

Honourable Mayor, Deputy Mayor and Councillors,

My husband and I are unavailable to attend the 1 PM January 18 Special Development Services Committee meeting, and are submitting this letter in lieu of a meeting deputation (we will also view the recorded meeting). The letter is specific to Agenda item 4.1, the revised YNSE subway alignment. It is in ongoing strong **opposition** to Metrolinx's Yonge North Subway (YNSE) Green Alignment route, announced by Metrolinx in December 2021. It also builds on my original deputation to Markham's Special Development Services Committee meeting on April 26, 2021, stating our opposition to Metrolinx Option 3.

As 33-year residents of the Thornhill Royal Orchard neighbourhood community, my husband and I were appalled when Metrolinx announced the YNSE Option 3 in March 2021. As we are all aware, this option diverts the subway off of Yonge, tunnelling it under our well-established neighbourhood of 50+ year homes, residential streets, Pomona Creek in Royal Orchard Park, as well as near or under 2 elementary schools. Impacts abound, including those to human physical, human mental and environmental health, noise and vibration, as well as potential reduction in property values. A 21.5 m tunnel depth under many of the homes (19.5 m to the actual track) translates to a top of the tunnel which is ONLY 12 m (10.5 m to track) below our basements. We have no guarantee that our 50+ year old homes will not suffer any damage from the tunnel boring and then subsequent subway running underground, approximately every 5-10 minutes, up to 18 hours per day, 7 days per week.

Since March 2021, residents, City of Markham and Vaughan City Councils, our Thornhill MPP and MP have voiced their opposition to, have rejected ANY subway extension that tunnels under ANY part of our neighbourhood. To address our concerns, Metrolinx has engaged with the community through a series of virtual meetings. BUT Metrolinx continues to not listen and last month, on December 8, announced a 'refined' Green Alignment route that will tunnel directly under 20 homes and 15 buildings, albeit fewer homes than initially proposed under Option 3. Metrolinx paints a 'rosy' picture but fails to mention the following:

1. There will be HUNDREDS of homes that will see the municipal part of their property tunnelled under, and/or or will lie directly within the Tunnel Transit Corridor and within the broader Corridor Control lands (which will also require residents to seek Metrolinx approval and permits for certain types of renovations to their homes)
2. The subway will tunnel near Baythorn Public School and directly under St. Anthony Catholic School, impacting hundreds of elementary school students, teachers and staff. (We still question why the subway cannot tunnel under the Holy Cross Catholic Cemetery but can tunnel under an elementary Catholic School, neighbourhood homes and buildings?)
3. The subway will tunnel under the Gazebo condominium at 8111 Yonge with over 220 individual residences.

Metrolinx admits it has never tunnelled under homes before but assures us there will be minimal, 'nearly imperceptible' subway noise and vibration. This 'assurance' is based on SIMULATED noise and vibration studies and a comparison to the Schulich building at York University. Model simulations are just that...modelled, not real world, results, with limitations in their predictive skills as are inherent in all models. The recently constructed Schulich building can not be compared to our much older residences. Thus, Metrolinx CAN NOT guarantee what noise and vibration levels will be felt in our homes, and once

the subway is built, there is of course no turning back, no way to reroute the subway. We are also concerned about the noise and vibration associated with the BORING/tunnelling in construction of the subway. We have yet to hear any information released on this?

Over 3 months this past fall, Metrolinx neighbourhood residents were subjected to noise, disruption and exposure to unhealthy diesel fume particulates as Metrolinx ignored our pleas for route realignment and proceeded with needless geotechnical drilling throughout our Royal Orchard community. On December 8, the day after this drilling was completed, Metrolinx announced its Green Alignment route. BUT we learned from Metrolinx in a January 5, 2022 virtual meeting that there are still a few drillhole borings to be made, and when questioned, Metrolinx admitted that one of these is at St. Anthony Catholic School that the subway is expected to tunnel under. Clearly Metrolinx had not yet had time to analyse all of the existing borehole samples, had not yet completed all of the borehole drilling and not yet released the Environmental Assessment when they announced the Green Alignment route. With the work not yet completed, this leads us to question how Metrolinx can even justify releasing the route details and Environmental Assessment, during the week of January 26, as we were told on January 5. Whatever trust or confidence we may once have had with Metrolinx has been completely eroded by their disingenuous actions.

In the January 5 meeting, Metrolinx stuck to its 'messaging': their Green Alignment route under our neighbourhood is the BEST route: the BEST in their eyes but not in the eyes of all those who oppose it. At the same time, they also admitted that there is a proposed Transport Action Ontario route (#1) that is more challenging BUT technically feasible and would return the subway to Yonge. However, Metrolinx notes that it would cost \$230 Million more and would mean an increase in customer transit time by 2 minutes (which as they say will reduce the customer experience). Metrolinx also indicated that it has been pursuing funding options for 2 additional subway stations, which would collectively cost approximately \$1 Billion. Apparently, this was a successful initiative, as the Royal Orchard Subway Station was announced just this past Friday, January 14. So why haven't they or governments been pursuing the far fewer funding dollars required for the subway route that would NOT tunnel under ANY homes?

We WERE pleased when Premier Ford announced the Yonge North Subway Extension in 2019, and displayed a map in his media briefing showing the subway going NORTH ON YONGE, and NOT diverting through our neighbourhood. BUT **THERE IS A BETTER WAY. Keep the YONGE subway on Yonge**, as per the original announcement by Premier Ford in 2019. Governments should fund a subway that current and future generations will be proud of. We ask for YOUR support and commitment to ensuring that the current route is rejected and the YONGE North subway alignment is returned to YONGE.

Thank you.

Joan and Gary Klaassen



Phone:

