

# **Appendix C3**

**Public Engagement Record:  
December 10, 2019 to  
September 16, 2020**

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- **Website Screenshots**



## The Ontario Line

Announced by the Province of Ontario in 2019, the proposed Ontario Line is one of four priority transit projects Metrolinx is leading for the Greater Toronto and Hamilton Area (GTHA). The line will be the largest single expansion in Toronto's subway history, helping to ease congestion on existing transit lines throughout the city and bring transit to underserved neighbourhoods.

The proposed Ontario Line will bring nearly 15.5 kilometres of much-needed subway service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day.

The line will stretch across the city, from the Ontario Science Centre in the northeast to Ontario Place in the southwest.

Current plans for the Ontario Line include 15 proposed stations, including six interchange stations and 17 new connections to GO train lines and existing subway and streetcar lines.



### Get Engaged →

Learn more about the project, ask a question and provide your feedback.

## More Transit for More Communities - Sooner

The Ontario Line will bring more transit to more in-need communities sooner than previous plans would have by using a mix of at-grade (surface) track, elevated guideways and underground tunnels. This type of approach comes with many benefits, including:

- **Shorter construction timelines** – Limiting the amount of tunnelling and excavation needed for the project reduces its complexity, which in turn helps reduce construction timelines. This will be done by aligning Ontario Line operations within sections of existing above-ground rail corridors in the western and eastern segments of the line, and along elevated structures in the northern segment. In communities like Leslieville, we are also able to streamline our work with existing GO Expansion plans along the rail corridor, which reduces the number of construction zones and related impacts in the surrounding community.
- **Faster and more convenient transfers** – Customers using at-grade stations will be able to get where they need to go sooner by avoiding lengthy journeys underground and by taking advantage of faster transfers to other surface transit routes. For instance, an underground East Harbour station would have needed to be built nearly 40 metres underground to reach under the Don River. This very deep station would have added 4.5 minutes to each transfer, adding significant time to people's commutes.
- **More rapid transit for more communities** – The use of existing rail corridors and elevated structures means we can extend the Ontario Line investment farther and reach transit-deprived communities sooner. These include the growing and vibrant neighbourhoods of Flemingdon Park, Thorncliffe Park, Liberty Village and Fort York, which were not included in the former Relief Line South plans. While it will be more than twice as long as the previous Relief Line South proposal, it can be built for a similar cost.

Running along a mix of above-ground and underground tracks is not a new approach — the TTC has done this with Line 1, Line 2 and Line 3, and many other transit systems have adopted it to deliver superior rapid transit within impressive timeframes. For example, the majority of stations and tracks for world-class transit services like Vancouver's SkyTrain network and London, England's Docklands Light Railway system are above ground. Since those systems began in the 80s, the SkyTrain has become the longest rapid transit system in Canada and the Docklands Light Railway system has grown to nearly 40 kilometres' worth of track.

#### Travel Times Between Thorncliffe Park & Downtown

 **Now: 42 Minutes**

 **Future: 25 Minutes**

#### Travel Times Between Pape & Queen

 **Now: 18 Minutes**

 **Future: 13 Minutes**

The Ontario Line will make it much faster to travel across the city. From Thorncliffe Park, a commute to the heart of downtown would be 25 minutes instead of the current 42.

It will take five minutes less to get from Pape Station to Queen Station, from 18 minutes today to 13 on the Ontario Line.

#### Key Facts

Number of proposed stations	15
Number of proposed connections to other transit options	17 <ul style="list-style-type: none"><li>• 3 GO lines</li><li>• 4 connections to Line 1, 2 and Line 5 (Eglinton Crosstown)</li><li>• Connections to streetcar lines at 10 Ontario Line stations</li></ul>
Approximate number of route kms	15.5km
Estimated ridership	389,000 daily boardings
Estimated frequency	As frequent as every 90 seconds
Estimated access to transit	154,000 more people within walking distance to transit
Estimated access to jobs	53,000 more jobs accessible in 45 minutes or less for Toronto residents

#### Our Commitment to You

We are committed to continuing public engagement to keep you informed and collect your feedback. During this time, all engagement activities will remain online to follow public health advice and protect the community and our staff.

[Learn more](#) about the project and how you can get involved.



## Ontario Line - Ask a Question

[f Share](#) [t Tweet](#) [in Share](#)

Submit your question below. We'll post an answer to your question within three to five business days. Be sure to vote for your favourite questions.

NOTE: Conduct inconsistent with our policies will result in the removal of your submission.

Sort questions: [Date](#) [Popularity](#)

[Add new comment](#) | [Log in](#) or [register](#) to tell us your ideas | [Français](#)

Your name

Topic \*

Your question

[Post](#)

## The Ontario Line - Contact Us

Thank you for participating!

We appreciate the time you have taken to learn more about our plans and we value your opinions. Although public meetings are not possible at this time, we welcome your feedback.

Please submit your questions in our [public forum](#) or by email using the form below. You can also call us by phone at 416-202-5100 or email us and suggest a time for us to call you back.

Your name \*

Your e-mail address \*

Nearest Ontario Line Station (Optional)

- None -

Subject \*

Message \*

Send message

**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Ask-A-Question Submissions**

Ask A Question – January 23 to September 16, 2020		
Comment title	Comment body	Response
Future expansion	Is the western terminus of the line to be built so that it would be able to be extended north west at a later date? Thank you	We are currently advancing plans for the line between Exhibition/Ontario Place and the Ontario Science Centre. However, these plans don't preclude future expansions that may be presented to improve access and meet demand.
Thornccliffe Park Station	Where is the station in relation to Overlea Blvd	Teams are analyzing the 15 stations identified in the Initial Business Case to determine whether or not they should be built, looking at factors like the potential number of users, ease of construction, and cost, to name a few. Findings will be presented in the Preliminary Design Business Case, which we are aiming to complete by summer 2020. By using the GO corridor and building bridges across the Don River instead of tunneling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Also, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people into deep underground stations. We will be hosting another round of consultations in spring 2020 where we hope to share some more information from our findings.
Meeting Accessibility	I would love to attend the Ontario Line event, but the time frame does not work for my schedule. I imagine that an evening time slot is difficult for commuters and parents who are responsible for preparing dinner for their families and childcare. Having a webinar for events such as these would make the conversation more accessible to a wider range of Torontonians. Can we consider adding a live webinar option and a moderator responsible for answering questions that come from online participants? Thank you!	Thanks for your feedback - we will share this with our project team. Our Metrolinx Engage portal is designed to give the community an opportunity to ask questions and also review the same materials that were shared with communities at the Open Houses. You can find a digital version of the display boards on this website under the Ontario Line section. Feel free to leave us more questions on Metrolinx Engage and we'll be happy to answer. You can also reach us directly at OntarioLine@metrolinx.com or 416-202-5100.
Overlea Blvd Elevated Structure	Why is an elevated structure being built right outside residential buildings and condos on Overlea Blvd with no regard to the noise factor and view for residential owners? This kind of structure does not belong in a residential community. Unfortunately, I was unable to attend the meeting at the Science Centre and would love to receive some details on this plan.	Current plans for the line on Overlea Boulevard include at-grade or elevated tracks. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities. All the boards from the Ontario Science Centre Open House are available on the Metrolinx Engage portal by going to the Ontario Line section and clicking Get

Ask A Question – January 23 to September 16, 2020		
		Engaged -> Open Houses.
Ontario Line . Route through Thornccliffe Park	<p>Why are you using Overlea as the route?</p> <p>If you can put the maintenance yard behind a Costco why not the train?</p> <p>Or the hydro green? Or An elevated line done the DVP median or on the side?</p> <p>Or the North Go train line that cuts through ET Seton park already?</p> <p>Overlea is already overly trafficked.it is the only exit out of Thornccliffe Park and entrance to the DVP. We are very well served by buses. The construction alone will destroy a high needs neighbourhood struggling to keep itself from becoming a ghetto. The local merchants who mostly reside here will be ruined. We cannot get a dime for a decent community centre with the highest numbers of children in Canada but we are getting a subway light rail line along Eglinton's high end neighbourhood and another transit line just one block south but this one will be an above ground or ground level rail.</p> <p>How does this make any sense?</p>	<p>The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts, and potential for partnering with developers. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case. We will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities.</p>
Station stops	<p>How was King Street and Bathurst Street chosen for a Subway Station?</p> <p>Why would Metrolinx not choose City Place and Liberty Village for Subway Stations?</p> <p>Why would you have the subway raised going through Leslieville and Riverdale?</p>	
Pape and Minton	<p>What are your plans for the houses near the proposed bridge that will cross the DVP? Will you be expropriating homes on Minton? What can we expect by way of compensation in that event? What about the effect of the noise and vibration on the remaining homes? Homeowners here are frustrated by the lack of information and consultation to date, given how directly we will be affected by your proposed plans. This is a quiet residential area (mature homes, big trees, older people, young families), which will be potentially devastated by the line. Please involve us in the process. The Information Sessions held this week were not informative at all; beyond "feedback forms", there was no chance to have one's voice heard. A more democratic forum is needed for involving homeowners whose properties are on the line (pun intended).</p>	<p>We understand that residents and businesses want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed. We expect to have more detailed information to share in the coming months, when we will have completed further design work. By utilizing the rail corridor that already exists in the Leslieville area, we will be able to deliver the Ontario Line quicker while reducing capital costs and serving even more communities. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case, which will in turn help us determine property requirements. Previously identified and newly affected property owners will be notified and advised of any property impacts, including owners of properties that were identified in the Relief Line South Environmental Report that are no longer required. We are consolidating all the feedback we've received and will be sharing it with our</p>

