

Ontario Line

Exhibition Station

Construction Liaison Committee

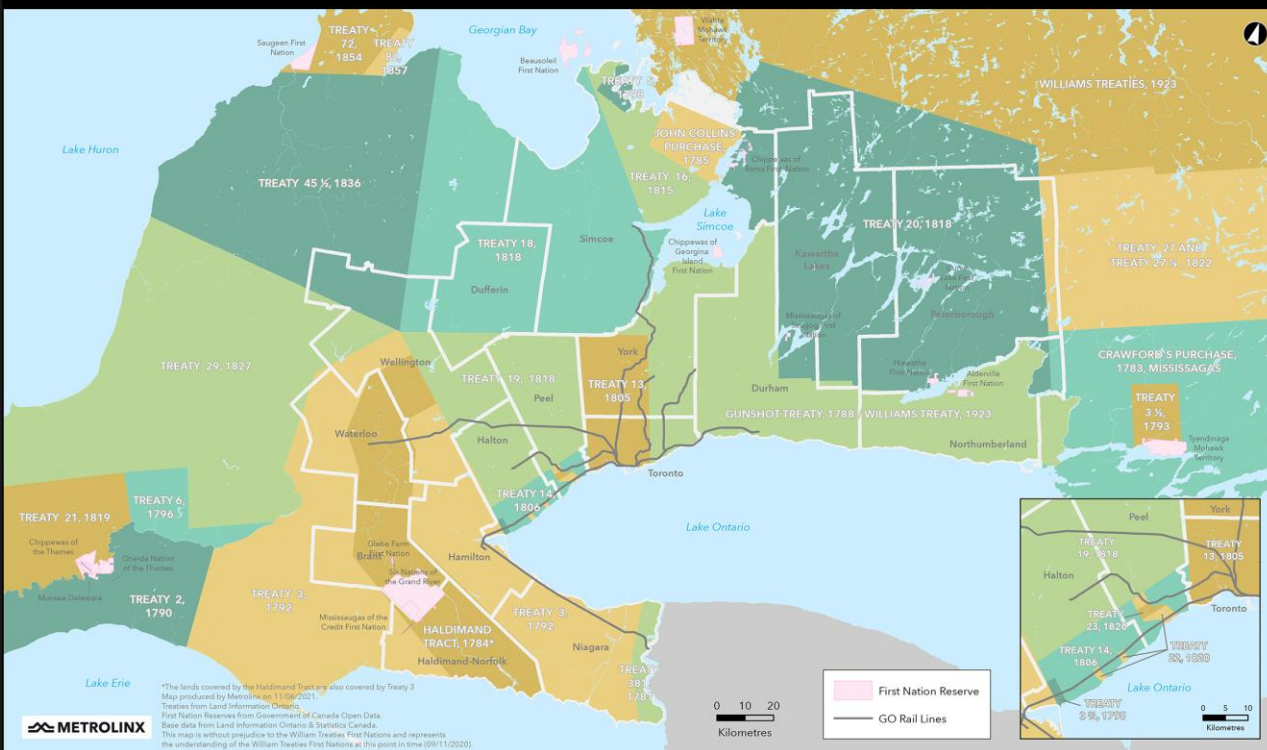
July 17, 2024

 METROLINX



LAND ACKNOWLEDGEMENT

Treaties and Reserves in the Greater Golden Horseshoe



Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

Agenda

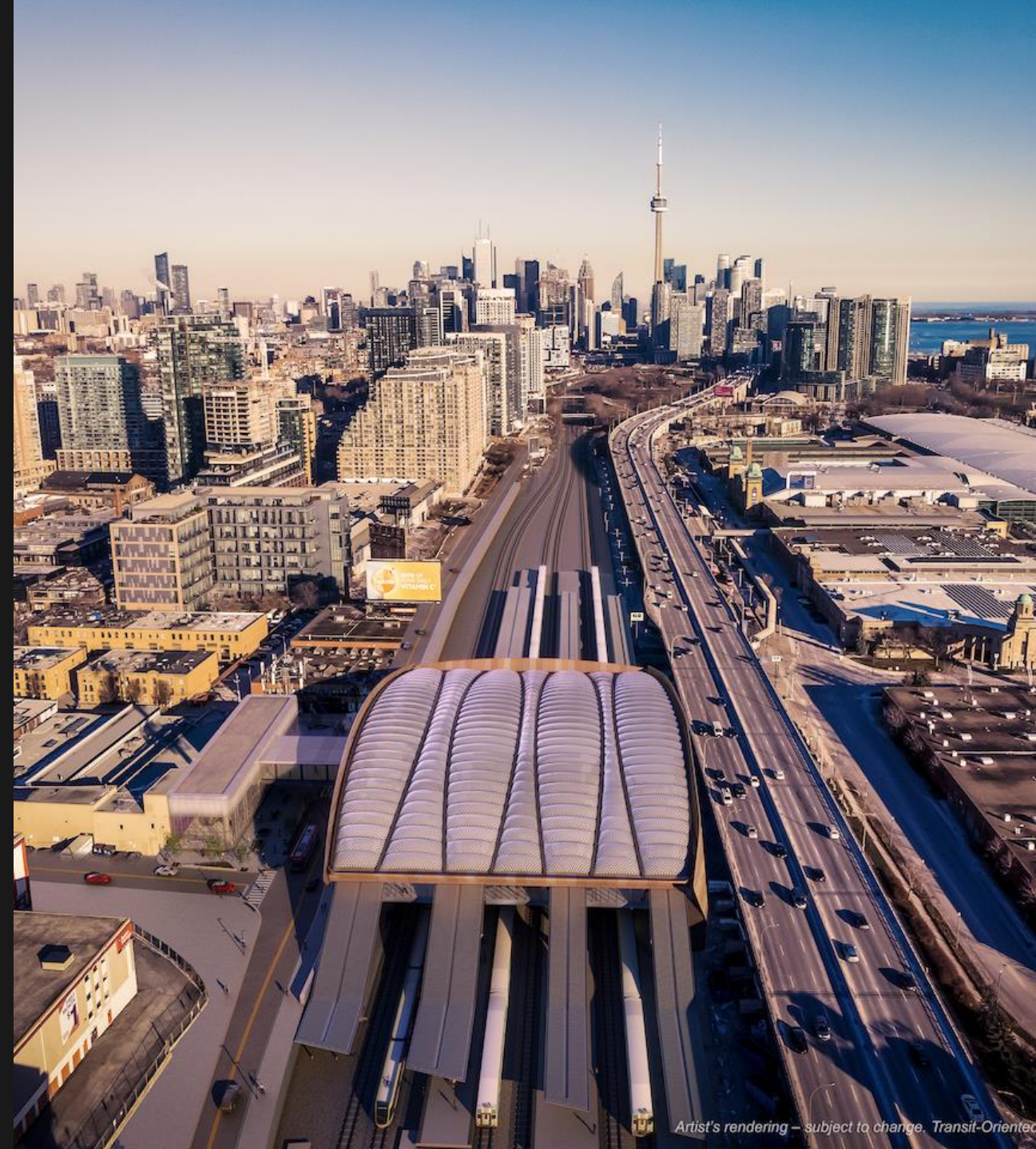
Welcome

- Land Acknowledgement
- Objectives
- Ontario Line & Exhibition Station Overview

Presentation

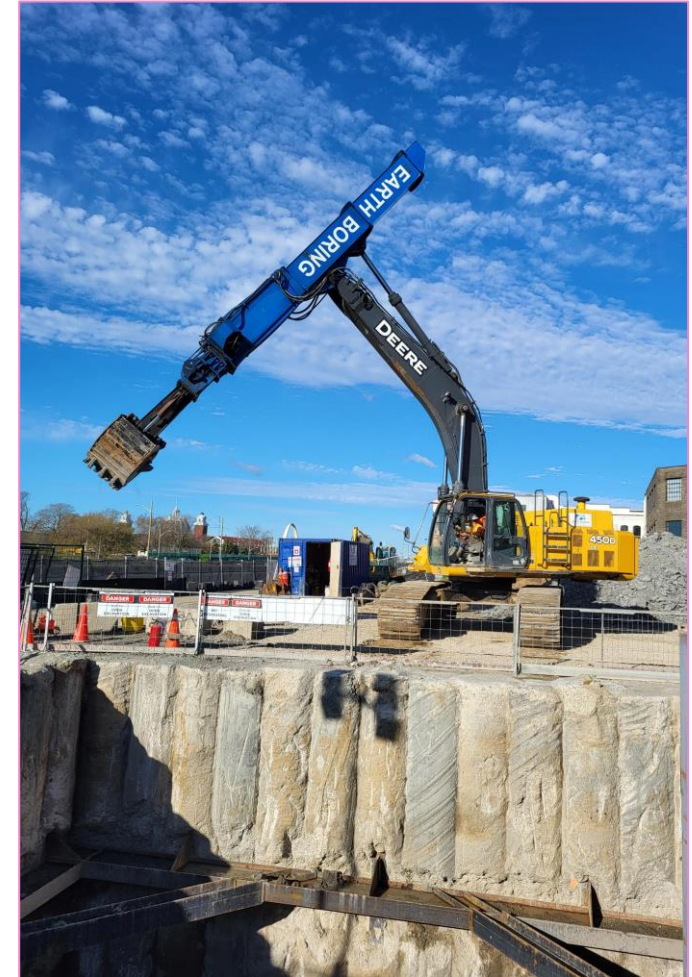
- Update on Exhibition Construction
- Route & Access Evaluation
- Discussion: Strachan Gate
- Next Steps

