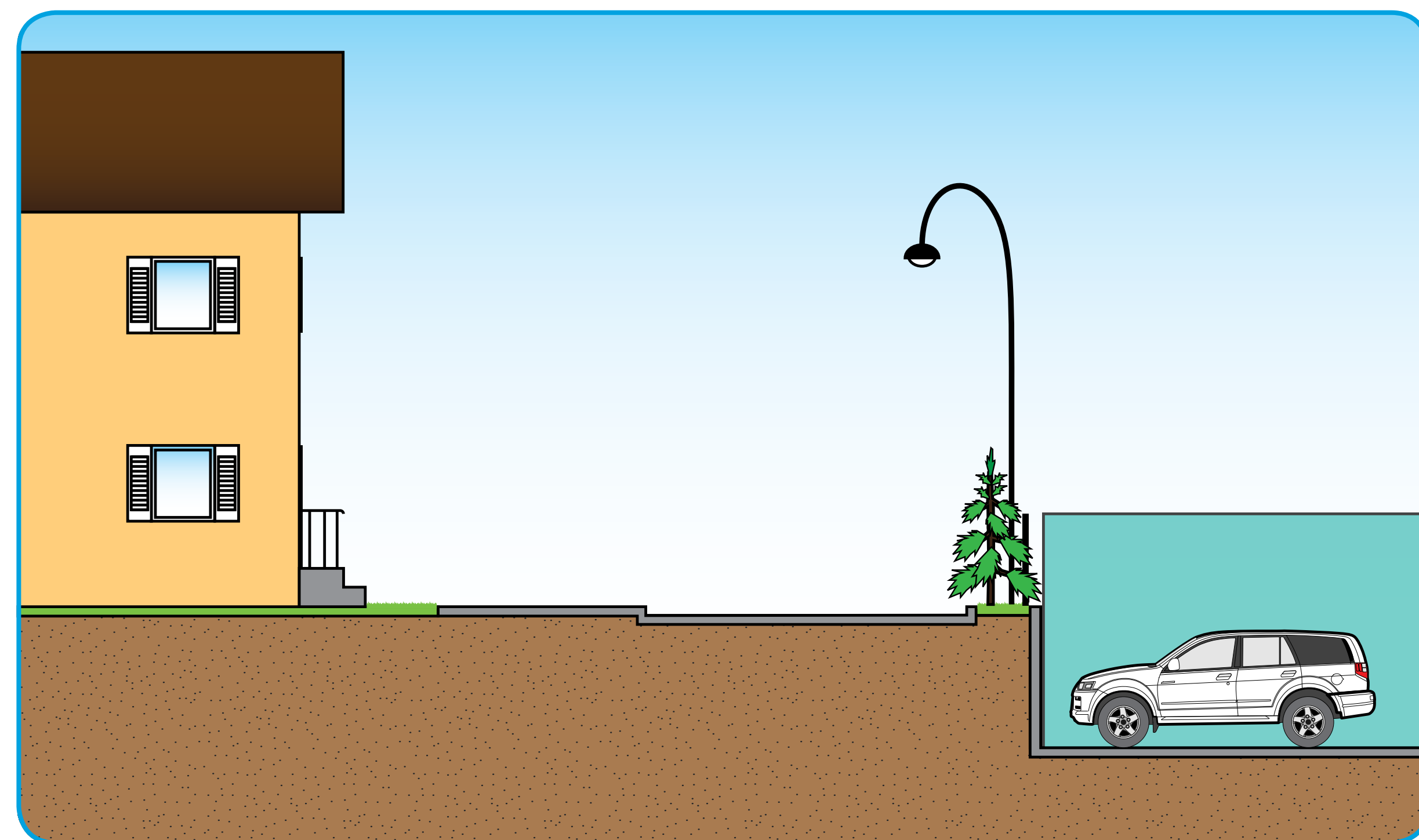


- > Shift the location of the building north to minimize visibility of the building for local residents
- > Modify the building to be half below-grade
- > Lower the grade of the building and parking lot by 1-2 metres to further minimize visibility of the facility
- > Provide a driveway connection from Beresford Road for access to the train storage facility
- > Emergency exit building to be located within the Town of Richmond Hill lands
- > Does not preclude future pedestrian connectivity to Richmond Hill Centre Station