Ask A Question – January 23 to September 16, 2020		
		project team.
Bridge over DVP at Minton	Can you please share with the public any work you have done to date to assess the impact that building a bridge across the DVP and and a tunnel exit would have on the Pape and Minton area. The residents in the neighbourhood have not been consulted and requests to Metrolinx for a consultation with residents have thus far been ignored.	We know that residents have many questions about the future look and feel of the line as well as their neighbourhoods, and we will share updates and seek feedback throughout the development of the project. There will be many opportunities for people to provide input and learn more about what the project means for them throughout its lifecycle. We will be sharing environmental studies and reports for review and comment throughout the formal EA process, as well as conducting many other engagement events outside of that process. We plan on hosting more Open Houses this spring where we'll be able to share some more information from our findings and solicit community feedback. A great deal of information is uncovered as a project evolves from the early analysis phase to the planning and design phase, through procurement, and onward to the delivery and operations phases. We use all the facts we have to update and improve evidence-based decisions about the project. The findings from our Initial Business Case can be found on our website at <a href="http://www.metrolinx.com/OntarioLine">www.metrolinx.com/OntarioLine</a>
What happens to our input?	How will Metrolinx address all the public comments?	We are consolidating all the feedback we receive at our Open Houses and online. All the feedback will be shared with our project team.
Answers to questions	"At the top of this page it says ""We'll post an answer to your question in 48 hours." Yet no questions have been answered including ones that were posted 5 days ago.	
Above Ground Portions of the Line	Can you share more details on the decisions around making certain parts of the Line above ground? Specifically, where the line comes above ground at the Gerrard station and going south through a rich vibrant neighbourhood full of families? Could it be underground? Could it be routed more East so that the Leslieville station doesn't take out a community centre and park and housing for at risk women?	Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. As stated in our Initial Business Case, the alignment and station locations are subject to change as we advance planning and design work. We will comprehensively present alternative alignments and station locations to city partners and communities for their feedback once we have the details, we need to make sound recommendations.
CN rail line to Thorncliffe park and Ontario Science Centre	I understand that an existing abandoned CN right-of way that links downtown to Thorncliffe park area already exists and is for sale. This appears to be a much cheaper, faster, better and less intrusive option to service north of the DVP. Has this option been given proper consideration in the options analysis?	The existing abandoned CN right-of-way runs parallel to the DVP, almost entirely within the Don River Valley. Technical and natural environment considerations aside, this line is located away from the neighborhoods along the currently proposed Ontario Line route and would not provide comparable connectivity (e.g., access to jobs within a certain commute time) and travel

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		experiences (e.g., connections to other transit routes). For more information about the Ontario Line performance compared to other scenarios considered, please see the Ontario Line Initial Business Case: <a href="http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF">http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF</a> .
Delivery timelines	The publicly stated timelines for opening the subway seem extremely aggressive. Given the timelines for the environmental assessment, preliminary design and field studies, procuring the design build team, purchasing property and relocating utilities, and the way these processes are integrated with each other and rely on information from each other, how is it possible to be in construction by 2023? Utility relocations on their own can be an extremely lengthy and iterative process with so many different parties involved - even as an early works program, it's hard to imagine it will be ready to start in 2021 given the current level of design. While I am wholeheartedly in favour of the project and agree that it's time to move forward with transit improvements rather than continuing to draw more lines on the map, given the significant schedule delays experienced with the Spadina Subway extension (particularly the true "unknown unknowns" that always happen with major underground work), how realistic is the 2027 opening date? Expectations need to be properly managed.	Metrolinx and Infrastructure Ontario will use a public-private partnership (P3) procurement model to ensure the Ontario Line is delivered efficiently and cost effectively. The P3 approach will leverage private sector innovation in design and construction and increase budget and schedule certainty. To date, IO's P3 projects have a 95 per cent on-budget track record and a 69 per cent on-time delivery record, which far outpaces traditional project delivery and is significantly above industry standard. Timelines are subject to change as the project progresses and the design is refined.
Leaside (Millwood) bridge as a preferred route	If the subway is expanded north of the Danforth along Pape, as proposed, the millwood bridge would be a preferred route and existing option, rather than building another bridge beside the existing bridge. The bridge was expanded a few years ago to take on more vehicle traffic. I understand that if the road surface was reduced back to its original design, the bridge could accommodate a subway. Given that the goal is to reduce vehicle traffic by providing a subway option, this option seems to be a no brainer. Was this option considered? If so, can Metrolinx provide the engineering analysis?	
Ontario Line and New Community Centre at Don Mills and Wynford	"Hello, As part of Metrolinx's construction of the new Ontario Line station at Don Mills Road and Eglinton, is it possible to build a direct connection to the new community centre - either under Don Mills Road or above it - so that recreation centre users from Thorncliffe Park and Flemingdon Park can avoid having to cross a very busy intersection to enjoy our new community benefit?  Details of the City's project is located here: <a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX7.5">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX7.5</a>	Hi, thanks for the feedback. We'll pass this along to our project team for consideration.

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	Thank you.	
Construction staging at Eglinton Ave	Will construction begin in Flemingdon Park and Thorncliffe Park before other sections of the Ontario Line given that there is already a staging area available at Don Mills and Eglinton due to the Crosstown?	We will share more details of construction timelines and locations as the project progresses. We are still in the design stage and don't have that information just yet.
Add station near Cherry Street	<p>Toronto's waterfront is an important cultural attraction for our communities, and for the entire city. Our families want to be able to enjoy Harbourfront, the Islands, and Lake Ontario with their children.</p> <p>It is also a growing source of employment options for parents through commercial development of East Bayfront and the central harbourfront.</p> <p>Taking multiple TTC buses and subways to get there with a large family is a challenge though, and owning a car is not an option for many parents to commute to the waterfront for work.</p> <p>Would Metrolinx consider adding a station to the Ontario Line near Cherry Street, in the area of the Distillery District, to connect with TTC services to East Bayfront and Harbourfront?</p>	Thanks for the feedback, we'll pass this along to our project team. The current alignment between Ontario Science Centre and Exhibition Place, with the 15 potential stations, is the plan we are progressing at this time.
Impact of the Ontario Line above ground portions	<p>Why are you are doing the bare minimum to assess the environmental impact of the Ontario Line. How do you plan to protect all our parks and green spaces that myself and thousands of my neighbours use? There hasn't been any community consultation on this. We want our parks to stay the way they are – we do not want to lose any of the much-needed green spaces in our community – this is important for growth, health and happiness. Our children play there, out pets walk there; our community events are held there. How can Mayor Tory call Toronto 'a city within a park' when you plan on getting rid of our parks?</p> <p>A major concern for me as I live in close proximity to the tracks is the health concerns I will suffer. The ongoing noise of the constant bombardment of trains all day and all night will affect my sleep, my stress and my mental health which will have a huge impact on my life and job. As well, kids and the elderly will suffer this even more. How can you do this to people only to save a few bucks? Where is the long-term thinking? How will you compensate us for the stress and suffering we will incur?</p>	



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	<p>Putting the trains above ground is short-sited – you are compromising the community and it's people for a small savings – this is selfish and not in the best interests of the people who live in these neighbourhoods.</p> <p>How will you make sure these trains are safe? How will you make sure there is no noise and no vibrations, which again over time will cause damage to my home as I live in close proximity to this proposed line.</p> <p>How will you make sure the businesses, homes and community won't suffer economically?</p> <p>How many trains will run every day, every hour, every minute and how much will this cost per ride?</p> <p>We want well thought out, well researched plans and proposals plus other options for the Ontario line – below ground or routes that won't disrupt neighbourhoods!!</p>	
Ontario Line - Link between Thorncliffe/Overlea to Flemingdon	How is the link going to look like flowing through Thorncliffe/Overlea to Flemingdon Park and up to the Ontario Science Centre. There is no current vision on the path through to Don Mills?	
Long term residents	<p>Some of my neighbours whose homes are at risk of being expropriated have been in their homes for 50 years. Do you mean to set them adrift in the current Toronto housing market?</p> <p>How are you going to ensure that these people are appropriately compensated for the sacrifice you are asking them to make.</p>	We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed. We expect to have more detailed information to share in the coming months, when we will have completed further design work.
Ontario Line - Cosburn Ave	"The main hospital for Flemingdon and Thorncliffe residents is Michael Garron Hospital, located at Mortimer Avenue and Coxwell Avenue. Most residents take the TTC to get there and have to rely on two bus schedules to make a timely transfer outside at Mortimer Avenue, in all weather conditions.	Hi, thanks for the feedback. We'll pass this along to our project team for consideration.
Transit-Oriented Development in	Will transit-oriented development on private property such as the East York Town Centre shopping mall and Costco in Thorncliffe Park be built at the same	Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit,

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Thorncliffe Park	time, and in coordination, with Ontario Line construction?	maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. As stated in our Initial Business Case, the alignment and station locations are subject to change as we advance planning and design work. Any discussions we have with developers and landholders at this stage are exploratory and are part of our due diligence in planning for an important project like this. We will comprehensively present alternative alignments and station locations to city partners and communities for their feedback once we have the details, we need to make sound recommendations.
Rights of homeowners	If you plan to expropriate homes, when will you contact homeowners? A Feb. 6 Toronto Star article revealed that a deal has been struck to expedite the environmental assessment and expropriation processes so that transit projects can be completed more quickly. What corners, exactly, will be cut in the interest of expediting things? How will you ensure homeowners' rights will be respected?	Hi, thanks for your question. We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed. We expect to have more detailed information to share in the coming months, when we will have completed further design work. Metrolinx is committed to meeting or exceeding all regulated requirements under EA legislation. If legislation changes then we will have to follow those requirements.
Out of Province Contractors	Why has Metrolinx hired an out of province company (Maple Leaf Drilling, Winnipeg Manitoba) to do the drilling on Pape Avenue as part of the environmental assessment for the Ontario Line? Should Ontario taxpayer money being spent on the Ontario Line not go to Ontario companies and workers?	Hi, thanks for your question. Investigations and environmental field studies on the Ontario Line are progressing very rapidly to help support the creation of foundation designs and other structural plans. Due to shorter timelines we require more resources than are locally available and have been working with some reputable contractors that have a presence across Canada. e.g. Maple Leaf Drilling is a Canadian owned company with offices in Thunder Bay and Winnipeg.
Connecting the Ontario Line to 'The Well' development downtown.	<p>Increasing gainful employment opportunities is a top priority for residents in Thorncliffe Park and Flemingdon Park. Creating transit access to the new employment hub at East Harbour will benefit our community.</p> <p>At the corner of Spadina and Front, a new employment hub is under construction that is similar to East Harbour, it is called 'The Well.' It may also include a new station on the Barrie GO Line. <a href="http://www.thewelltoronto.com/">http://www.thewelltoronto.com/</a></p> <p>Can Metrolinx consider an Ontario Line route that will directly connect our community, and the entire city, to The Well?</p>	

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Car seating	If a train has a capacity of 800 passengers, what percentage of that would be seating? Is this something that Metrolinx would specify to the bidders? Would the trains be what have been described as cattle cars - seating only along the sides of the car?	
Access to Ontario Place	Currently the distance from Exhibition station to Ontario Place is too far. But at the open house, they said the "Ontario Place" station is north of the Gardiner? About 3/4 of kilometre as the crow flies.  With the current distance from Exhibition GO and Exhibition Loop already considered an obstacle, how will this be any different than the current situation? Is "Ontario Place" false advertising?	Hi, thanks for your question. A number of options are being considered to bring visitors to Ontario Place, including automated people movers or cable cars, similar to those used in Singapore, Dubai and Tokyo.
Study area	Last year, Metrolinx showed the study area for their Relief Line North study going to Steeles Avenue, with plans to get the line at least to Sheppard. Why has the line been cut back to Eglinton? How would extending it to Sheppard change the peak ridership numbers? How would extending it to Richmond Hill change the peak ridership numbers?	
Corktown station	The map shows Corktown station at about Berkeley and King Street. And it shows East Harbour station just east of Corktown Common. As "Corktown station" is not in Corktown - why call it Corktown? It looks to be pretty much at the location of the old Parliament buildings. Why not call it Parliament? Or Berkeley?	Hi, thanks for your suggestion. We will pass this feedback along to our planning team.
Gerrard GO station	The recent presentation materials didn't show Metrolinx's proposed GO station near Gerrard and Pape. When did Metrolinx announce that promised GO station had been Forded?	Teams are analyzing the 15 stations identified in the Initial Business Case to determine whether or not they should be built, looking at factors like the potential number of users, ease of construction, and cost, to name a few. Findings will be presented in the Preliminary Design Business Case, which we are aiming to complete by summer 2020.
Ontario Line Project Budget	Given the public feedback that Flemingdon Park and Thorncliffe Park want an underground subway, and Toronto City Council's recent vote requesting Metrolinx to put the entire Ontario Line underground, is the provincial government now looking at opportunities to increase the project's budget?	Hi, current designs for the Ontario Line include underground, elevated and at-grade components. The Initial Business Case estimates capital costs for Ontario Line to be between \$8.7 and \$10.5 billion. Metrolinx and Infrastructure Ontario will use a public-private partnership (P3) procurement model to ensure the Ontario Line is delivered efficiently and cost effectively. We are also looking to partner with the private sector on development opportunities at and around stations to help offset the public costs of transit infrastructure. You can read more about financial and community benefits in our Initial Business

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		Case: <a href="http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF">http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF</a>
Corner of Overlea Blvd and Millwood - Elevated Track	<p>As an owner and resident of a condo at [REDACTED] for over 20 years, our condominium faces Overlea Blvd and the Leaside Bridge (Valley), I echo many of the deep concerns about noise pollution, visual impact, environmental destruction that this route will have on our community and on the health of the many residents who live here. This is our home, our community, and we are deeply troubled by this misguided project.</p> <p>Overlea Blvd. is NOT an expansive road, but rather a tree-lined boulevard. Why would anyone think it a good idea to run a subway track along this residential road? There are numerous condominium units (and condominium buildings), town houses, churches, mosques, and other places of worship, along with small businesses located on Overlea Blvd. that would be very negatively impacted by such a high frequency, commuter train.</p> <p>How elevated might the proposed above-ground structure be as it crosses Millwood and runs along Overlea Blvd? (ie. at street light level - how many floors high?) How extensive and obtrusive will the appearance of the structure itself be (ie. one track? Will it be covered/canopied or be an open "light rail")? How loud will this tram/train/line be? What times during the day/evening would this line potentially run (remembering that there are several residential communities that exist along the proposed route)? In fact, our bedroom fronts on Overlea Blvd.</p> <p>Will the potential parallel bridge to the Leaside bridge for this line be at the same height as the Leaside Bridge? Can the new line not be built to run underground and below the Leaside Bridge (much like the Bloor subway) and underground rather than above ground throughout? The impact on the environment (the Valley below and our green space - tree lined boulevard, adjacent park) is deeply troublesome.</p> <p>Most importantly, as others have noted, why not run this in the industrial area that runs behind the Costco? There is an existing track that runs near the Loblaws. Or better yet, put everything below ground and away from residential properties? This community (Thornccliffe/Don Mills) is already well served by the existing transit system....the last thing we need is a train running through our neighbourhood.</p> <p>Why were the information meetings not well advertised? Much of our building's</p>	<p>Hi, we understand your concerns and will be working closely with the community to share any details about impacts. We will have more details to share about the alignment and structures as the project moves further through the design stages. We are still conducting studies and investigations to understand the soil, rock and environmental conditions along the alignment. Metrolinx has a number of measures it can take to reduce and manage impacts to residents and communities, both during and after construction, which we will use whenever and wherever necessary. We will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities. We are developing detailed consultation plans and activities as teams finalize more details. There will be many opportunities for people to provide input and learn more about what the project means for them throughout its lifecycle. We will be sharing environmental studies and reports for review and comment throughout the formal EA process, as well as conducting many other engagement events outside of that process. Our next round of consultations is planned for spring of this year. We'll be advertising these consultations in advance and through numerous channels to ensure that the community is aware.</p>

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	<p>owners (and hundreds of others along this route) just found out about this project and its implications after the open houses in January were done. There will undoubtedly be a huge outpouring of protest from many, many impacted owners, residents, and businesses....we DO NOT WANT THIS ONTARIO LINE, let alone have it run in our community!</p> <p>Please find another alternative that does not destroy neighbourhoods....</p>	
Cost	<p>What is the budget for the Ontario Line construction? What is the expected revenue? Are you considering to build it entirely underground?</p>	<p>Hi, the Initial Business Case for the Ontario Line estimates capital costs for the project to be between \$8.7 and \$10.5 billion. At this time, we are advancing the alignment and route as described in our Initial Business Case, which can be found here: <a href="http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF">http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF</a></p>
Expropriation	<p>I live at [REDACTED], right on the corner of Millwood and Overlea. Should I expect a letter of expropriation? Should I start asking my realtor to find me a new place to live? Run this train underground please. Wait... I have no say in this as the city will do what it wants. Thanks [REDACTED].</p>	<p>Hi, thanks for your question. We understand your concerns and we will be working closely with the community to share any details about impacts. We will know more about the potential property impacts as the project moves through further design stages, which will inform property requirements. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. Once we have a firm understanding of what's needed, we will reach out individually to impacted property owners.</p>
Alternate options to Overlea Blvd.	<p>As many have already stated, running an elevated rail line on a small residential street like Overlea Blvd. is destructive to the community of residents/owners who live along Overlea Blvd. In addition to several condominiums, this street has an elementary school, high schools, small businesses, a senior's home and places of worship.</p> <p>Why not build this line just a little north behind the Salvation Army building (just north of Overlea Blvd) to connect to Banigan Drive which can be joined to Thorncliffe Park Dr. behind Costco and directly to where the proposed maintenance yard will be.</p> <p>There are NO residential properties, schools, places of worship, etc. on this parallel route...just industrial land. This would absolutely alleviate most concerns with destroying a community boulevard, lessen noise pollution, hopefully minimize the potential negative visual impact...and perhaps even have the line built at grade rather than elevated. It would also prevent putting an entire community in a construction nightmare (like the Eglinton Crosslink</p>	<p>Hi, we understand your concerns regarding construction and will be working closely with the community to mitigate impacts. We will know more about precise environmental and community impacts as the project moves through further design stages, which will inform environmental studies. Metrolinx has a number of measures it can take to reduce and manage impacts to residents and communities, both during and after construction, which we will use whenever and wherever necessary.</p>

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	<p>nightmare) for several years.</p> <p>A station can be built on that intersection (Overlea and Thorncliffe Park Dr.) for easy access to the community.</p> <p>OR</p> <p>An elevated line down the DVP median, as was suggested.</p> <p>OR</p> <p>Put everything below ground.</p> <p>OR</p> <p>Use the Rail track that is available just a little more north behind the Loblaws. There are so many other options that avoid impacting any residences, and small businesses but still would provide easy access to the Thorncliffe Community.</p> <p>Are any of these other options being considered?</p>	
Tunneling for Ontario line	<p>Which street will the tunneling happen? Will the disruption during construction for the tunnels be similar to the Eglinton LRT?</p> <p>It proposed tunneled portions near downtown going west will surely encounter many underground utilities, has there already been studies done to understand what is below ground for the portion to be tunneled?...I understand that is the main issue that has now delayed the LRT at Eglinton/Yonge.</p> <p>Thank you.</p>	<p>Hi, thanks for your feedback. We understand your concerns and will be working closely with the community to share any details about impacts. We will have more details to share about the alignment and structures as the project moves further through the design stages. We are still conducting studies and investigations to understand the soil, rock and environmental conditions along the alignment. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. By using the GO corridor and building bridges across the Don River instead of tunneling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Also, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people</p>

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		into deep underground stations. We'll pass along your feedback and suggestions to our planning team.
Working Closely With the Community	You keep repeating that you are "working closely with the community". You arbitrarily planned a bridge and tunnel exit in the middle of a an established neighbourhood of 100-year-old homes without notifying anyone. You started drilling right alongside people's property without even notifying them. You set up "town halls" which were absolutely unhelpful and designed to avoid troublesome questions. You have not addressed anyone's concerns on this page or anywhere else. You now have a provincial government passing legislation that will eliminate appeal processes during expropriation and fast-track the environmental assessment process. How is any of this "working closely with the community". When are you going to stop making stuff up and address people's legitimate concerns?	Hi, thank you for your feedback. Any decisions made on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. Once we have a firm understanding of what's needed, we will reach out individually to impacted property owners. There will be many opportunities for people to provide input and learn more about what the project means for them throughout its lifecycle. We will be sharing environmental studies and reports for review and comment throughout the formal EA process, as well as conducting many other engagement events outside of that process. Our next round of consultations is planned for spring of this year. We'll be advertising these consultations in advance and through numerous channels to ensure that the community is aware.
Do you actually care?	Much of the feedback here is requesting adjustments to the alignment and route that would reduce the impact to neighbourhoods and communities. The response from Metrolinx is mostly along the line: "At this time, we are advancing the alignment and route as described in our Initial Business Case". Considering the route was planned without consultation of impacted communities, and the government is passing legislation to fast-track the EA and expropriation processes, do you actually care what anyone thinks or how communities are impacted? Is this just an exercise so you can tick a box that says, "community has been consulted"?	Hi, we understand your concerns and appreciate your feedback. We are developing detailed consultation plans and activities as teams finalize more details. There will be many opportunities for people to provide input and learn more about what the project means for them throughout its lifecycle. We will be sharing environmental studies and reports for review and comment throughout the formal EA process, as well as conducting many other engagement events outside of that process. Our next round of consultations is planned for spring of this year. We'll be advertising these consultations in advance and through numerous channels to ensure that the community is aware.
Building Transit Faster Act	The legislation being fast tracked though the legislature reads as follows: "The Bill eliminates hearings of necessity for expropriations of property along the transit corridors, if the expropriations are for the purpose of the transit." This means that Metrolinx can take your home as long as they claim it's for a "priority transit project" and you can't appeal the decision and ask them to justify the necessity. But hey, the LAPT - to whom you could appeal if you were allowed to - is now run by a former lobbyist for land developers. So in light of this information, my question to Metrolinx is this: What can you tell	Hi, thank you for your feedback. We understand your concerns and can assure you that Metrolinx is committed to expanding and improving transit in the region. Any decisions made on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs.

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	me that would give me the tiniest bit of faith that you're not just going to take people's land, tear the houses down and turn around and sell it to developers to build condo towers? Especially the properties on the east side of the DVP located to the west of the Millwood bridge along Hopedale overlooking the Don valley . What can you tell me to convince me this isn't a shameless land grab by a government in bed with land developers?	
Explanations required	<p>On page 30 of the initial business case it states:  "The line emerges in a portal on the cliff side above the Don Valley Parkway, west of the existing Leaside (Millwood) Bridge, approximately under Minton Place. The line crosses the Don Valley on a new bridge..."</p> <p>Please justify this planning decision.  Please explain why you think this is an appropriate route for the Ontario line.  Please describe what consideration was given to homeowners and families living in this area when you made this decision.  The public deserves to know how Metrolinx arrives at its decisions.</p>	
Proper planning, proper consultations	<p>"...once we have a firm understanding of what's needed..."</p> <p>"...as the project moves through further design stages..."</p> <p>"We will have more details to share about the alignment..."</p> <p>"We will know more about the potential property impacts...."</p> <p>..."as teams finalize more details..."</p> <p>"We are still in the design stage..."</p> <p>"We expect to have more detailed information..."</p> <p>You are drilling along Pape avenue right now (and not anywhere else), which indicates you're not even considering changes to the route and alignment. You are aggressively pursuing a very poorly thought out and hastily slapped together project (based on what I am reading here). And the taxpayers of Ontario are expected to cough up 10.9 billion dollars and people are supposed to give up their homes and have their neighbourhoods destroyed for this? This city needs transit, but it must be planned responsibly.</p>	Thanks for your question and feedback. The geophysical survey in the area provide a better understanding, generally, of the subsurface conditions in the area and is meant to confirm the trends in the soil data obtained along Pape. This work will help us support the design of the project and approach for future construction.



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Changes to the route and alignment	<p>Given that you have set a timeline of 7 years for completion, and that the Ontario government is passing legislation to expedite the environmental assessment and expropriation processes, and that the technical assessments underway are not to assess the viability of the alignment but to "determine the approach for the construction "of the line, how likely is it that Metrolinx is going to consider changes to the route and alignment based on input from the public? Please stop with the cut and paste answers, if you are determined to move ahead with the route and alignment as planned in the initial business case, just be up front about it. Stop trying to soft sell us, we know if you are determined to take homes and destroy neighbourhoods for this project there is nothing we can do about it, people and families need to make plans and move on with their lives.</p>	<p>Hi, thanks for your questions and feedback. We know that residents have many questions about the future look and feel of the line as well as their neighbourhoods, and we will share updates and seek feedback throughout the development of the project. We are developing detailed consultation plans and activities as teams finalize more details. We will host another round of consultations later this spring where we'll share more information from some of our studies that are currently underway. The precise alignment of the Ontario Line will evolve throughout the design and procurement process. We will comprehensively present alternative alignments and station locations to city partners and communities for their feedback once we have the details, we need to make sound recommendations. Partnering with the private sector using a P3 model is an effective way to deliver large, complex infrastructure projects. P3s leverage private sector innovation in design and construction and increase budget and schedule certainty by transferring appropriate project risks to the private sector consortium.</p>
Drilling along Pape	<p>You appear to be drilling at approximately 100 m intervals starting at the cliff face at Minton and along Minton and up Pape. Can you tell us specifically what it is you are trying to determine? (we already know it's a geo-technical survey) Is this to determine how far from the cliff face you are going to have to excavate to build the bridge and tunnel exit?</p>	<p>Hi thanks for your question. Our geotechnical surveying helps us help provide a better understanding, generally, of the subsurface conditions and soil in the area. This will help determine the design of the project and approach for construction.</p>
Are Alternatives to the Alignment Actually Being Considered?	<p>Are alternatives to the alignment, especially with the Elevated Portions proposed on Overlea Blvd really being considered and actually explored? There have been several viable suggestions made: Move the proposed route from Overlea Blvd. just a block north to either: a) access Banigan Drive and then connect to Pat Moore Drive and then Thorncliffe Park (the alignment can even then be built at grade for most of the route)...This would eliminate any residential impact as this route is completely commercial and would connect directly to the proposed maintenance yard. A station could easily be built at Thorncliffe Park Drive and Overlea with easy access to all.</p> <p>OR</p> <p>b) connect to Village Station Road - then run a parallel line to the CN rail (or use the existing rail if possible)...then link to either Pat Moore Drive and</p>	<p>Hi, thanks for your question. All the feedback we receive is being compiled and shared with our project and planning team. All comments will also be included in the environmental project report.</p>

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	<p>Thorncliffe Park as in option above. Once again, there would be no residential/school/place of worship negative impacts.</p> <p>The public, we the tax payers, funding this project are making it very clear that the original proposal will be destructive to the neighbourhoods, and residents who live along the proposed route. So, are these or other options seriously being considered and pursued? Why not create more good will and have potential more buy in from the citizens this transit line is meant to serve?</p>	
RE: Are Alternatives to the Alignment Actually Being Considered?	<p>I doubt it, here's why:</p> <ol style="list-style-type: none"><li>1) They want to have it up and running by 2027 - this is completely unrealistic, but it doesn't mean they aren't going to try. Any changes to the alignment will cause a redesign and require further technical assessments and push the timeline back.</li><li>2) The technical assessments underway are to "Determine the approach to construction". Translation: "we're not exploring other options we're figuring out what we need to build it where we've planned to"</li><li>3) "Hi, we understand your concerns and will be working closely with the community to share any details about impacts": Translation: We'll tell you what the impact to your community is, you can like it or lump it.</li><li>4) No-one else cares besides those of us living along the alignment. Go ahead and ask someone you know who doesn't live along the alignment or check out the urban Toronto discussion threads. People are either completely unaware or think we're just a bunch of nimbys.</li><li>5) Money talks. The value of the land along the alignment that needs to be expropriated will be significantly higher once it is redeveloped (transferred from homeowners to developers). The Ontario government is in bed with land developers.</li><li>6) PPPs rule. Even though the Auditor General has found that projects using PPPs invariably wind up costing more, the Ontario government is more than happy to transfer as much public money as it can into private hands, they are business friendly.</li><li>7) The Ontario line runs through ridings that will never vote conservative, either provincially or federally. The current Ontario government couldn't care less what happens to people in those ridings.</li><li>8) The Conservatives will likely be booted next election due to their all-around</li></ol>	<p>While the actual completion date will be largely informed by the response we get from the market, staggering the procurement timing for the northern and southern contracts will help ensure there is sufficient market capacity to successfully deliver the project. Despite staggering the procurement for the northern and southern sections of the line, it's important to note that major construction for both segments — and the integration of the lines — will be coordinated to allow for the same in-service date.</p>

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	<p>incompetence. They have just over two more years to enrich themselves and their cronies. They are aggressively pushing ahead with this project, even passing legislation to make it go faster.</p> <p>Metrolinx: Is anything I have said above off the mark?</p>	
Waiting for answers	<p>"We'll post an answer to your question in 48 hours."</p> <p>Some questions remain unanswered for a week or more. You expect people to believe you're going to have the Ontario Line operational by 2027 and be delivered on budget? You can't even live up to the commitment to answer questions on time.</p> <p>Why are you not responding to questions in 48 hours? How can we get some meaningful engagement with Metrolinx? (and I am not talking about town halls).</p>	<p>Hi, thanks for your question and we apologize for the delay in getting back to some of the questions posted here. We're receiving a very high volume of feedback here and through email. Some of the questions posted here require some more details from our project team and we're sharing responses as soon as we have all those details. Thanks for your patience.</p>
Where is the Options Analysis?	<p>The Business case is purposely silent on alternative routes and options analysis typical of early stage engineering design. For example, there is no consideration for the use of the existing Leaside (Millwood) bridge, or the re-use of the existing CN rail line (that is abandoned and for sale) that would provide an existing route from the Union Station to Thorncliffe park and Ontario place.</p>	<p>Hi, thanks for your questions and feedback. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. As stated in our Initial Business Case, the alignment and station locations are subject to change as we advance planning and design work. We will comprehensively present alternative alignments and station locations to city partners and communities for their feedback once we have the details, we need to make sound recommendations. We will host another round of consultations later this spring where we'll share more information from some of our studies that are currently underway.</p>
The Project Team	<p>What does the project team do with our input?</p>	
Design Criteria Questions	<p>"Any decisions made on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs."</p> <p>I would like to know how building a bridge and tunnel exit in the middle of an established, safe, clean, quiet neighbourhood of hardworking Ontarians:</p> <ul style="list-style-type: none"> <li>- Improves customer experience</li> <li>- Increases access to transit</li> </ul>	

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	<ul style="list-style-type: none"> <li>- Maximizes ridership</li> <li>- Achieves travel time savings</li> <li>- Creates better access to jobs</li> </ul> <p>If this is, as you claim, the criteria for making design decisions, please provide details on how placing a bridge and tunnel exit at the end of Minton place better achieves these goals as compared to other options which you have considered.</p> <p>What other options did you consider for the bridge and tunnel exit placement that did not meet these objectives as well?</p> <p>Thank you.</p>	
Lets try again	<p>"All the feedback we receive is being compiled and shared with our project and planning team"</p> <p>What does the project and planning team do with the feedback that is shared with them?</p> <p>How does feedback and input from the public influence the design and goals of the project?</p>	
Not what I was suggesting as alternatives....please revisit	<p>When I made the following suggestion in a Question ("Are Alternatives to the Alignment Actually Being Considered?") that I posed earlier to:</p> <p>"Move the proposed route from Overlea Blvd. just a block north to either:</p> <p>a) access Banigan Drive and then connect to Pat Moore Drive and then Thorncliffe Park (the alignment can even then be built at grade for most of the route)...This would eliminate any residential impact as this route is completely commercial and would connect directly to the proposed maintenance yard. A station could easily be built at Thorncliffe Park Drive and Overlea with easy access to all.</p> <p>OR</p> <p>b) connect to Village Station Road - then run a parallel line to the CN rail (or use the existing rail if possible)...then link to either Pat Moore Drive and Thorncliffe Park as in option above. Once again, there would be no residential/school/place of worship negative impacts."</p>	<p>Hi, thanks for your questions and feedback. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. As stated in our Initial Business Case, the alignment and station locations are subject to change as we advance planning and design work. We will comprehensively present alternative alignments and station locations to city partners and communities for their feedback once we have the details, we need to make sound recommendations. The existing abandoned CN right-of-way runs parallel to the DVP, almost entirely within the Don River Valley. Technical and natural environment considerations aside, this line is located away from the neighborhoods along the currently proposed Ontario Line route and would not provide comparable connectivity (e.g., access to jobs within a certain commute time) and travel experiences (e.g., connections to other</p>

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	<p>YOUR response was:</p> <p>"The existing abandoned CN right-of-way runs parallel to the DVP, almost entirely within the Don River Valley. Technical and natural environment considerations aside, this line is located away from the neighborhoods along the currently proposed Ontario Line route and would not provide comparable connectivity (e.g., access to jobs within a certain commute time) and travel experiences (e.g., connections to other transit routes). For more information about the Ontario Line performance compared to other scenarios considered, please see the Ontario Line Initial Business Case: <a href="http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF">http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF</a>"</p> <p>My suggestions involved the portion that is currently planned to run along Overlea Blvd. NOT the entire line. In other words, if the plan is to build a parallel bridge to the Leaside Bridge, instead of it turning on Overlea Blvd.....have it run along either:</p> <p>1. Banigan Drive to Pat Moore Drive and then connect to Thorncliffe Park where the station will be either way for that stop....</p> <p>OR</p> <p>2. Village Station Road - then run a parallel line to the CN rail (or use the existing rail if possible) FOR THAT PORTION ONLY...then link to Pat Moore Drive and Thorncliffe Park as in option above.</p> <p>These two options do NOT impact the Don River Valley (beyond what you have already planned in the building of new bridges). More importantly, these other options do not impact any residential areas, or schools and impact many fewer businesses than the Overlea Blvd. proposal. Finally, these alternate routes provide the same "comparable connectivity" to the Thorncliffe community, as the stop will still be on Thorncliffe Park Drive.</p> <p>Will these options be now seriously considered?</p>	<p>transit routes). For more information about the Ontario Line performance compared to other scenarios considered, please see the Ontario Line Initial Business Case: <a href="http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF">http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF</a></p>
Sharing details about impacts	<p>I want to share with you the details about impacts to my community that the placement of a bridge at the end of Minton Place would cause.</p> <p>I have lived in this area for nearly a decade, and many of my neighbours have lived here many decades. We have a good idea what the impact to the community would be, more so than whoever drew up the initial business case.</p>	

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	<ul style="list-style-type: none"><li>- You will need to displace families from their homes to build this. If you require a larger area for staging and storage of construction equipment, you will need to displace many families. These are not shacks or rundown apartment blocks you are taking away from people, they are very nice homes, worth well over a million dollars each, anybody would consider themselves very fortunate to live in one of them.</li><li>-Some of the people you will be displacing are not able to re-enter a very competitive property market.</li><li>-Access to people's homes will be restricted as you excavate and build exits for the tunnel boring machines and so on.</li><li>-Remaining homes will be severely affected by noise and vibration. Buses going by on Pape cause noise and vibration, trains will be worse than that and felt by more people.</li><li>-Trains on an open bridge will be ridiculously loud for any home in proximity. You can hear trains travelling across the Bloor street viaduct kilometers away, from the east side of the Don Valley you can hear trains travelling along the west side of the Don Valley.</li><li>-Residents and businesses are going to face at minimum a decade of construction, no-one believes that a 2027 finish is remotely possible.</li><li>-Businesses along Pape, which are currently robust and stable and serves the needs of the community very well will suffer as a result of traffic restrictions and accessibility issues due to construction.</li></ul> <p>To be clear, this bridge is not wanted here. The impact to the community will be severe if you build it. Please consider less disruptive alternatives. Please consult with communities before committing to a plan.</p>	
Metrolinx's response to community	Dear Metrolinx Communication Team: I have read most of your responses to our communities concerns below. I would like to point out something to you which you don't seem aware of your rote responses, "Any decisions we make	

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concerns	<p>on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations."</p> <p>Please take note - your decision making in the "interest of improving customer experience," etc. - WE ARE YOUR TRANSIT CUSTOMERS! We are the people who pay the fares and ride the TTC &amp; GO. We LIVE the neighbourhoods you are building in. Who are you speaking to when you are NOT taking into account our concerns??? We demand to be listened to as an integral part of the planning and Environmental Assessment process - a process you are short-cutting which will endanger the health &amp; well-being of all of us along the planned route. We need a transit new that works for ALL of us!!</p>	
RE: Explanations Required	<p>On February 28, I asked this question:</p> <p>"On page 30 of the initial business case it states:</p> <p>"The line emerges in a portal on the cliff side above the Don Valley Parkway, west of the existing Leaside (Millwood) Bridge, approximately under Minton Place. The line crosses the Don Valley on a new bridge..."</p> <p>Please justify this planning decision.</p> <p>Please explain why you think this is an appropriate route for the Ontario line.</p> <p>Please describe what consideration was given to homeowners and families living in this area when you made this decision.</p> <p>The public deserves to know how Metrolinx arrives at its decisions."          Nearly two weeks later and still no answers. Could this be because the decision regarding the bridge placement was made with almost no thought by simply drawing a line on a map, ignoring the fact that there are people's homes, a TPS dog training facility and a water treatment plant in the way?</p> <p>Do these questions remain unanswered because Metrolinx feels it doesn't need</p>	

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	<p>to explain anything to anyone?</p> <p>Do these questions remain unanswered because the placement of the bridge is clearly inappropriate to anyone familiar with the area and Metrolinx simply doesn't care?</p> <p>Do these questions remain unanswered because absolutely no consideration was given to homeowners and families living in the area?</p> <p>As an FYI I have contacted my local MP and the Federal Infrastructure Minister to ask that should the Ontario Government or Metrolinx ask for federal funding for this project or have Federal funds redirected from the DRL to this project, that this be denied until Metrolinx commits to appropriate consultations and assessments (regardless of pending provincial legislation). I recommend anyone here who is concerned about this project do the same.</p>	
Station Design	How important is Design Excellence and Architecture to Metrolinx, for this project? Will you take a similar approach as was taken with the Crosstown, or will the stations be simpler and cheaper?	Thanks for your feedback, which has been shared with the project team. Teams are analyzing the 15 stations identified in the Initial Business Case to see how they would perform, looking at factors like the potential number of users, ease of construction, and cost, to name a few. Findings, including any further details regarding vehicles, will be presented in the Preliminary Design Business Case, which we are aiming to complete this summer.
Alignment through West end	<p>Consider keeping alignment on Queen until King West?</p> <p>To reduce the number of curves, service King West, and provide a connection to the Kitchener GO line, keep going along Queen Street and curve south between Shaw and Abell. A station would be at King Street, with a connection to the Streetcar, and proposed Liberty GO station. it would then continue south to Exhibition GO. Exhibition/Ontario Place Station would be either on East-West alignment under Manitoba Drive (if coming down near Shaw St.), or on North-South Alignment near the Food Building if coming down from a more westerly route.</p>	
East Alignment	<p>Eliminate the elevated portions in Leslieville/Greektown area?</p> <p>A very large part of the alignment choice appears to be driven by the desire for a cross-platform transfer. I feel that as long as the transfer is easier than at Union Station (which won't be hard), this cross-platform transfer is not needed.</p>	



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	Going back to the original Relief Line route - it appears the entire vertical alignment was driven by the Carlaw portion - and the large sewer under it. If the Carlaw "jog" was eliminated, and the line simply curved from Eastern to Pape - many benefits would result, including several shallower stations and opening up the ability to build portions of the Pape segment using cut-and-cover. (It would still require tunneling under the Don River though). (The use of unique trains and not having track connections at Pape is a smart idea and greatly reduces costs, speeds construction, and reduces disruption during construction).	
Airport	The Ontario Line should branch off to serve Toronto Billy Bishop Airport considering how close it is to the airport. I also think you should use the Alstom Metropolis as vehicles for the line.	
Ontario Line	My question is: Why not extend the Ontario Line to Dundas west station? It would connect west downtown/ western Toronto to downtown and further reduce crowding in the future at stations like bloor/st George etc. I live in the west end, and it would be nice for us to get attached to downtown faster as well.	Thanks for your suggestion. The current route from the Ontario Science Centre to Ontario Place/Exhibition is the plan we are advancing at this time. Your feedback will be shared with the project team for future consideration.
Subway Vehicle	How many cars per train?	Sorry for the delay in responding. The number of cars has not yet been determined but we expect the line to feature modern, remotely operated trains that run on an automatic signaling system, like in Vancouver, Paris, London, and Singapore. A Request for Qualifications has been issued for the Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract to design-build-finance-operate-maintain the entire Ontario Line. Bidders can propose a full range of options for vehicles and signaling.
RFQ	When will the RFQ for the Ontario line project be issued?	Thanks for the question and apologies for the delay in our response. The first two of three Request for Qualifications (RFQs) were released on June 2, 2020: The Rolling Stock, Systems, Operations and Maintenance (RSSOM) package is a 30-year-term contract to design-build-finance-operate-maintain the entire Ontario Line. The Southern Civil, Stations and Tunnels package is a design-build-finance contract for the southern segment of the Ontario Line, from Exhibition/Ontario Place to the Don Yard portal (west of the Don River). The RFQ for the northern civil, stations and tunnels contract is the third and final P3 package that will be issued for the Ontario Line. It is expected to be issued in 2022. Staggering the procurement timing for the northern and southern contracts will help ensure there is sufficient market

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		capacity to successfully deliver the project.
Location of Portal Near Minton Place	Hi, I was wondering if you could indicate where the tunnel will emerge near Minton Place onto the bridge that will cross the Don Valley? Will it emerge at ground level at or around Minton Place, or will it emerge below the ground level in the valley?	Work is ongoing to determine the precise alignment of the Ontario Line, including the depths of tunnels and heights of bridges. As it stands now, the tunnel will emerge from the valley side slope in the area of Minton Place and the guideway will cross the Don Valley on a new bridge, but the plans do not contemplate the line descending into the valley. We look forward to sharing further details this summer.
Will the line still open on time?	Infrastructure Ontario has issued 2 out of 3 RFQs for the Ontario line. The third RFQ however (for all the stations north of Gerrard) will only be issued by early 2022. It can take up to 2 years from issuing the RFQ to acutely awarding the contract. This means the contract will probably be awarded approximately in early 2024. This leaves just three years to construct that segment of the Ontario Line for an on time opening in 2027, while the RFQ IO issued on June 2 for the stations south/west of Corktown - the contract for that will probably be awarded around 2022 - leaving 5 years to construct that shorter section of the line. If I understand all the facts correctly, how it is realistic that the entire Ontario line will open in 2027?  Thank you	
Impact of Ontario line to Waterfront West LRT	What is the impact of Ontario line on the West Waterfront LRT and how will the two projects be integrated? South Etobicoke, Swansea and Sunnyside are adding a lot of density and will continue to do so in the future. Therefore, a quicker, more reliable transit option is needed to the downtown core. Connection at the Exhibition would be able to benefit tens of thousands of commuters. Thank you	Current plans for the Ontario Line include a terminus stations at Exhibition where it will connect to the GO system. There are also improvements planned for the Lakeshore West line which will improve service for residents along this corridor. The West Waterfront LRT is not an active Metrolinx project.
Extensions?	In one of your Ontario Line blogs, I noticed there will be protection for future extensions to the north and to the west. The Ontario Line should be extended north to Don Mills and West/NorthWest to Mount Dennis. <a href="https://blog.metrolinx.com/2020/05/21/perfecting-the-alignment-how-torontos-ontario-line-route-was-designed/">https://blog.metrolinx.com/2020/05/21/perfecting-the-alignment-how-torontos-ontario-line-route-was-designed/</a>	At this time, we are advancing plans for the line between Ontario Place and the Ontario Science Centre, however, these plans don't preclude future expansions that may be considered to improve access and meet demand. In terms of the precise alignment of the Ontario Line, it will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. You can stay tuned to project updates and sign up for our mailing list at <a href="https://Metrolinx.com/OntarioLine">Metrolinx.com/OntarioLine</a> .
Automated	In an early question/answer, you mentioned an automated people mover was	At this time, we are focusing on refining the exact alignment of the Ontario

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People Mover	being studied to get people the short distance from Exhibition Go station and Ontario Place. When can we expect more details about this people mover (opening date, alignment, frequency, fare, business case, tendering, etc.) Thank you	Line, and this process includes teams gathering more information, including details on ground conditions, community and environmental impacts. This will in turn help us determine how the line will connect the Exhibition Place station to Ontario Place. We hope to present our findings in the Preliminary Design Business Case, which we are aiming to complete by summer 2020.
Future Corktown Station	Am contacting regarding a current city street sign project. How do I find out the building address for future Corktown Station? Info will use for estimate arriving time.	Thanks for your feedback. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. As stated in our Initial Business Case, the alignment and station locations are subject to change as we advance planning and design work. Any discussions we have with developers and landholders at this stage are exploratory and are part of our due diligence in planning for an important project like this. There are existing development plans for some of the lands along the proposed alignment, and upfront work must be done to understand how those plans might impact the project—and vice versa. We will comprehensively present alternative alignments and station locations to city partners and communities for their feedback once we have the details, we need to make sound recommendations.
Idea: City Hall Station	Hi Metrolinx, any possibility of a City hall Station, instead of Queen & Osgoode, even better Old City hall station in a historic tile look, would be amazing!	It's still too early to provide a specific address for the future station. Currently, teams are analyzing the 15 stations identified in the Initial Business Case to see how they would perform, looking at factors like the potential number of users, ease of construction, and cost, to name a few. Findings will be presented in the Preliminary Design Business Case, which we are aiming to complete late this summer.
Expansion to Dundas west	My question is why is the Ontario line being stopped at Ontario place and not being extended back to line 1? Wouldn't it further reduce crowding and provide a west connection to downtown?	At this time, we are advancing plans for the Ontario Line between Ontario Place and the Ontario Science Centre. This builds on the former Downtown Relief Line proposal, however, these plans don't preclude future expansions that may be considered to improve access and meet demand. The terminus at Ontario Place/Exhibition Station was chosen for a few reasons, including that it will better expand the transportation network and serve to further connect the dense residential and commercial Liberty Village to the GO Network and subway. Furthermore, by terminating at the Ontario Place/Exhibition Station, the Ontario Line is protected for future potential western extensions. We appreciate your feedback and will be sharing it with

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		our project team for future consideration.
Tunneling	What method tunnel construction will be used to construct the Ontario Line tunnels?	At this time, we do not have any finalized details on tunneling methods as this will be determined by the consortiums that are awarded the two design-build-finance contracts for the northern and southern portions of the Ontario Line, including the tunnel sections.
Why does the RFQ include operations?	<p>On June 2, Infrastructure Ontario issued 2 RFQs. The RFQ issued to provide the Rolling Stock of the line, systems, operations, and maintenance. In the preliminary agreement between the City and the Province of Ontario, it states "The City/TTC will be responsible for the day-to-day operations of the Provincial Projects and the existing transit system, including in respect of labour relations." If I understand everything correctly, then why does the contract include operations? The Finch West LRT and the Eglinton Crosstown will be operated by the TTC and the contract between Crosslinx and Mosaic excludes operation in their contracts.</p> <p>Thank you</p>	The TTC will be responsible for day-to-day operations, including customer-facing functions such as fare enforcement and network transit control. The operations company selected out of the Rolling Stock, Systems, Operations and Maintenance (RSSOM) procurement will be responsible for ensuring the proper operation of the Ontario Line with respect to passenger movement and vehicle headways, responding to vehicle operational related emergencies, re-establishing Ontario Line operations, restoring power, and coordinating with utility companies or others depending on the source of failure to restore operations.
Platform Extensions?	I know the Ontario Line platforms are proposed to be around 100m long. You should build the station platforms with provision to extend the platforms to 120 to 130 meters long. That way that could allow for more capacity on the line.	Thank you for your feedback. It will be shared with our design and engineering teams. More information will be presented in the Preliminary Design Business Case, which we are aiming to complete late this summer.
Cosburn station	Where is the Cosburn station going to be, including all entrances? How far is the estimated noise and vibration impact?	Currently, teams are analyzing the 15 stations identified in the Initial Business Case to see how they would perform, looking at factors like the potential number of users, ease of construction, community considerations, and cost, to name a few. Any decisions we make on station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. Current noise and vibration levels will be included in the Environmental Conditions Report which is anticipated to be released in the next couple months. We look forward to sharing further information with the public later this summer and into fall 2020.
Where are the promised "Detailed Consultation Plans"	Hi There, we are still waiting for the detailed consultation plans that were supposedly in development months ago? When will Metrolinx and the Ontario government address the concerns of taxpayers and voters living along the alignment? Does Metrolinx and the Ford government care about homeowners living along the alignment, or are you more interested in seizing private property and transferring it to big land and condo developers?	We agree that public input is vital to the project and ask for your patience as we complete the necessary studies and investigations to support detailed plans and designs. More information will be presented in near future.

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Alignment decisions	" Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs" Can we assume from the often repeated above statement that you do not intend to take into consideration the people who live along the proposed alignment when decisions are made?	We know that residents have many questions about the future look and feel of the line as well as impact on their neighbourhoods. There will be many opportunities for people to provide input and learn more about what the project means for them throughout its lifecycle. We will be sharing environmental studies and reports for review and comment throughout the formal EA process. More information will be presented in the near future.
Impact Assessments	What is being done to assess the impact to neighbourhoods along the alignment? Should you not be consulting with the people who live there? What will you do to minimize the impact to the communities? Why haven't Metrolinx reached out to any affected communities? Why have calls for meetings with Metrolinx to discuss impacts and hear community concerns gone ignored?	We are looking forward to sharing further information about the project later this summer. We recognize that people want to better understand the plans for the Ontario Line and how it will impact them and their community. Because large public gatherings are likely not going to be possible this summer, we will be providing a range of options for people to get information, provide feedback and ask questions. Details will be provided through elected officials, community groups and through our enewsletter. You can sign up for our enewsletter on our website to receive the latest news and updates.
Ontario Line - Route Designation and Colour on Maps	A lighter question: With the Scarborough RT being replaced by the SSE, will Ontario Line be called "Line 3?" Will it inherit the RT's shade of blue on transit network maps? Also, the Scarborough RT vehicles look great in their new blue wraps. An all-blue Ontario Line train would be very recognizable and iconic!	We appreciate your feedback, and we will share this with our project team.
Maintenance Yard	What will be the approximate size and location of the Maintenance Yard?	The train maintenance and storage facility (MSF) will be located in the area of Wicksteed Avenue and Beth Neilson Drive in Leaside. More details about plans for the facility will be shared this fall.
The near future	Several of your answers indicate more information "in the near future". When is the near future ?	We are looking forward to sharing further information about the project in the next few weeks.
Schedule	Is the project still on schedule for the 2027 completion date ?	The 2019 provincial budget contemplated a completion date as early as 2027. The actual completion date will largely be informed by the response we get from the market during procurement. We will be delivering the Ontario Line as three separate P3 contracts on a staggered schedule to help mitigate market issues, including impacts from COVID-19. The final construction schedule will be developed by the consortiums who bid on the project.
MSF Expropriation needs	<div style="background-color: black; height: 1em; width: 100px; margin-bottom: 5px;"></div> A lot of businesses in this area including Tremco, Siltech, Lincoln Electric, TI Group, Access Storage, MBTW.	We understand that businesses will want specific details about impacts to their properties. We reach out to affected property owners as soon as requirements and details are confirmed so that we can offer support and

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	<p>Aecon and Innocon facilities are vacant.</p> <p>If the MSF is similar in size to that of the Eglinton LRT, then most or all of these businesses will be expropriated if the project moves forward.</p> <p>The big chemical companies Tremco and Siltech would probably require a few years to find a new home and relocate all of their equipment.</p> <p>At what point in the process are the affected business's notified of Metrolinx's intentions ?</p>	<p>give them the information they need to make the best decisions for their businesses. Metrolinx is currently confirming which properties are required and will only be acquiring properties that are absolutely necessary to get transit built. We expect to have more detailed information to share this fall.</p>
Preliminary Design Business Case (PDBC)	<p>When will the PDBC come out?</p>	<p>We expect to release the Preliminary Design Business Case in the fall and will provide a more specific timeline as soon as we are able.</p>
King and Bathurst station	<p>I own property near Niagara and Tecumseh. Will I hear any noise or feel any vibration from trains? It appears the tunneled area could come close to many existing residences, including mine?</p>	<p>We understand that residents and businesses want specific details about potential impacts to their properties and communities. We will be sharing further information this fall including details about noise and vibration levels.</p>
Updates	<p>The timing of promised updates / further information have been pretty vague at best.</p> <p>"This fall" - between Sept. 22 and Dec. 21</p> <p>Also this comment 3 weeks ago -</p> <p>Aug 19, 2020 - 13:48</p> <p>"We are looking forward to sharing further information about the project in the next few weeks."</p> <p>Is any more clarification of timing available ?</p>	
Ontario Line	<p>The new Ontario line as I understand it will not be the same as Line 1 Yonge-University , Line 2 Bloor-Danforth, Line 4 Sheppard Line all these lines are following ISO Standardization. So glad that Line 2 will be standardized and extended in the near future.</p> <p>So my question is why is Ontario line not following the well-established standardize system that is in place like Line 1, Line 2 and Line 4?</p>	

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10, 2019 to September 16, 2020**

- **Contact Us  
Submissions**

Date	Subject	Message
January 23, 2020	Ontario Line	<p>This creates more problems that it solves. Also there is NO PHYSICAL WAY you can build anything underground from Jarvis to University and from Dundas to Lake Ontario. All those buildings are 5 stories underground and are on stilts (but your engineers should already know this). Also you CANNOT use lower Queen as the eastbound platform as THREE elevator shafts and a bunch of air ducts (again you engineers &amp; designers should already know this). Also Pape stn is NOT designed to be a transfer station and was only renovated not that long ago. It is also prone to constant current over crowding. Time to go back to the drawing board. I have a solution, but you do NOT want to listen to it.</p>
January 28, 2020	Ontario Line	<p>I missed the opportunity to be at the public consultation in my area.</p> <p>As is, I must vehemently oppose the Ontario Line plan. Short term savings for above ground that will ruin neighbourhoods long term is not the way to develop subways. Bury the entire line and it would have my full support.</p> <p>From your own report, you identified this as a problem people would have with the project. There are very clear reasons for this. We live in a Northern climate, people want to be out of the rain and snow, that is a key benefit of subway over surface routes. Residents don't want the noise and ugliness that comes with elevated tracks. There is decades of data on this from the L train in Chicago. It's literally a running joke that's made it into mass media. Do we really want that in Toronto?</p> <p>Please, for the long term livability of the city, figure out a way to move it underground.</p>
January 28, 2020	Overlea Blvd Ontario Line	<p>I was shocked to learn today by a fellow resident in my condo building that an elevated structure for the Ontario Line is planned right on Overlea Blvd outside our condo building at [REDACTED]. Please provide details of this plan and advise why the residential owners were not consulted about this as it will devalue the property. Imagine sitting on your balcony with that view and noise. The noise is already bad in this area from constant sirens and buses going all through the night.</p>
January 29, 2020	In the dark!	<p>I attended the Ontario Line Open House on Simpson Avenue on January 28, 2020 and was appalled by the lack of details.</p> <p>Running the Ontario Line along the Go route sounds great, but by how much will the tracks need to be widened. How will this affect neighbouring properties? How much noise will 40 trains passing every hour cause?</p> <p>And what about Thorncliffe Park? How close will an elevated train be to condos and apartments? What will the street look like?</p> <p>I still have no idea what is being proposed.</p>