Q/A and Discussion



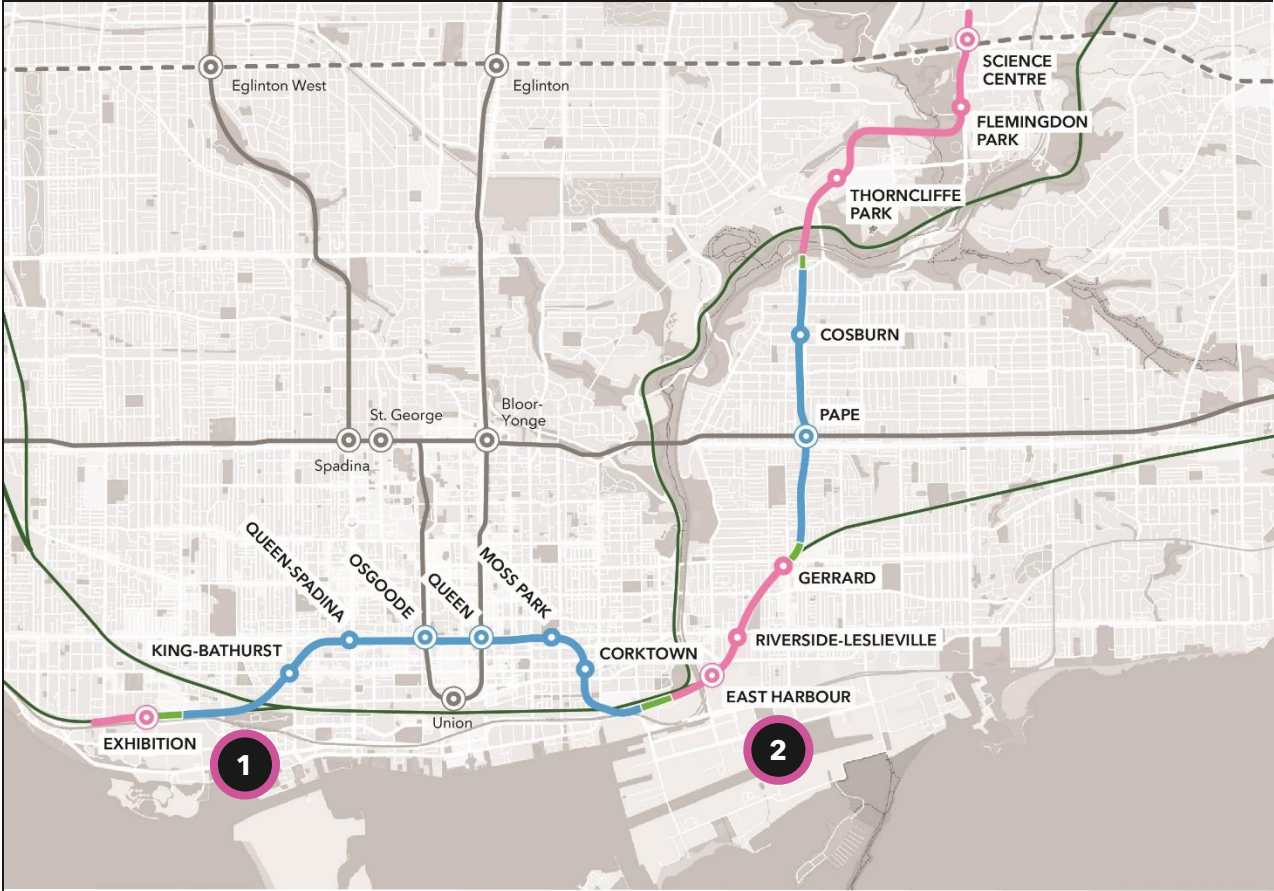
TODAY'S OBJECTIVES

1. Provide an update on Exhibition Station construction progress and upcoming works.
2. Respond to feedback from the May 2024 CLC, highlighting details on the **evaluated truck route options to date**, with focus on the Exhibition Station portal and tunnel works.
3. Review the **traffic management preferred plan** including access and exit points.
4. Outline the next steps in technical assessment and traffic management planning for Ontario Line construction at Liberty Village.



Excavator machinery supporting launch shaft work at Jefferson Avenue, working in Liberty Village.

ONTARIO LINE SUBWAY



1 South Alignment of Ontario Line
(Exhibition to Corktown/
Don Yard)

2 North Alignment of Ontario Line
(East Harbour to Science Centre)



15.6 kilometres long



15 stations



As frequent as every 90 seconds during rush hour



227,500 more people within walking distance to transit



388,000 daily boardings



40+ connections to other transit options



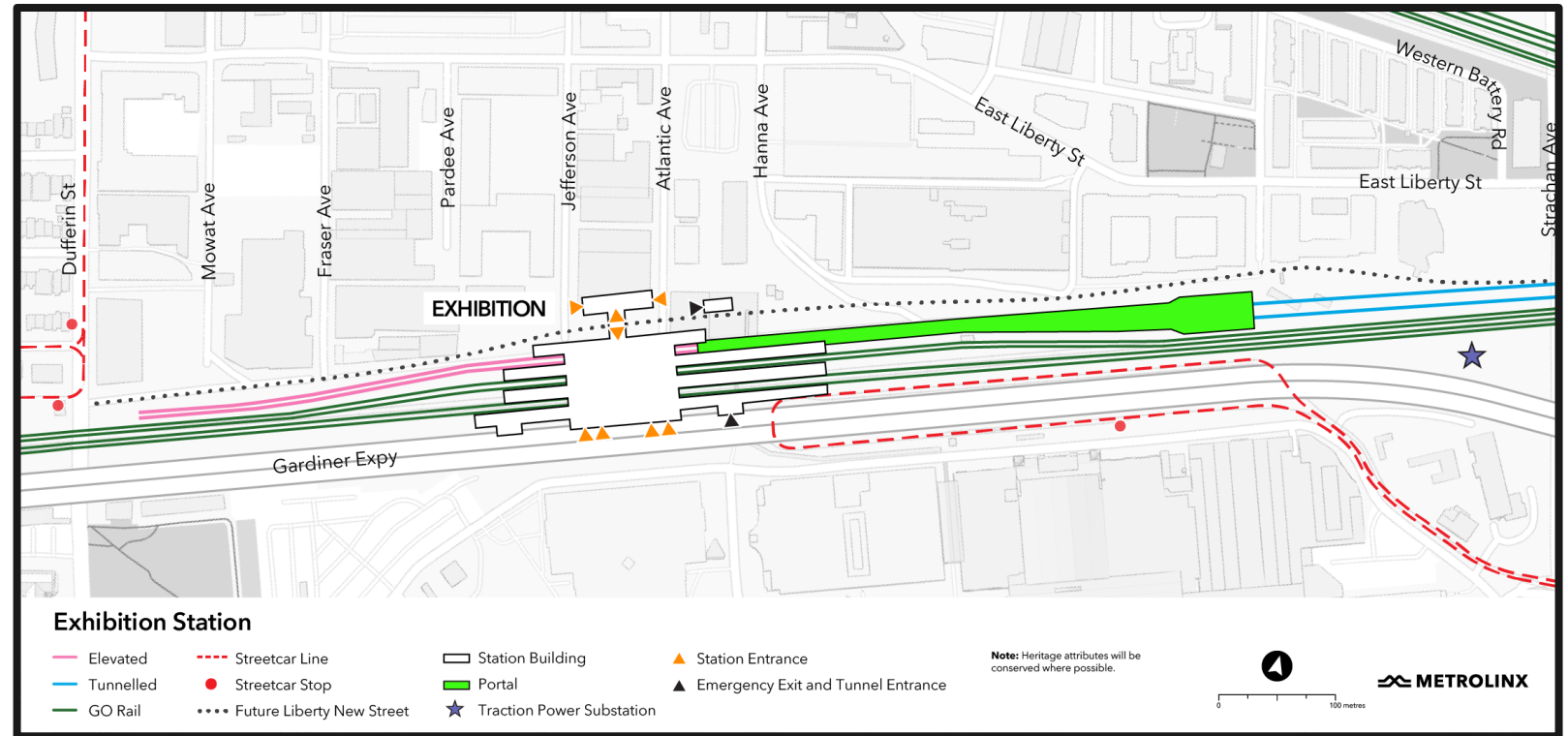
Up to 47,000 more jobs accessible in 45 minutes or less, on average



28,000 fewer cars off the road each day

AN ACCESSIBLE, UPGRADED TRANSIT HUB SERVING EXHIBITION & LIBERTY VILLAGE

- The Ontario Line station at Exhibition Place will create a connection to the GO Transit rail network and **bring the subway system closer to many homes and businesses** in the growing and vibrant Liberty Village community.
- The shared concourse between the Ontario Line and Lakeshore West GO train will **make transferring quick and seamless**.
- Giving customers another way to transfer from subway to GO train will take pressure off Union Station, the country's busiest transit hub.
- This new interchange will help reduce crowding at Union by about 14 per cent - or 14,000 fewer people - during rush hour.