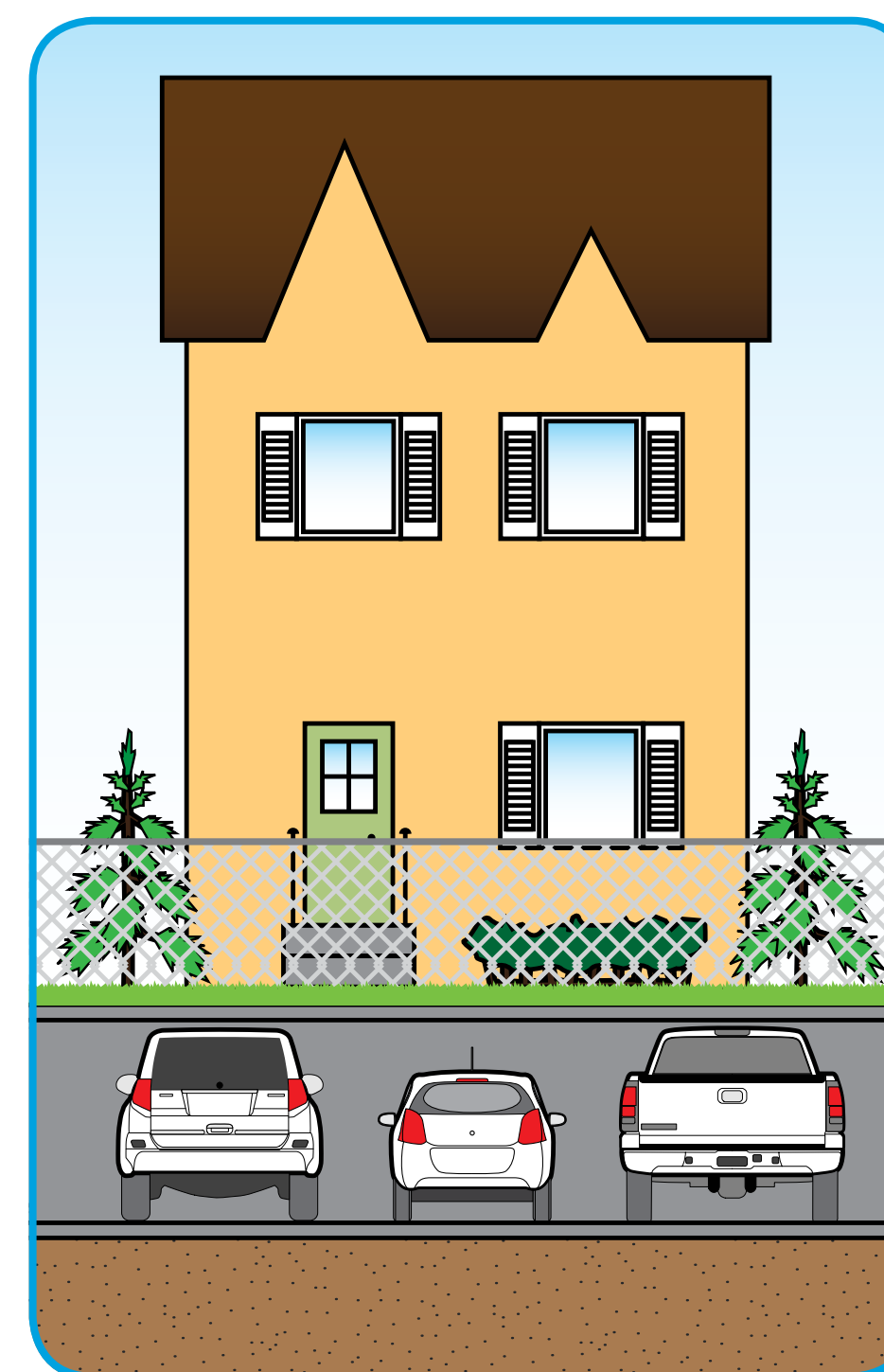
optional layout



looking north



looking west