Ontario Line

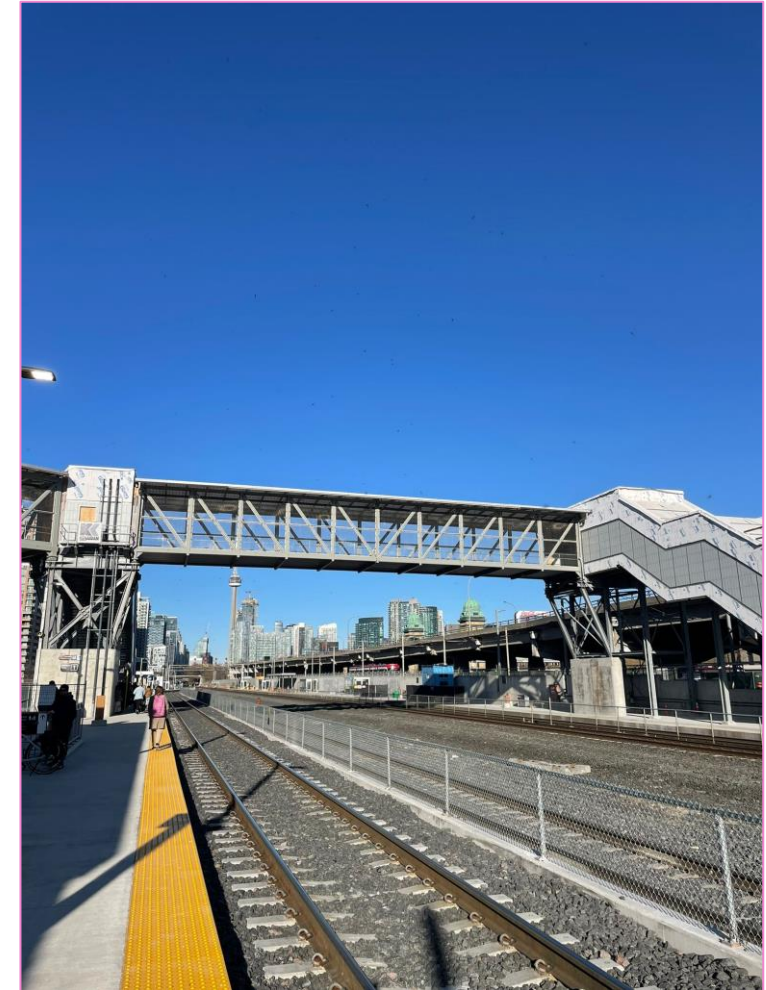
Exhibition Station: Construction Update



Note: Initial concept rendering. Designs – including finishings, signage, and accessibility features – to be informed by further planning and consultation.

PROGRESS TO DATE AT EXHIBITION STATION

- Two **new GO train platforms are now open**, which will connect to the Ontario Line platform and the TTC streetcar loop in the future, for easier transfers. The former south platform is being decommissioned.
- A **new pedestrian bridge** has been erected over the rail corridor and will be ready for full service early September 2024.
- Completion of **two successful track shifts within the rail corridor** at the current Exhibition GO Station to prepare the way for new platforms that will serve both the Ontario Line subway as well as current and future GO Rail operations.
- **Utilities relocation on Atlantic Avenue, Jefferson Avenue, Pirandello Street, Hanna Avenue and a cable chamber being constructed under the rail corridor**, This work ensures water, power and other services are relocated away from construction.
- Demolition of a series of buildings along the north side of the rail corridor is underway, to provide **space for the future station and subway right-of-way**.
- **Land grading and piling is underway** at the future subway portal location, to allow for excavation and tunneling to occur.



Rail realignment & new pedestrian bridge at Exhibition Station.

ESTIMATED LONG TERM LOOK AHEAD AND MAJOR MILESTONES

2022-24

GO rail track and station work
 Preparatory work: building demolition and utility works
 Portal structure start

2025-26

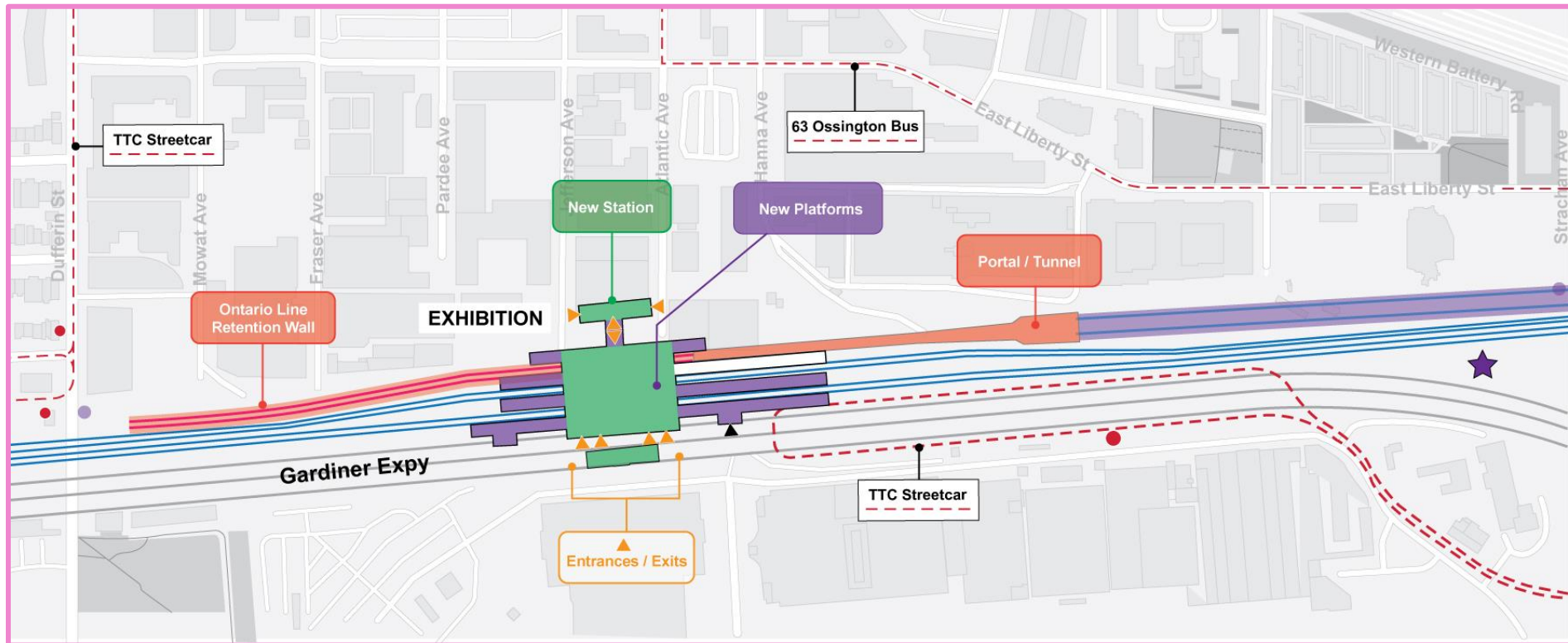
Portal structural completion
 Insertion of Tunnel Boring Machines and tunneling eastbound
 New station footings

2026-27

Station platform construction begins
 New station structure / tunneling
 Removal of temporary pedestrian bridge
 Ontario Line right-of-way prepared for track work

2027-28

Completion of station building
 Construction of Station Canopy over all 6 tracks
 Completion of station platforms



All timelines estimated and subject to change

2024 CONSTRUCTION LOOK AHEAD

Activity	Location	Details & Purpose
Excavation & Piling	North of the rail corridor, between Jefferson Avenue and Dufferin Street.	Excavation work to prepare grading and a new hydro chamber north of the railway, while trenchless crossing work is ongoing, in advance of Ontario Line tracks, west of the existing station.
Portal Works & Piling	North of the rail corridor, between Hanna Avenue and Pirandello Street.	Piling work for the portal ensures structural support for the walls and tunnels are in place in advance of tunnel boring for the future western tunnel exit of the Ontario Line subway.
Station Site Entry Preparation (North)	North of the rail corridor, between Atlantic Avenue and Jefferson Avenue.	Early foundational preparedness works for the future north entrance of the new Exhibition Station.
Station Site Entry Preparation (South) and Demolition of Retaining Wall	South of the rail corridor, north of the streetcar loop, under the Gardiner Expressway.	Early foundational works for the future south entrance of the new Exhibition Station, which includes demolishing the existing retaining wall.
Demolition of Retaining Wall	South of the rail corridor, north of the streetcar loop, under the Gardiner Expressway.	A new wall will be built between the street and the tracks, which includes demolishing the existing retaining wall.

All works and timelines estimated and subject to change.

CURRENT TRUCKING ROUTES

Activity	Location	Current Truck Routing
1. Excavation & Piling	North of the rail corridor, between Jefferson Avenue and Dufferin Street.	Jefferson Avenue as entry gate and Hanna Avenue as exit gate moving forward.
1. Portal Works & Piling	North of the rail corridor, between Hanna Avenue and Pirandello Street.	Hanna Avenue bi-directional gate for the moment. Pirandello/Strachan as entry gates and Hanna Avenue as exit gate in the future.
1. Station Site Entry Preparation (North)	North of the rail corridor, between Atlantic Avenue and Jefferson Avenue.	Jefferson Avenue as entry gate and Hanna Avenue as an exit gate.
1. Station Site Entry Preparation (South) and Demolition of Retaining Wall	South of the rail corridor, north of the streetcar loop, under the Gardiner Expressway.	Fraser Avenue & Mowat Avenue act as access to the rail corridor. Manitoba Drive acts as the main access from for the south side of the rail corridor.
1. Cable Chamber Works	North of the rail corridor, to the west of Jefferson Avenue.	Trucks are using Jefferson Avenue for access, as well as Atlantic Avenue to exit.

All works and timelines estimated and subject to change.

Ontario Line

Focus on:
Traffic Management
Factors &
Evaluated Routes



WHY FOCUS ON TRAFFIC MANAGEMENT?

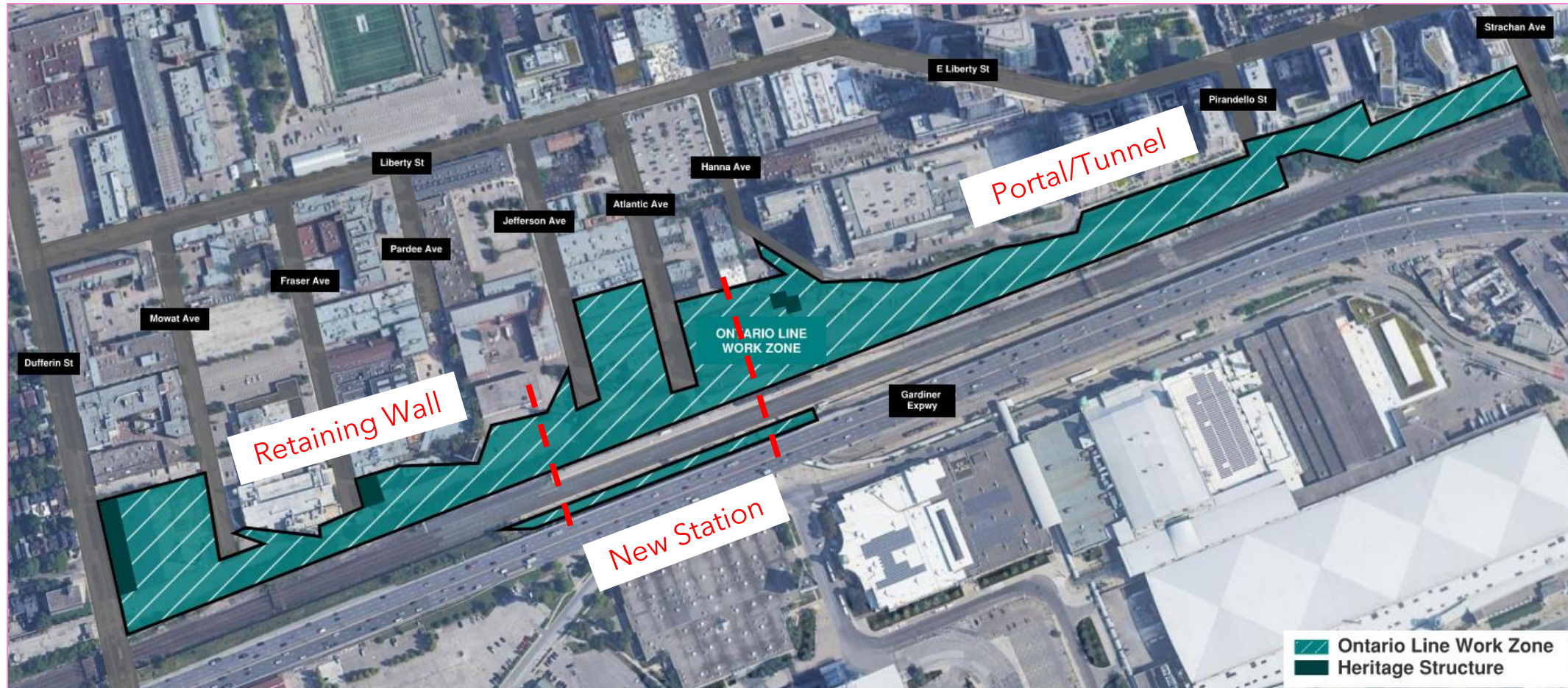
- Ongoing Ontario Line **construction at Exhibition Station, in Liberty Village requires a constant flow of inbound and outbound construction vehicles**, trucks and machinery to ensure the new subway line is **delivered to the community as expediently and as safely as possible**.
- To review the feedback of the community, stemming from the May 2024 CLC meeting, in relation to various options for traffic management and routes.
- To ensure vehicles and equipment are safely delivered to and from the work zone, **a conscious effort to avoid the heart of the residential area as much as possible, is at the forefront of strategic traffic management planning**. This remains a work in progress for the duration of the project, and the community will be informed of planned routes.
- To illustrate how the project will use different entrance points for various pieces of work, based on the layout of the work zone and scope of work.
- **A gate at Strachan Avenue is a preferred option for the Ontario Line portal/tunnel work.**



Liberty Village, looking east from Hanna Avenue, in Toronto, Ontario.

ONTARIO LINE WORK ZONE AND ACCESS

Over the course of the project, construction **machinery will be operating in a linear work zone parallel to the GO Transit Lakeshore West tracks**, south of Liberty Village, from Strachan Avenue to Dufferin Street, where the future Ontario Line portal, station and tail tracks will exist.



EVALUATED ROUTES FOR PORTAL & TUNNEL WORKS

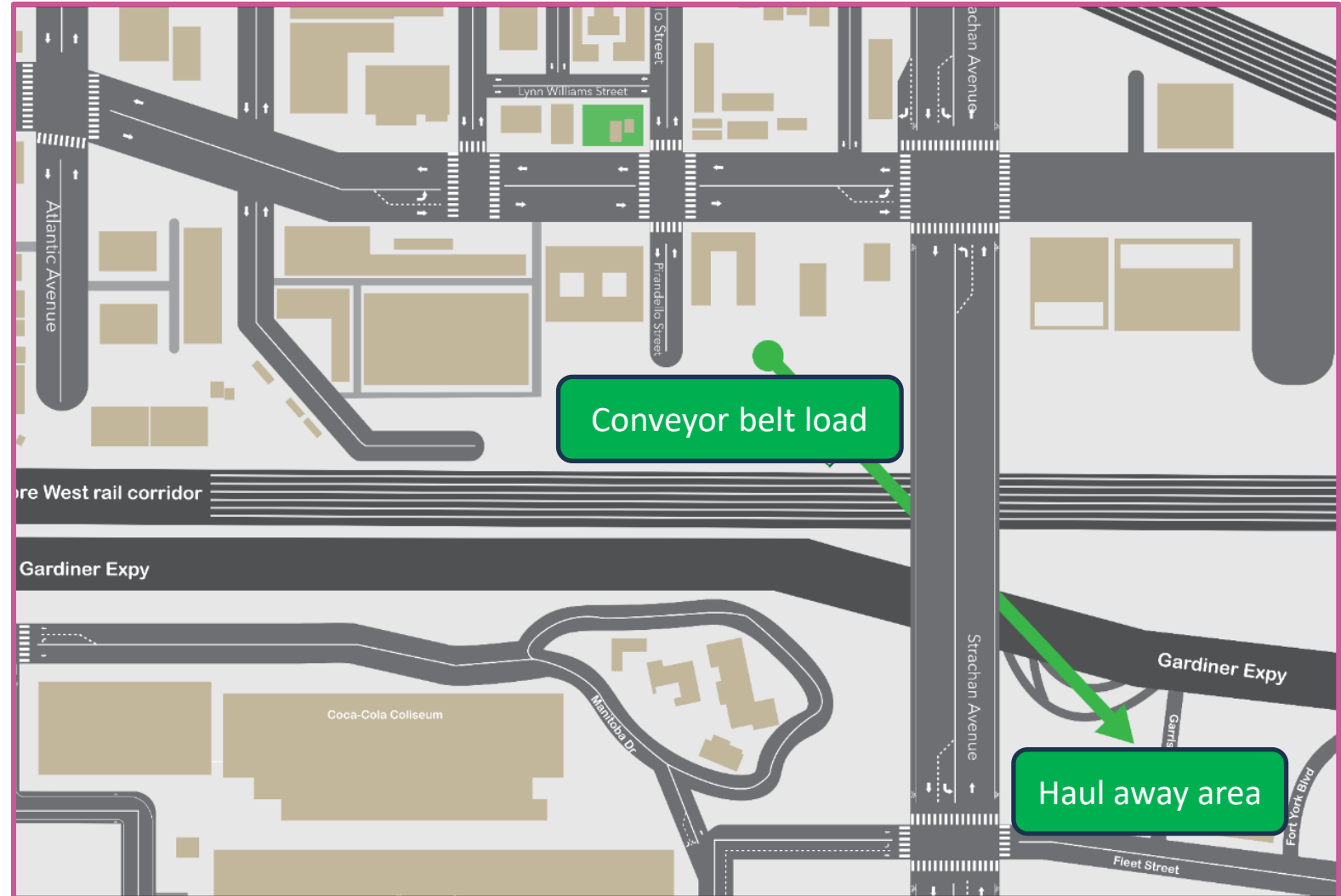
Many routes have been evaluated as means of supporting portal and tunnel works; the below outlined the six we will focus on today:

No.	Route Name	Location & Description
1	Conveyor to Exhibition Place Routing	Transporting the excavated tunnel material with a conveyor over the railway to an area directly south of the portal works zone, within or near the Exhibition Place. Hauling the material out of the City from this new area (Fort York/Fleet Street location).
2	Under Strachan Bridge Routing	Leveraging Metrolinx-owned access road north of Ordnance Street, and looping trucks around and onto the Lakeshore West GO corridor to enter the Ontario Line work site and Hanna Avenue to exit the Ontario Line work site.
3	Atlantic Avenue Gate	Using Atlantic Avenue to enter the Ontario Line work site and Pirandello Street to exit the Ontario Line work site.
4	Hanna Avenue Gate	Using Hanna Avenue to enter the Ontario Line work site and Pirandello Street to exit the Ontario Line work site.
5	Pirandello Street Gate	Using Pirandello Street to enter the Ontario Line work site and Hanna Avenue to exit the Ontario Line work site.
6	Strachan Avenue Gate	Using Strachan Avenue southbound and adjacent space south of East Liberty Street to enter the Ontario Line work site and Hanna Avenue to exit the Ontario Line work site.

Selected trucking route(s) must accommodate up to 300 trucks/day entering and exiting the site to support the Exhibition tunnel/portal works.

1 CONVEYOR & EXHIBITION PLACE ROUTING - OVERVIEW

- This route examined trucks accessing Fort York grounds or Exhibition to collect excavated materials, which arrived at the site via temporary conveyor bridge over the active railway.
- This path would then follow a former railway corridor under underneath the Strachan Avenue bridge, to access a Fort York parking lot.



1 CONVEYOR & EXHIBITION PLACE ROUTING - OVERVIEW

Description & Location: This route examined the possibility of conveying the tunneling excavated materials across the rail corridor, under the Gardiner expressway, to potential locations within the Exhibition Place grounds to then be hauled away via trucks.

Advantages	Disadvantages
Avoids access gate at Strachan Avenue & East Liberty Street intersection.	Blackout periods at Exhibition Place due to events (ie. working restrictions).
Reduces/limits traffic at Strachan Avenue & East Liberty Street intersection.	Limited locations/space within and around Fort York/ Exhibition to host the excavation mucking area site (requires uses of private and City land).
Reduces/limits traffic on Strachan Avenue and East Liberty Street.	Limited locations/space within and around Exhibition Place for real time trucking without impacting local streets.
	Conflicts with ongoing Gardiner EXPY rehabilitation project; requires conveyor structures to be built over existing GO Corridor, incurring extended timelines.

Summary

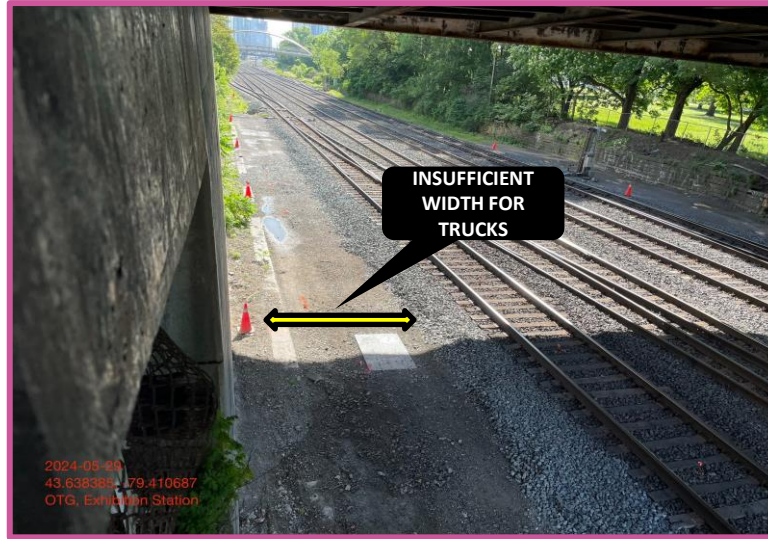
Unfeasible option due to limited space to host an excavation mucking area, working time/date restrictions at Exhibition Place, and the complicated logistics (i.e.. conveyor belt system) to get material to the other side of the rail corridor.

2

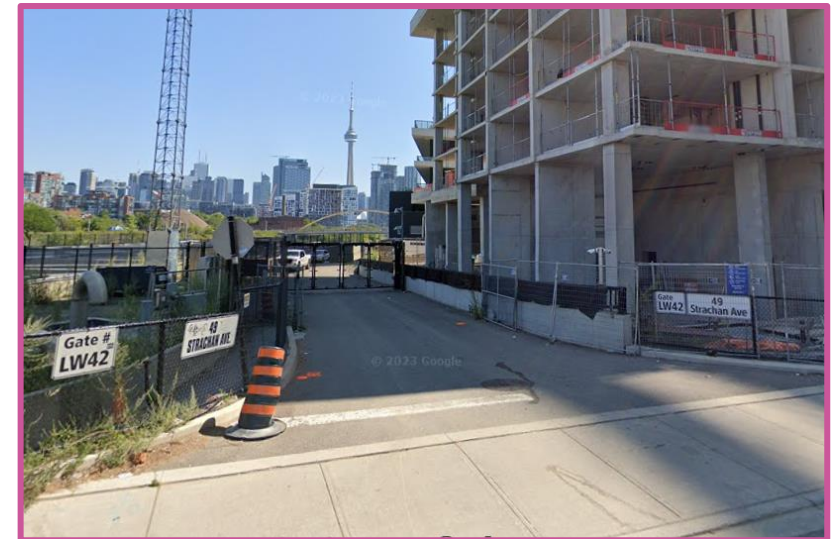
UNDER STRACHAN BRIDGE ROUTING - OVERVIEW



West-facing view toward Strachan Avenue bridge, with the northernmost (service) track on the GO Lakeshore West corridor.



East-facing view toward Fort York pedestrian bridge, with the access road to the left side of the GO Lakeshore West corridor.



Access Point from Strachan Avenue

- This route examined trucks accessing the perimeter of Ordnance Park via a Metrolinx access road to the north of Ordnance Triangle and looping back around to the portal work site via the Lakeshore West GO Corridor.

2

UNDER STRACHAN BRIDGE ROUTING

Description & Location: This route examined trucks accessing Ordnance Park via a Metrolinx access road to the north of Ordnance Triangle and looping back around to the portal work site via the Lakeshore West GO Corridor (underneath the Strachan Avenue bridge).

Advantages	Disadvantages
Avoids access gate at Strachan Avenue & East Liberty Street intersection	Truck routing would restrict access for Metrolinx for maintenance to the Kitchener-Milton Line Rail Corridor, as well as Ordnance Park EEB construction scheduling.
Reduces/limits traffic at Strachan Avenue & East Liberty Street intersection	Conflicts with existing service track on the Lakeshore West Rail Corridor.
Reduces/limits traffic on East Liberty Street	Requires two new long-term ramps to be built, incurring additional time to Ontario Line construction.
	Truck routing could conflict with City Project of constructing new park at 10 Ordnance Street.
	Increases truck traffic on Strachan Avenue

Summary

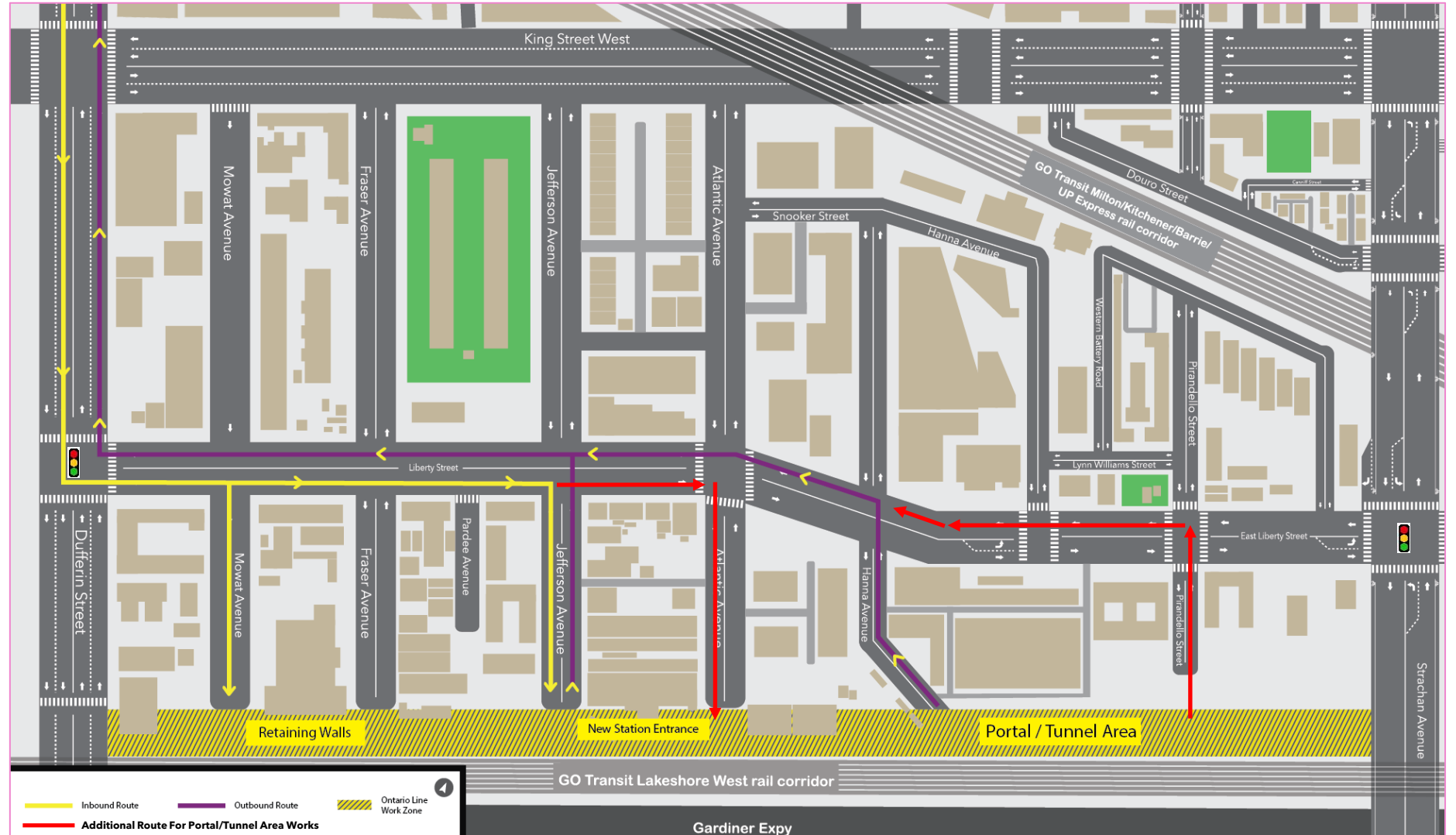
Unfeasible option due to limited space within rail corridor, need for an access ramp adjacent to the work site, and lack of space under Strachan Avenue bridge for trucks to circulate.