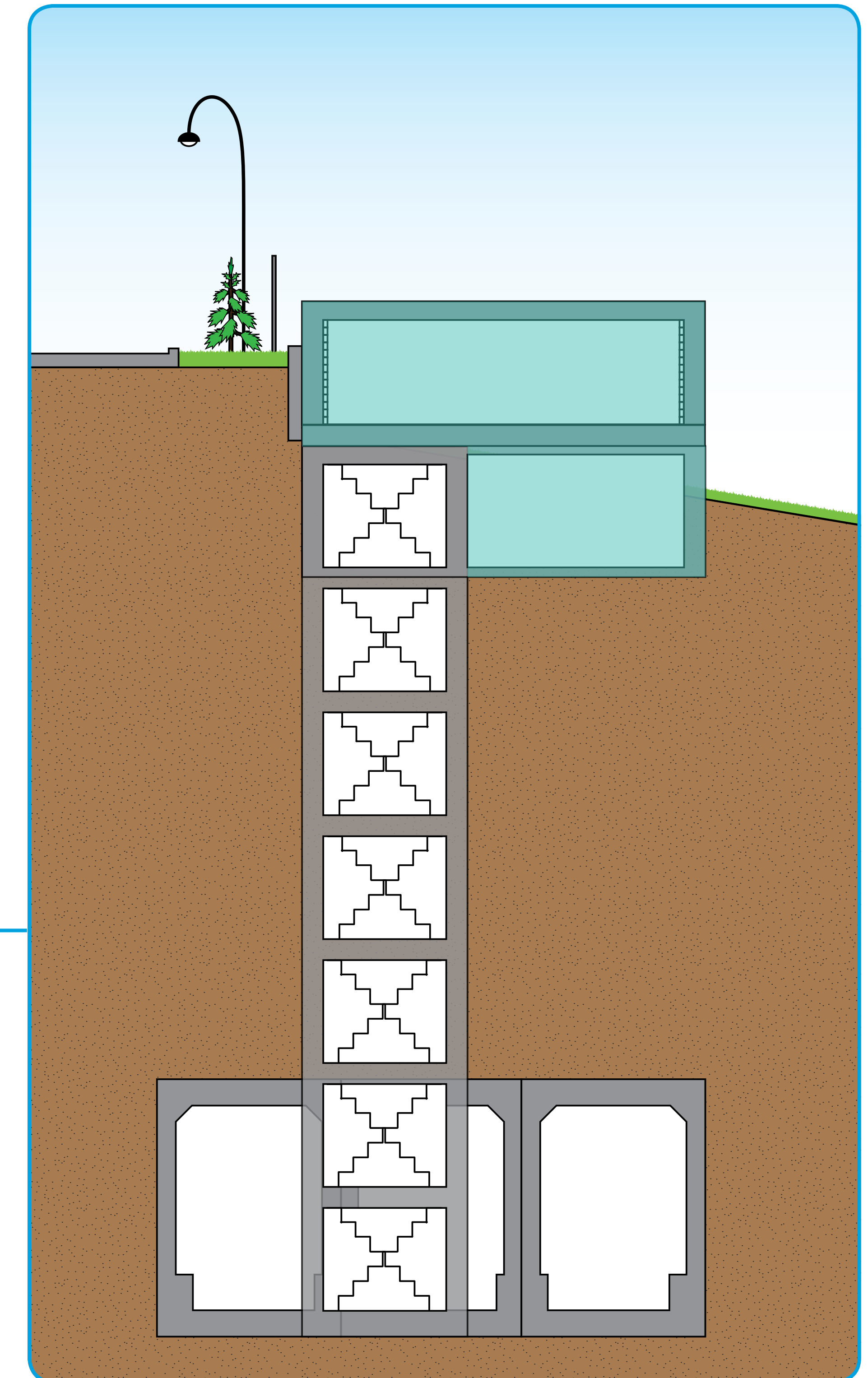
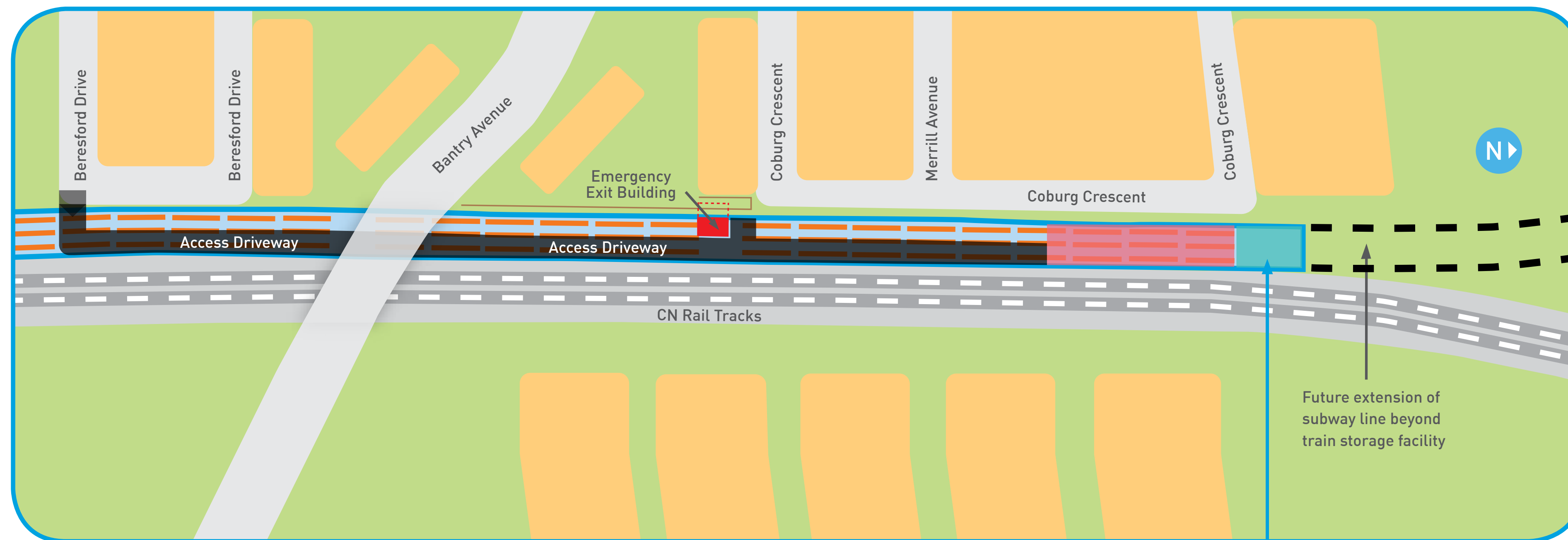


Parking cross-section

- > Driveway access via Beresford Drive
- > Building and parking elevation lowered by approximately 1-2 metres

optional layout

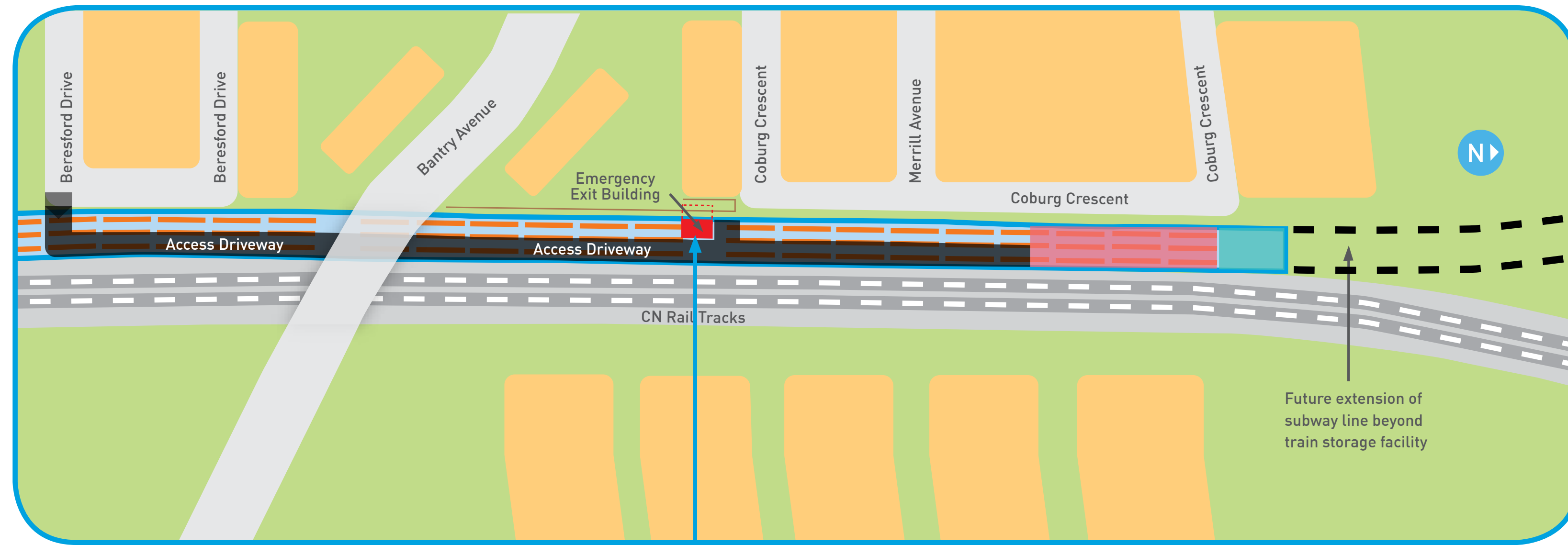
looking north



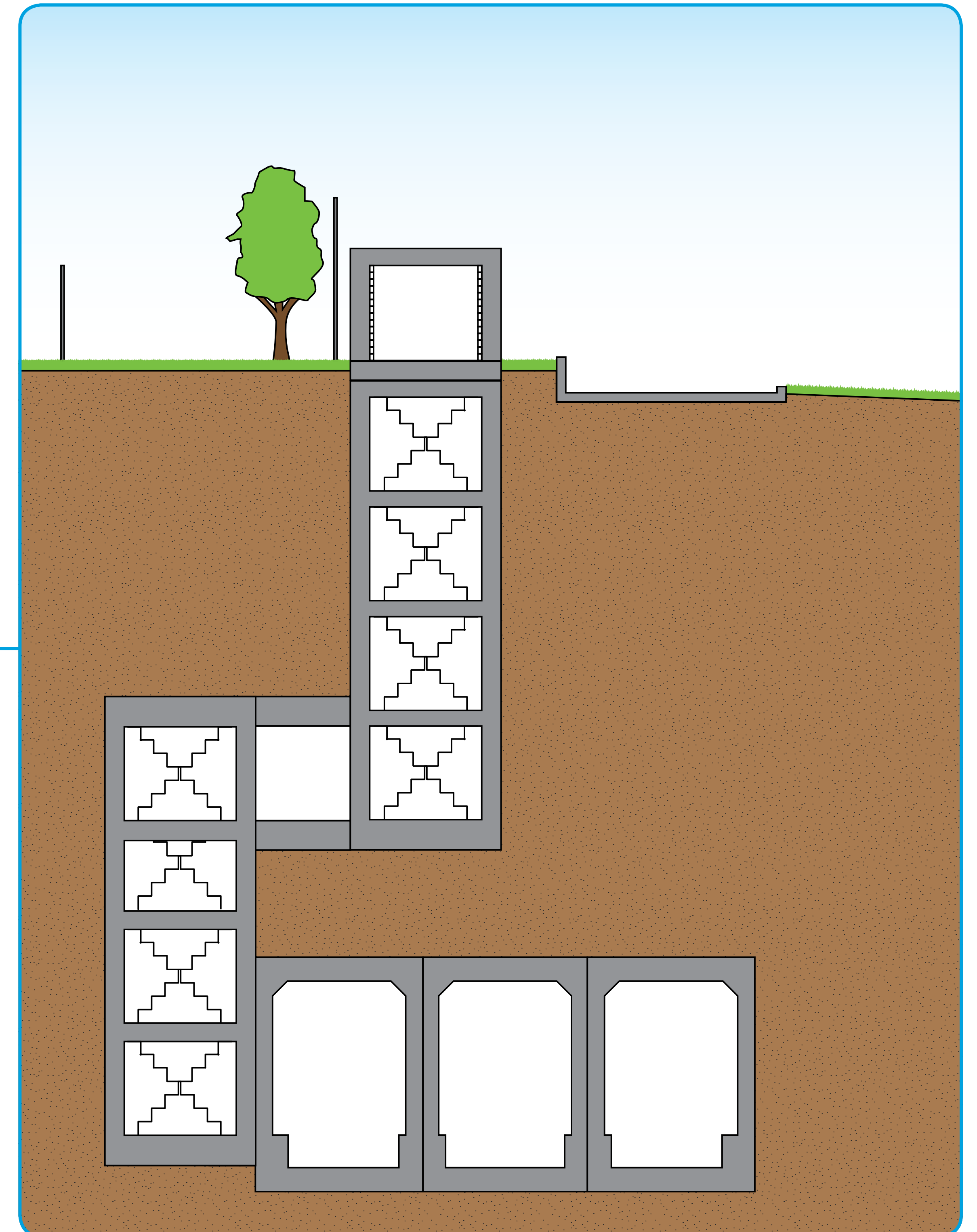
Building cross-section

- > Driveway access via Beresford Drive
- > Building revised to be two floors, one above ground and one underground

optional layout



looking north



Emergency exit building cross-section

- > Driveway access via Beresford Drive
- > Above ground building located on Town of Richmond Hill lands

suggested modifications resulting from feedback

local community

Potential Impact	Proposed Mitigation
> Look and feel of building/landscaping	The Town of Richmond Hill Site Plan Application process will determine the specific look/style of the building and the extent and type of landscaping on the site. We will continue to work with the Town throughout this process and inform residents and stakeholders of public consultation sessions.
> Work hours	Whenever possible, construction of this facility will take place during normal work hours [7am – 7pm]. If construction hours are extended we will ensure the public is informed in advance. Any questions or concerns regarding this project or construction work can be directed to your Community Liaison.
> Impacts on local streets	To minimize traffic disruptions, an access driveway off of Beresford Drive has been included in the revised design for access to the train storage and maintenance facility.

Studies that will be finalized and submitted as part of the Train Storage Addendum:

- > Traffic impacts will be documented in the Environmental Project Report



suggested modifications resulting from feedback

environmental