3

ATLANTIC AVENUE GATE - OVERVIEW

Tunnel/Portal Area:

- **Atlantic = Entrance**
- **Pirandello = Exit**
- This route examined trucks accessing the portal area via Atlantic Avenue and looping counterclockwise to exit via Pirandello Street, leaving westward towards Dufferin Street north.



3

ATLANTIC AVENUE GATE

Description & Location: This route examined trucks accessing the portal area via Atlantic Avenue and looping counterclockwise to exit via Pirandello Street westward, leaving towards Dufferin Street north.

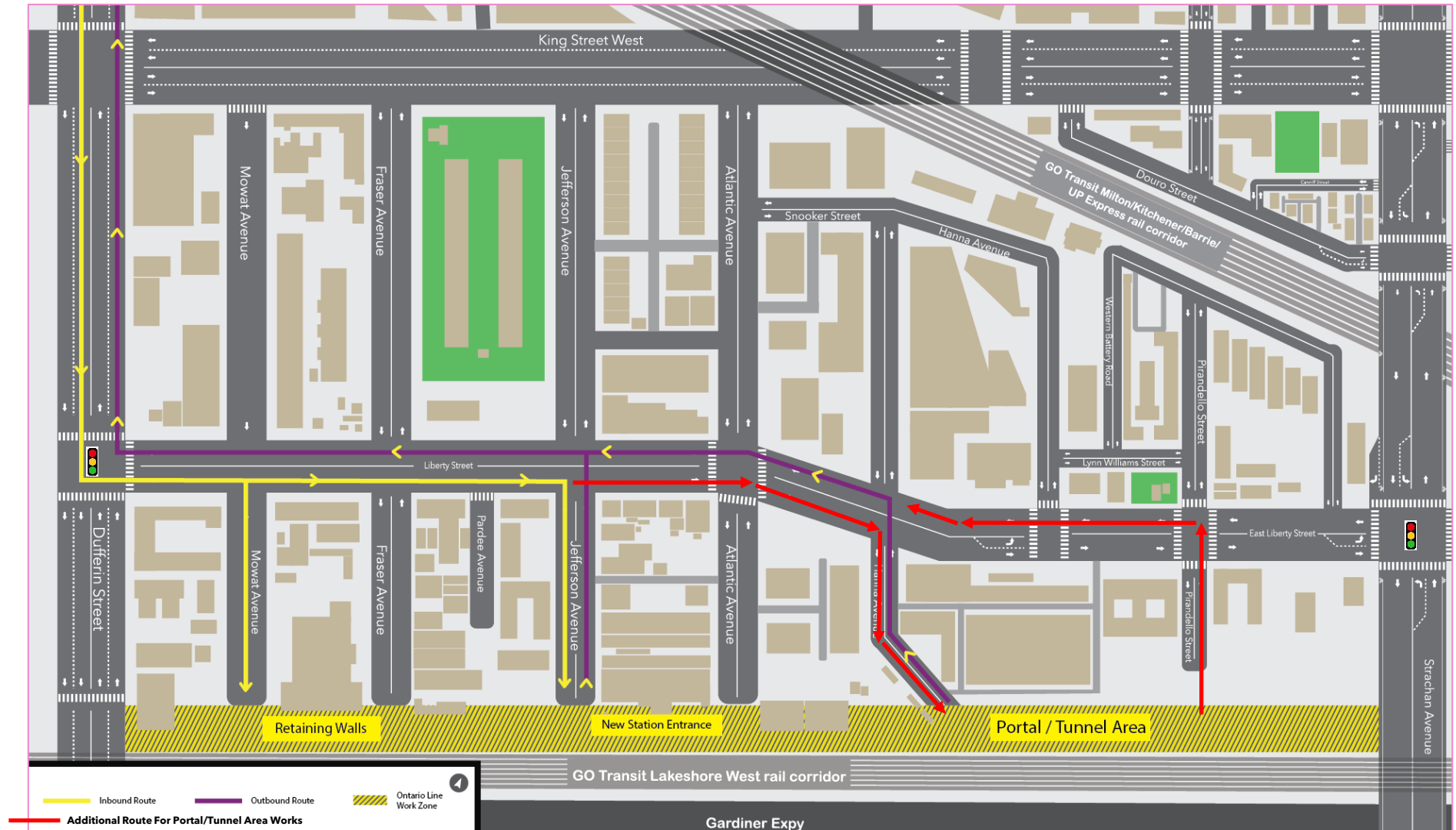
Advantages	Disadvantages
Reduces/limits truck traffic at Strachan Avenue & East Liberty Street intersection.	Increases truck traffic on East Liberty Street and Atlantic Avenue, impacting traffic and businesses in Liberty Village.
	Impacts pedestrians accessing the existing open Exhibition GO Station entrance (temporary platforms).
	Access is limited due to ongoing construction works on King Street West.
	Impacts commercial locations on Atlantic Avenue, as well as pedestrian thoroughfares leading to and from the GO station.
Summary	
Not the preferred option due to impacts to pedestrians accessing the Exhibition GO Station, as well as local businesses.	

4

HANNA AVENUE GATE - OVERVIEW

Tunnel/Portal Area:

- **Hanna = Entrance**
- **Pirandello = Exit**
- This route examined trucks accessing the portal area via Hanna Avenue and looping counterclockwise to exit via Pirandello Street, leaving westward towards Dufferin Street north.



4

HANNA AVENUE GATE

Description & Location: This route examined trucks accessing the portal area via Hanna Avenue and looping counterclockwise to exit via Pirandello Street, leaving towards Dufferin Street north.

Advantages	Disadvantages
Reduces/limits truck traffic at Strachan Avenue & East Liberty Street intersection	Increases truck traffic on East Liberty Street, Pirandello Street, and Hanna Avenue
	Excessive extra truck movements and traffic using East Liberty Street, east of Strachan Avenue.
	Impacts residential garages and walkways on Pirandello, limited entry and exit of condo parking, also causing safety issues in high foot traffic areas.