Potential Impact	Proposed Mitigation
> Loss of vegetation due to subway construction	Prior to construction, we will prepare a landscape restoration plan in consultation with the Town of Richmond Hill.
> Impact to groundwater during construction	Before construction begins, we will prepare a groundwater management plan and permit applications to ensure impacts caused by construction are minimized. Water quality testing will be ongoing throughout construction.

Studies that will be finalized and submitted as part of the Train Storage Addendum:

- > Natural Heritage Assessment Memorandum
- > Geotechnical Assessment Report
- > Groundwater Assessment Report
- > Contamination Overview Study Report



suggested modifications resulting from feedback

construction

Potential Impact	Proposed Mitigation
> Air quality impacts	Construction of the facility will follow best practices for dust suppression and construction vehicles will be monitored and well maintained.
> Noise and vibration	Noise and vibration studies are being completed as part of the Environmental Assessment Addendum to identify and mitigate any possible negative noise and vibration issues as a result of construction. During operation noise and vibration will be minimal, as trains will be moving slowly to and from the facility.
> Noise impact resulting from emergency fan operations	The vent will be located a sufficient distance from residential properties and will be equipped with silencers to ensure noise levels are kept to a minimum.
> Traffic detours/closed roads/Bantry Bridge closure	The traffic analysis conducted indicates that the streets surrounding this construction zone [High Tech Road and 16th Avenue] have capacity to accommodate displaced traffic from Bantry Avenue [see map to right].

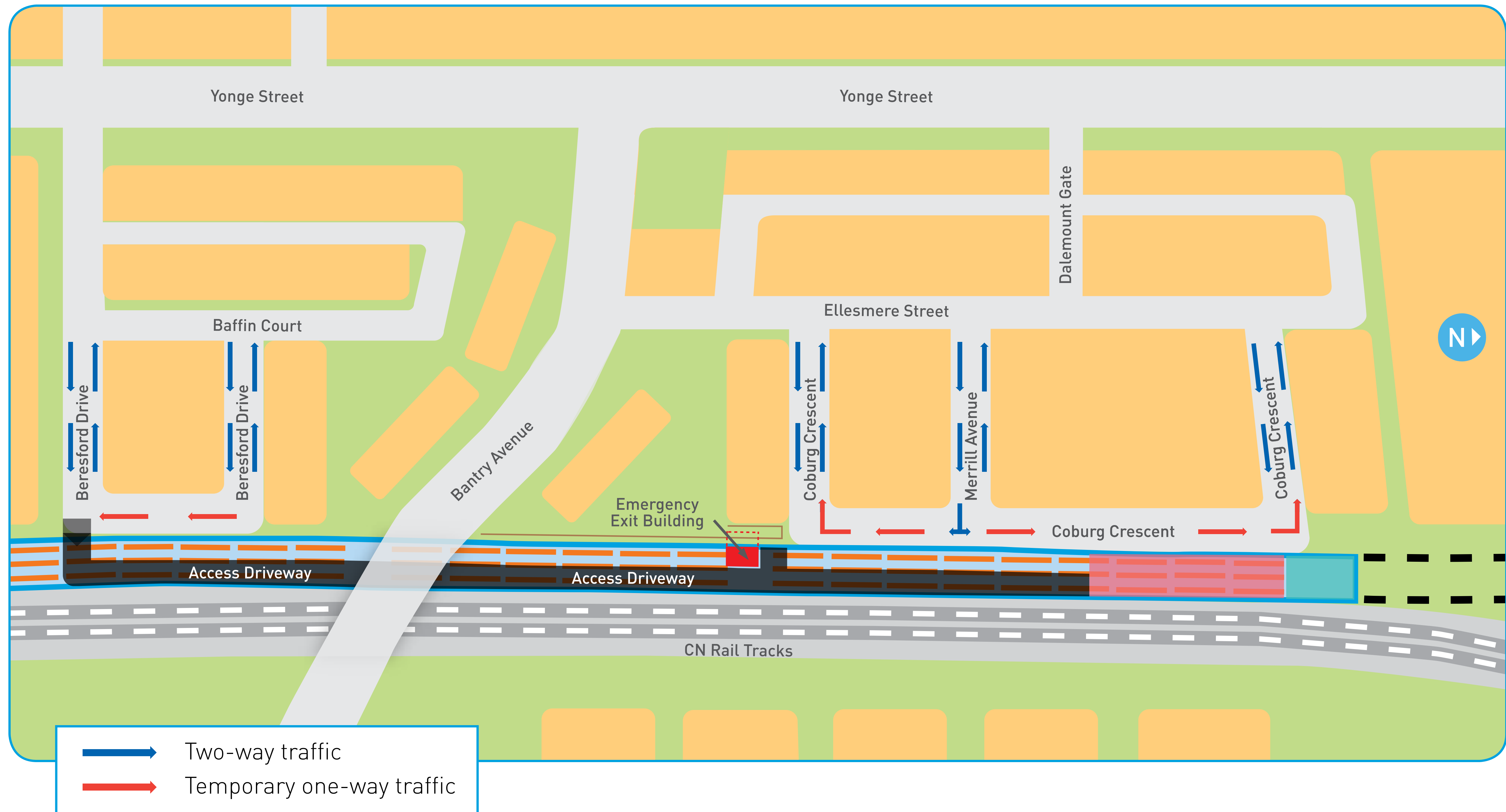
Studies that will be finalized and submitted as part of the Train Storage Addendum:

- > Construction Air Quality Report
- > Construction Noise and Vibration Report
- > Cultural Heritage Assessment Report
- > Stage 1-2 Archaeological Assessment Report
- > Traffic impacts will be documented in the Environmental Project Report