Summary

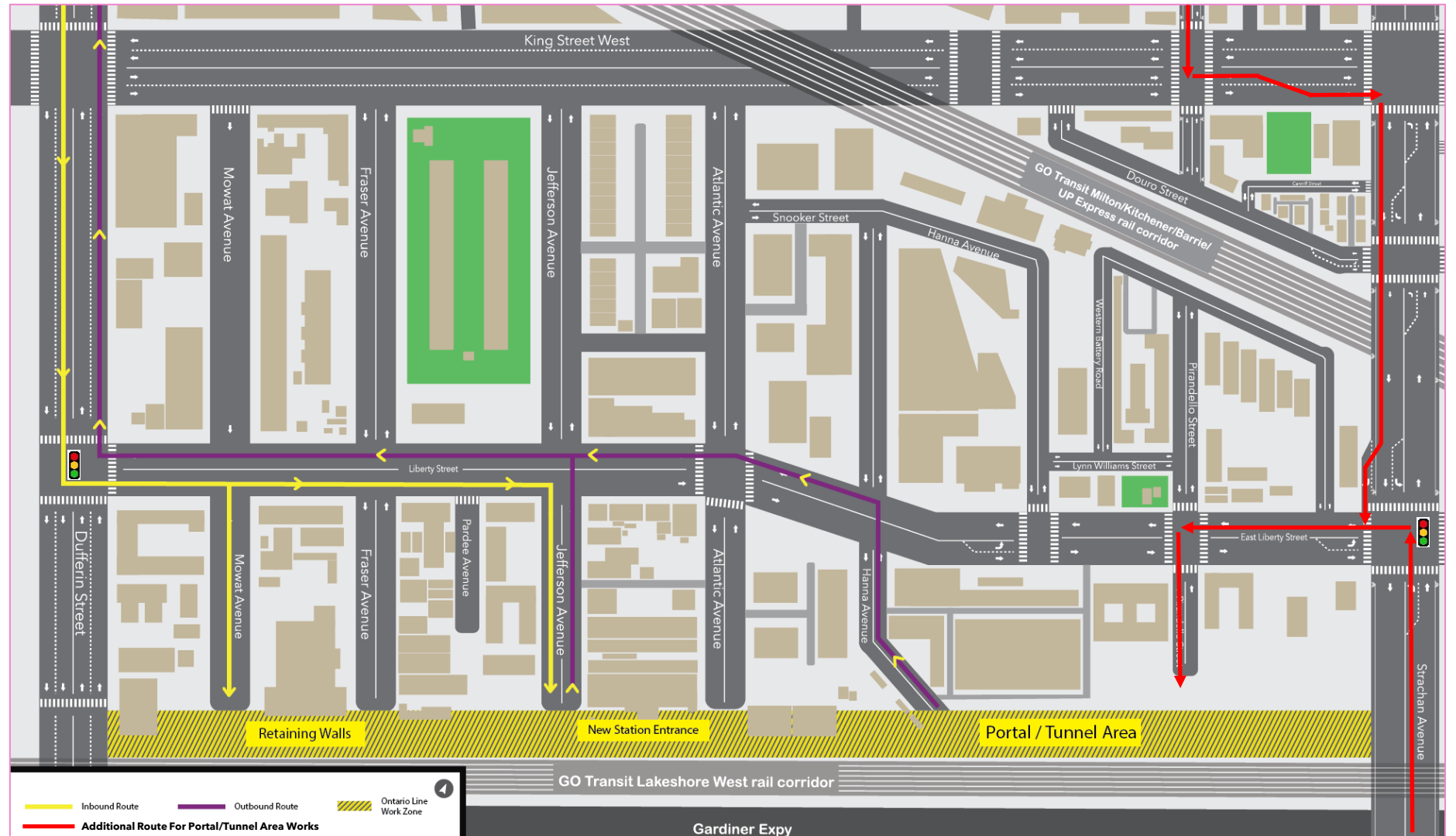
Feasible option but does not optimize the construction site space for trucks queueing. Also, may result in traffic gridlock at Liberty and Hanna Avenue during busy vehicle times.

5

PIRANDELLO STREET GATE - OVERVIEW

Tunnel/Portal Area:

- **Pirandello = Entrance**
- **Hanna = Exit**
- This route examined trucks accessing the portal area via Pirandello Street and looping clockwise to exit via Hanna Avenue, leaving westward towards Dufferin Street north.



5

PIRANDELLO STREET GATE

Description & Location: This route examined trucks accessing the portal area via Pirandello Street and looping clockwise to exit via Hanna Avenue, leaving westward towards Dufferin Street north.

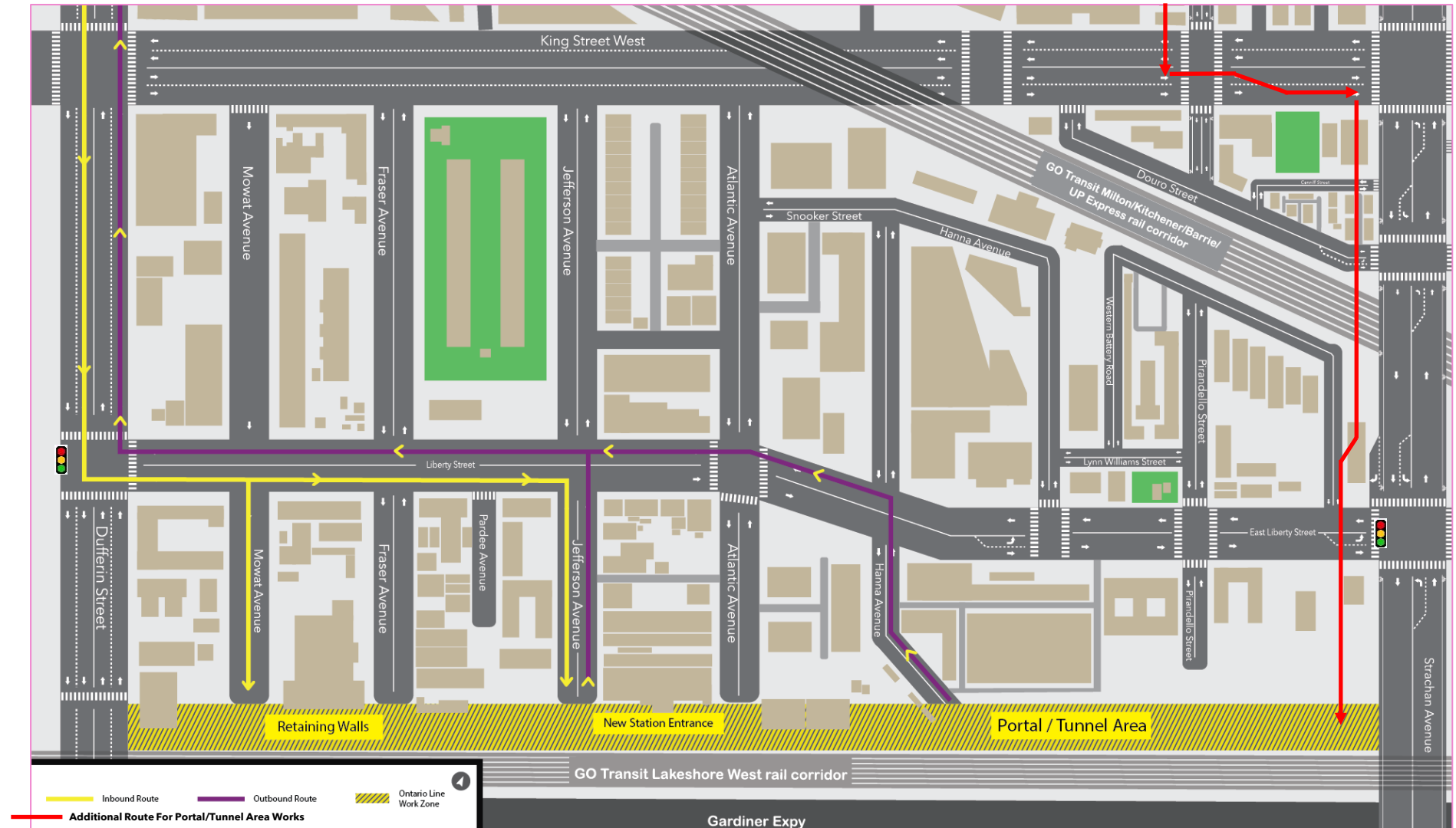
Advantages	Disadvantages
Avoids access gate at Strachan Avenue & East Liberty Street intersection	Increases truck traffic at Strachan Avenue & East Liberty Street intersection
	Increases truck traffic on East Liberty Street, Pirandello Street, and Strachan Avenue
	Excessive extra truck movements and traffic using East Liberty Street, east of Strachan Avenue.
	Impacts residential garages and walkways on Pirandello, limited entry and exit of condo parking, also causing safety issues in high foot traffic areas.
Summary	
Feasible option but does not optimize the construction site space for real time trucking operation. Causes traffic and safety concerns on East Liberty Street.	

6

STRACHAN AVENUE GATE - PREFERRED ROUTE

Tunnel/Portal Area:

- **Strachan = Entrance**
- **Hanna = Exit**
- Based on feedback from the community, OTG was requested to limited haul route usage on East Liberty Street
- This is achieved by having gates at Strachan Avenue and Hanna Avenue for the Portal / Tunnel Area