Bantry Avenue closure detour route



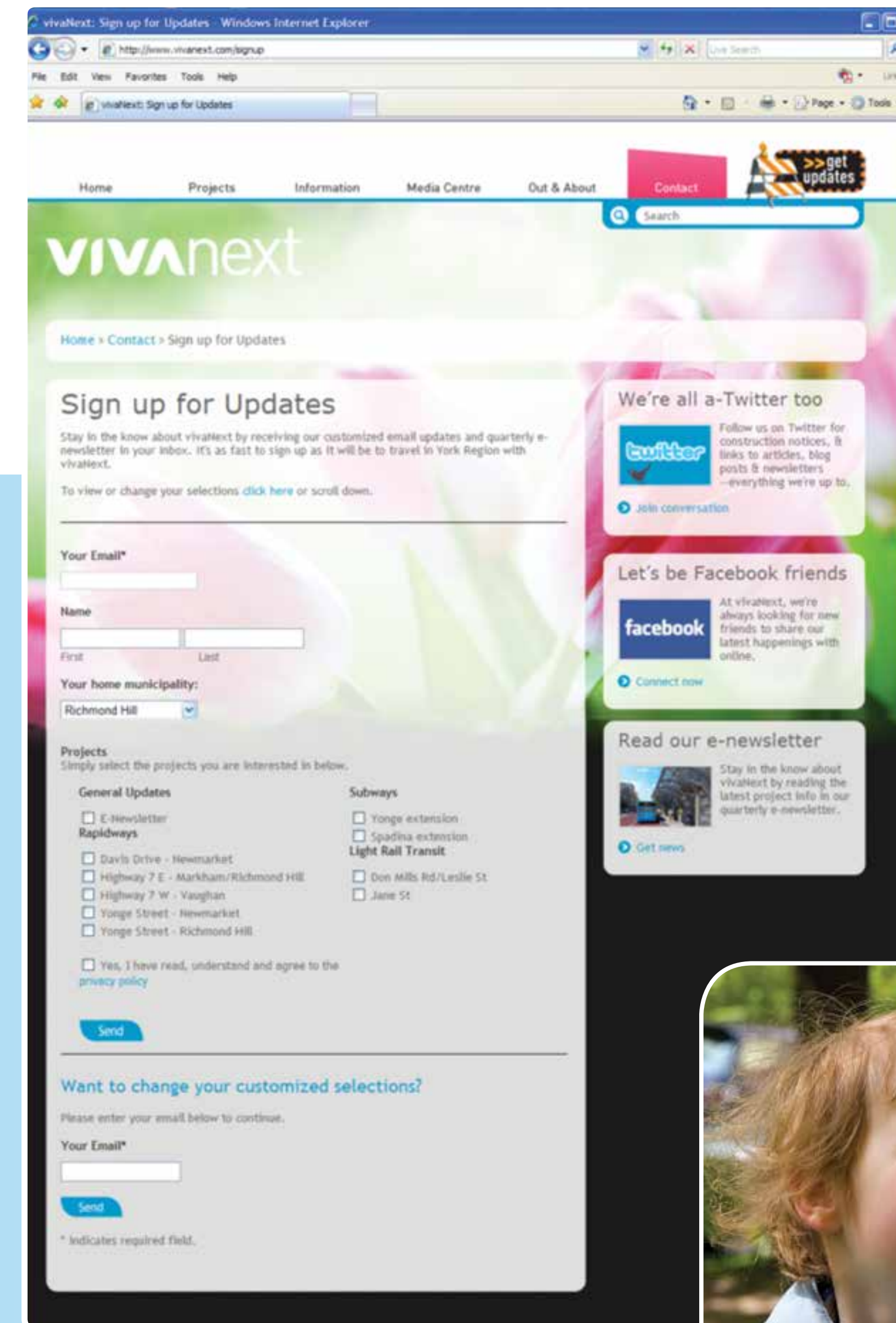
construction staging – local traffic options



we want to know what you think



- > Fill out a community consultation form in paper or on vivanext.com.
- > Ask us questions, and discuss project and impacts.
- > To receive information about the Yonge Subway Extension project, sign up for updates on vivanext.com.



The screenshot shows a web browser window displaying the 'Sign up for Updates' page on the VIVANext website. The page includes a search bar, navigation links (Home, Projects, Information, Media Centre, Out & About, Contact), and a 'get updates' button. The main content area features a 'Sign up for Updates' heading, a brief description of the service, and a form with the following fields:

- Your Email* (text input)
- Name (First and Last text inputs)
- Your home municipality: (dropdown menu with 'Richmond Hill' selected)
- Projects (checkboxes for 'General Updates' and 'Subways')
 - General Updates: E-Newsletter, Rapidways, Davis Drive - Newmarket, Highway 7 E - Markham/Richmond Hill, Highway 7 W - Vaughan, Yonge Street - Newmarket, Yonge Street - Richmond Hill
 - Subways: Yonge extension, Spadina extension, Light Rail Transit, Don Mills Rd./Leslie St, Jane St
- Yes, I have read, understand and agree to the privacy policy

Below the form is a 'Send' button and a section titled 'Want to change your customized selections?' with another 'Your Email*' field and a 'Send' button. A note at the bottom states '* Indicates required field.'



timeline



key dates

May 1

- open house

June 12

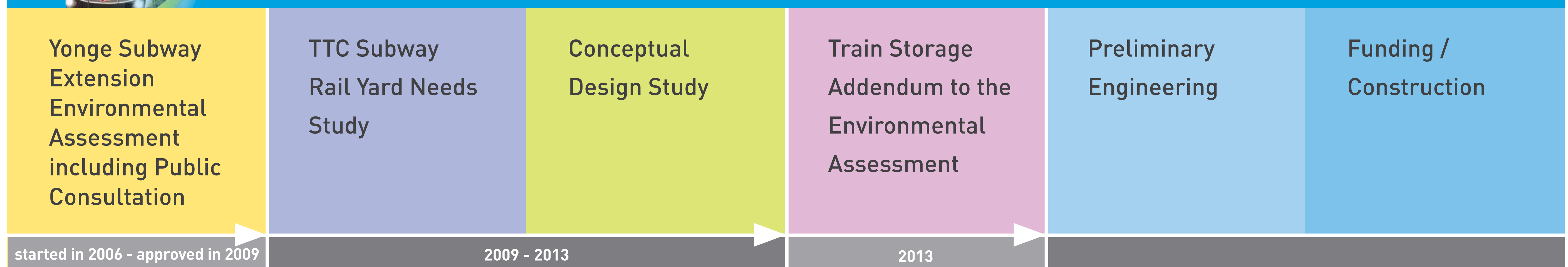
- today's open house

fall/winter

- submit addendum to Ministry of the Environment, followed by 30-day public review period.



project preliminary timeline

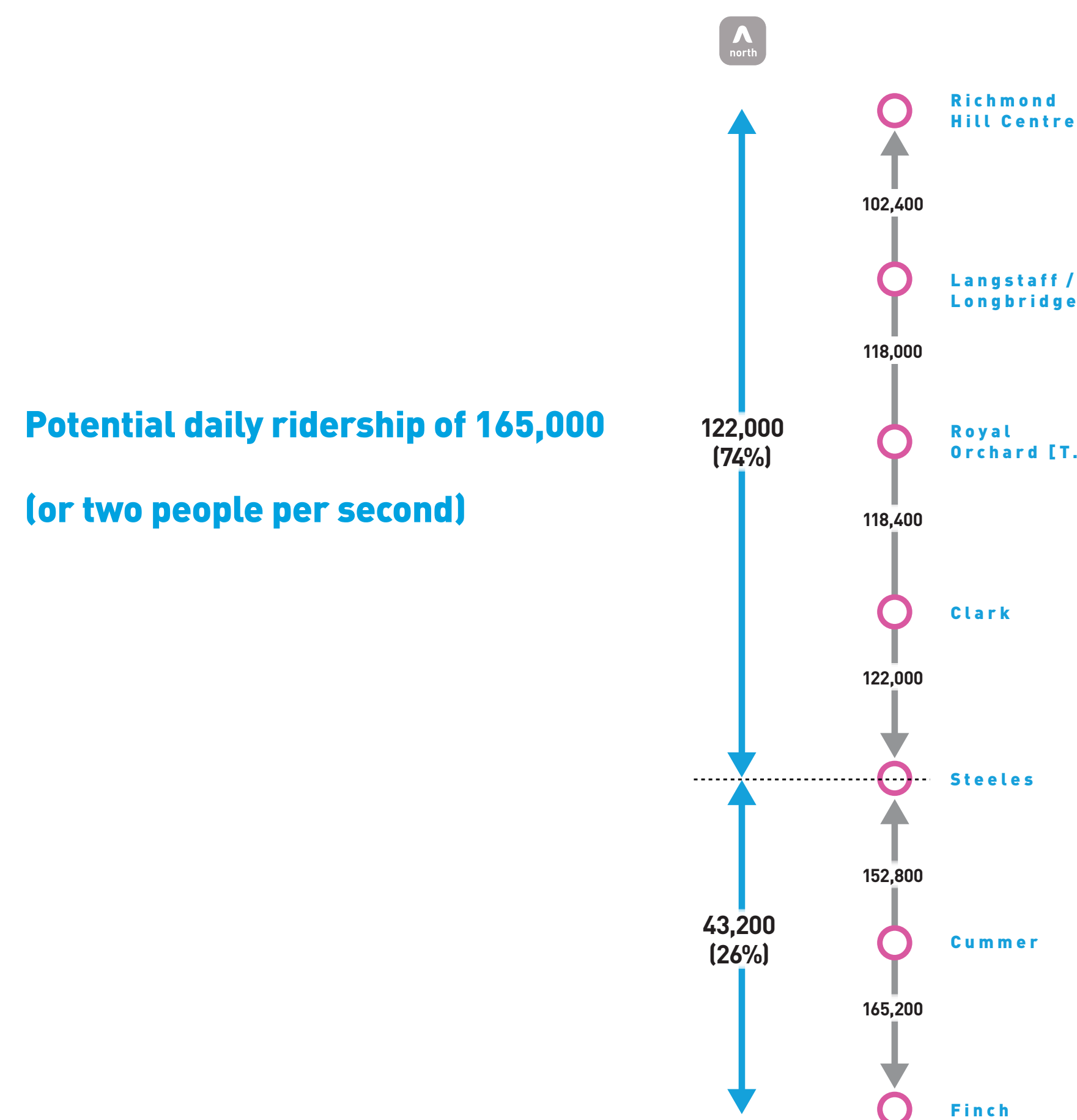


the big move - next steps

Funding has not yet been secured for this project which would provide the critical missing link to a regional transit system. With the Environmental Assessment approved and the Conceptual Design Study completed, this project is truly in a state of readiness for funding.

The Yonge Subway Extension would be:

- > A critical link in a Greater Toronto and Hamilton Area regional transportation network.
- > The best strategy to move people through the already crowded roadway between Finch and Highway 7.
- > A responsible investment based on solid development plans, approved policy documents, and existing and new riders.
- > An effective way to reduce road congestion and air pollution, with increased subway ridership.
- > Meeting demand – York Region has the highest growth rate in the GTA for the past 10 years.



let's keep in touch

- > We want to let you know what's happening, so be sure to sign up for construction notices at vivanext.com/signup, read our blog at vivanext.com/blog, and find us on Facebook and Twitter.
- > You'll also receive newsletters from us in the mail, and when we're hosting another open house we'll be sure to let you know.



community liaison info

- > Having information, updates and answers makes the construction process easier. As projects move forward, we're committed to being available to you by phone, email or in person.



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