6

STRACHAN AVENUE GATE

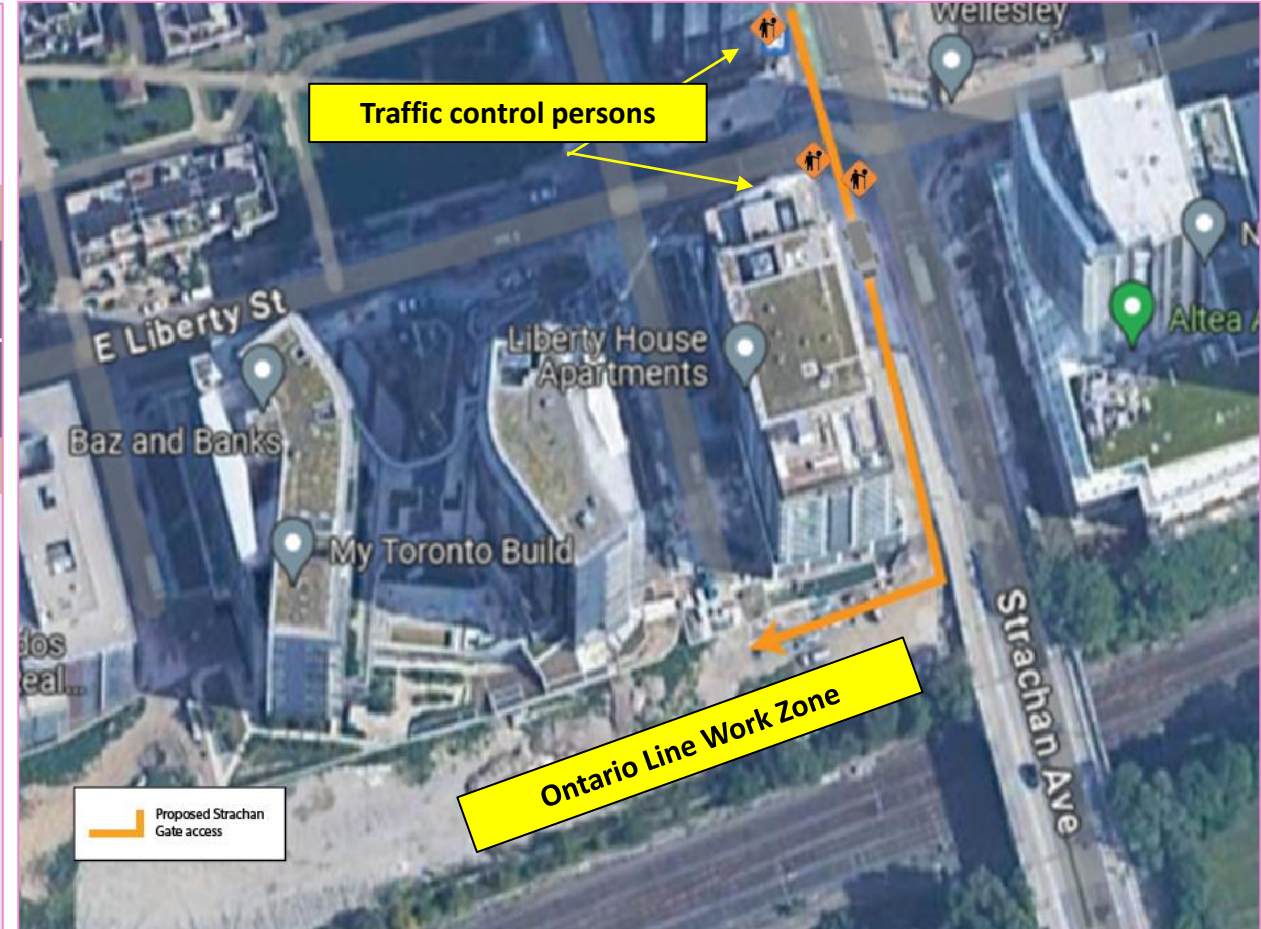
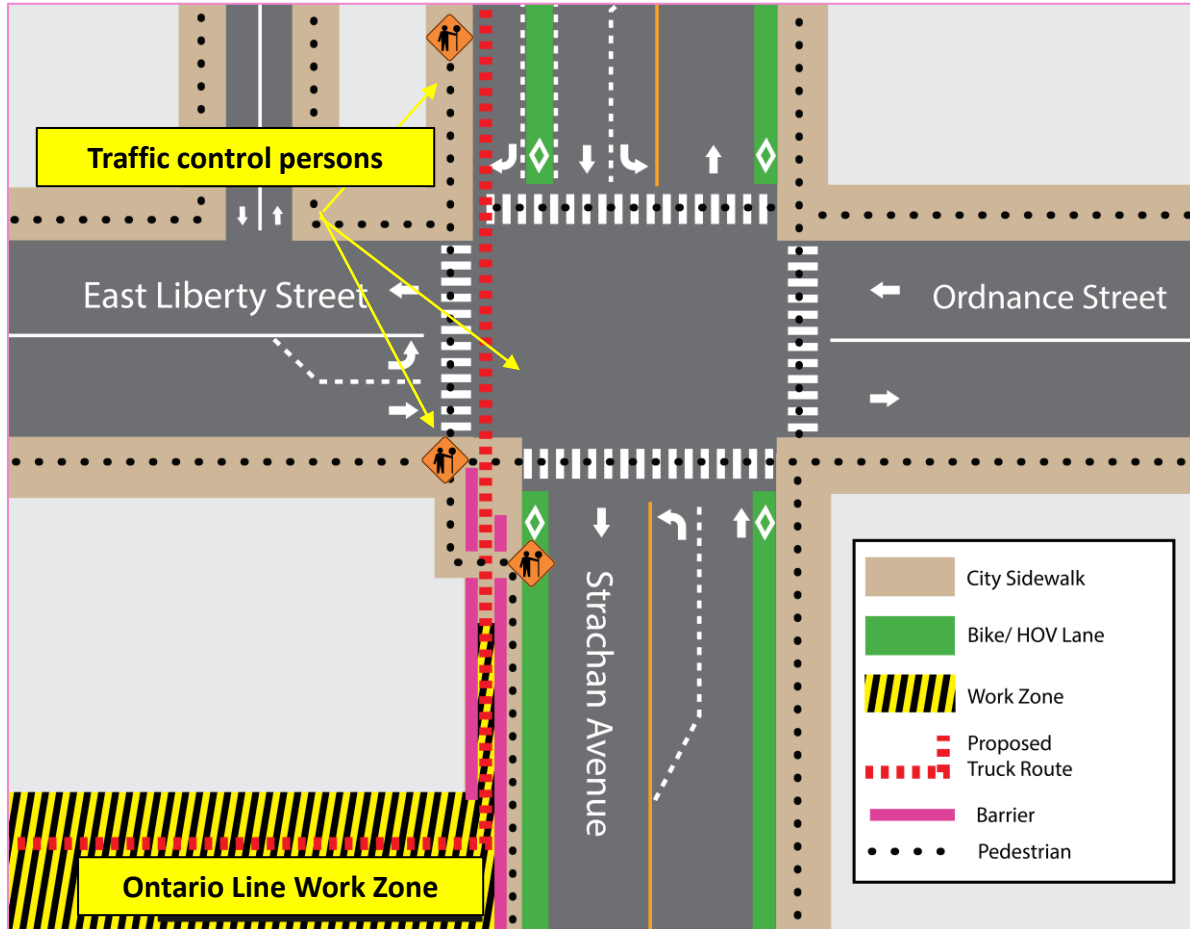
Description & Location: This route examined trucks accessing the portal area via Strachan Avenue and looping clockwise to exit via Hanna Avenue, leaving westward towards Dufferin Street north.

Advantages	Disadvantages
Reduces/limits traffic on East Liberty Street.	Increases truck traffic at Strachan Avenue & East Liberty Street intersection, resulting in additional traffic.
Maximize space within construction site for trucks to queue without holding on Liberty Village streets.	Causes an increase in overall vehicle movements on Strachan Avenue.
Allows for traffic flag persons to interact with and protect pedestrians and cyclists at signalized intersection.	Requires temporary removal of garden area adjacent to 15 Solidarity Way; trucks will be operating near residential building (with a barrier as a means of safety separation).
Does not barricade or impact existing condos or garages, in terms of access and entry on residential streets.	

Summary

Preferred option due to minimizing traffic on East Liberty Street and maximizing construction site space for real time truck operations, while preserving safety for pedestrians and cyclists.

STRACHAN AVENUE GATE LAYOUT



Trucks will use Strachan Avenue's southbound right turn lane, south onto the Strachan Gate, and then directly east into the work area (reference the orange line on the map to the right). **Traffic control persons will ensure pedestrian and cyclist safety.**

STRACHAN AVENUE GATE - PROPOSED SAFETY & TRAFFIC MITIGATIONS

Ensuring safety and maintaining traffic flow for all modes of travel (pedestrians, bicycles, vehicles, public transit):

- **Dedicated Entrance:** dedicated straight through in Strachan Ave SB right turn lane for construction vehicles only
- **Traffic Safety Devices:** including concrete barrier walls, fences, folding gates, etc.
- **Traffic Control Persons:** will assist pedestrians, pedestrian crossings, and trucks entering site
- **Pedestrian Waiting Areas:** new waiting areas will be clearly marked/signed, including tactile walking surfaces
- **PVMS Signage:** messaging to provide advanced information to drivers based on changing traffic conditions
- **Traffic Signal Modifications:** proposals for Strachan/Liberty intersection under discussion with the City
- **Traffic Signal Timing Modifications:** adjustments to accommodate anticipated truck volumes
- **TTC Stop Relocation:** relocating stop #14536 from Strachan Ave SB to East Liberty St WB
- **Bicycle Box Modifications:** relocated Strachan Ave SB to Ordnance St EB left turn bicycle box
- **Bicycle Racks/Post Parking:** will be relocated away from this corner of the intersection to reduce congestion
- **Truck Waiting Area:** dedicated area within the construction site will avoid queueing on public roadways
- **Truck Dispatching:** coordinated dispatching will avoid queueing on public roadways

NEXT STEPS

TRAFFIC PLANNING

1. OTG is currently working with the City of Toronto on the technical assessment details of the Strachan Avenue gate access
2. OTG is currently working with the City of Toronto on the traffic assessment details of the Exhibition area haul routes.
3. Once agreed/approved for the details → permits will be received from the City of Toronto
4. Implement Strachan Gate access & traffic improvements/mitigations → Targeting September 2024.

Ontario Line

Q&A and Discussion

CONTACT METROLINX AND STAY CONNECTED

Metrolinx will keep the community informed by providing Ontario Line updates and addressing questions and concerns effectively, and quickly. Visit [Metrolinx.com](https://www.metrolinx.com) to find information on participating in upcoming Ontario Line Construction Liaison Committees (CLC).

Connect With Us:

Email: OntarioLine@metrolinx.com

Telephone 24/7: 416-202-5100

Ontario Line e-newsletter: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)



Scan the QR code for Metrolinx e-newsletter subscription

Follow us on social media:



@OntarioLine