Date	Subject	Message
		The lack of specifics, drawings, maps, photos, made it impossible to evaluate anything. I met a number of very nice MetroLinx people who tried their best, but honestly the evening was befuddling and a waste of time.
January 29, 2020	Please sign me up for the Ontario Line Newsletter	Se subject above
January 31, 2020	Comments on the proposed Ontario Line	<p>Thanks to Metrolinx for taking on the Ontario Line project, and working to expedite it's construction. Please consider the following comments on the current plan as presented at Winter 2020 public meetings:</p> <p>1) Planning for future extension: At the Northern terminus (Ontario Science Centre), I would prefer to see future extension Westward to the Sunnybrook Health and York Glendon campuses (and eventually Line 1 between Eglinton and Lawrence to support development in the City's designated Midtown/Yonge-Eglinton Centre growth area), rather than the previously promoted extension to Sheppard/Don Mills. Sunnybrook and Glendon are major destinations in a rapid transit desert. At the Western terminus (Ontario Place/Exhibition), we can plan for future extension Northward to Liberty Station for an interchange with the Kitchener, Milton, and Barrie lines. This phase one project should engineer the termini for ease of extension in future without service disruption, and likewise Liberty station can be built with future Ontario Line extension roughed in.</p> <p>2) Alignment West of Osgoode: The Ontario Line is designed to connect many major destinations across Toronto, but the current alignment misses key opportunities. By shifting the station box for Osgoode as far East as possible, the Eastern access to the station can better serve City Hall. More importantly, this would allow an immediate turn to the South and shifting the station areas between Osgoode and Exhibition to directly serve: The Theatre district (Mirvish, RTH, TIFF, CBC, etc.), The Rogers Centre/CN Tower/Convention district, and the Fort York/Airport area. Considering the patrons exiting events at the Rogers Centre, having access to a "Bremner Station" would allow easy mobility to the rest of the City, and reduce event-related passenger congestion at Union. A tourist pass could offer travel on the Ontario Line along with reduced admission to attractions along the corridor.</p> <p>3) Use of Line 3 (blue) designation: Since the opening of the Ontario Line will coincide with the project to retire the SRT Line 3, it would make sense to use the numbering and colour scheme to avoid a gap in the designations for rapid transit lines in Toronto.</p> <p>4) Technology and Tunnels: It would make the most sense to invest in burying the line, allowing the operation to be more resilient to inclement weather, improve pedestrian safety, enhance neighbourhood vibrancy, allow transit-supportive development over the line, and avoid risk of impeding the operation and expansion of heavy rail (RER) services along the alignment.</p>

Date	Subject	Message
		Thank you for taking these comments into consideration. I hope the use of the P3 model will serve to guarantee the construction of the Ontario Line in the face of any future political risk, as was accomplished in Waterloo Region with the ION LRT. I look forward to being a frequent passenger!
February 7, 2020	Feedback Forms	We were told at the open house that we could email our feedback form to the Project Team. Where on your website is the feedback form? Or do we just have to rewrite the four questions on the feedback form along with our answers in an email to the Ontario Line address?
February 12, 2020	Ontario Line - Above Ground Portion	Hello. I'm a resident in the Leslieville area. I am not affected by the Ontario lines expansion, however I am a VERY concerned neighbor in the area. I worked for a short period of time on the Relief Line as an architect for a private developer dealing with issues via the TTC of the relief line alignment. They had the wherewithal to realize the importance of going below grade for the subway. Why it is even contemplated to go above ground through a residential neighborhood is beyond me. You have not thought about the expropriation costs, bridge expansions, or even NEW bridges that will be required to circumvent the Don Valley. I am URGING YOU to rethink this plan. It will not work, it will be much MUCH more expensive than expected and is not in the best interests of the city.
February 18, 2020	Corner of Overlea Blvd and Millwood - Elevated Track - Proposed Ontario Line	<p>As an owner and resident of a condo at [REDACTED] for over 20 years, our condominium faces Overlea Blvd and the Leaside Bridge (Valley), I echo many of the deep concerns about noise pollution, visual impact, environmental destruction shared by both the Leaside Park, and Thorncliffe Park Communities that this route will have on our neighbourhood and on the health of the many residents who live here. This is our home, our community, and we are deeply troubled by this misguided project.</p> <p>Overlea Blvd. is NOT an expansive road, but rather a smaller tree-lined boulevard. Why would anyone think it a good idea to run a subway track along this residential road? There are numerous condominium units (and condominium buildings), town houses, schools (including an elementary school - Thorncliffe Park Public School), churches, mosques, and other places of worship, along with small businesses located on Overlea Blvd. that would be very negatively impacted by such a high frequency, commuter train.</p> <p>How elevated might the proposed above-ground structure be as it crosses Millwood Road and runs along Overlea Blvd? (ie. at street light level - how many floors high?) How extensive and obtrusive will the appearance of the structure itself be (ie. one track? Will it be covered/canopied or be an open "light rail")? We live on the [REDACTED] (facing the corner of Millwood and Overlea Blvd.), will we be above the train structure and trains themselves?</p>

Date	Subject	Message
		<p>How loud will this tram/train/line be? What times during the day/evening would this line potentially run (remembering that there are several residential communities that exist along the proposed route)? In fact, our bedroom fronts on Overlea Blvd.</p> <p>Will the potential parallel bridge to the Leaside bridge for this line be at the same height as the Leaside Bridge? Can the new line not be built to run underground and below the Leaside Bridge (much like the Bloor subway) and underground rather than above ground throughout? The impact on the environment (the Valley below and our green space - tree lined boulevard, adjacent park) is also deeply troublesome.</p> <p>Most importantly, as others have noted, why not run this in the industrial area that runs behind the Costco? There is an existing track that runs near the Loblaws on Millwood. Or better yet, put everything below ground and away from residential properties? This community (Thorncliffe/Don Mills) is already well served by the existing transit system....the last thing we need is a train running through our neighbourhood.</p> <p>Why were the information meetings not well advertised? Much of our building's owners (and hundreds of others along this route) just found out about this project and its implications after the open houses in January were done. There will undoubtedly be a huge outpouring of protest from many, many impacted owners, residents, and businesses....we DO NOT WANT THIS ONTARIO LINE, let alone have it plough through our community!</p> <p>Please find another alternative that does not destroy neighbourhoods....</p>
March 10, 2020	Certified Industrial M12 Custom Cables for Subway CCTV Camera & WiFi Router System TTC success!	<p>Hello Ontario Line Team,</p> <p>We are very excited to share with you our recent successes with TTC for building all their Certified and Compliant Industrial M12 Custom Cables for Subway CCTV Camera &amp; WiFi Router Systems over the past couple of years.</p> <p>We are seeking to engage with the technical team responsible for sourcing and procuring such cables for use with the new Ontario Line.</p> <p>Would it be possible to please put us in contact with the person or team responsible?</p> <p>Any help will be much appreciated!</p> <p>Thanks,</p>

Date	Subject	Message
		[REDACTED]
April 21, 2020	Eastern Avenue Bridge	<p>1/ I haven't seen any information in the community notices section regarding drilling near the railway bridge over Eastern Avenue west of McGee Street. Does that mean that the bridge will not need any work done on it in order to accommodate the new service?</p> <p>2/ Have any decisions been made regarding expropriation of properties on the west side of McGee Street? What is involved in reaching a decision and when will expropriation, if needed, likely occur?</p>
May 6, 2020	Construction Mitigation Standards for the Ontario Line pre-RFP.	<p>Dear Metrolinx,</p> <p>I am excited to hear that Metrolinx is continuing to move forward with planning the Ontario line during the COVID-19 pandemic, and wanted to inquire about how business interest groups can best engage with Metrolinx at the pre-rfp stage to ensure that there are world-class construction mitigation standards in place within the RFP to ensure that businesses will be impacted as little as possible.</p> <p>There are a number of Business Improvement Areas (BIA's) in the City of Toronto that are deeply concerned about the potential impacts that this construction will have on our main streets, especially following the COVID-19 pandemic.</p> <p>I would be happy to discuss with your team about some recommendations for how to engage with the 14 BIA's that are to be impacted by the Ontario Line to ensure that the business community at a higher-level can work together with Metrolinx to help guide this project forward.</p> <p>[REDACTED]</p>
May 17, 2020	Ontario Line extension	My question is: Why not extend the Ontario Line to Dundas west station? It would connect west downtown/ western toronto to downtown and further reduce crowding in the future at stations like bloor/st George etc. I live in the west end, and it would be nice for us to get attached to downtown faster as well.
May 22, 2020	Misleading Information!	Information distributed by Metrolinx (notices of drilling etc) states that the Ontario Line will provide "nearly 16 kilometres of much-needed subway service". Since you have confirmed that the section of the line between Eastern and Gerrard will be above grade this is very misleading. This is NOT a SUBWAY. It is above ground and you should make this clear.
May 27, 2020	South West Corner of Pape and Withrow	<p>I own the house at [REDACTED]. Could someone please tell me what I can expect to find outside my house both during and after construction of the Ontario Line.</p> <p>And when will any appropriation of space for work and/equipment commence.</p>

Date	Subject	Message
May 31, 2020	Ontario Line, revised routing plan	<p>Planning Team, I know this is late in the process, but with Covid caused spending, a cheaper routing of this line would make it more palatable for the budget process. And using existing technology would allow faster construction.</p> <p>Let's start at the bottom and work north-east. New starting point would be the Exhibition Loop. Use existing tracks to get over and up Bathurst. Eastbound ROW would utilise Adelaide, westbound ROW would utilise Richmond. At Parliament the route would run south to Front, east to Bayview. At this point two options open up - run up Bayview to Nesbitt, go east to Redway, south on Millwood to Overlea, and go east into Thorncliffe. Optionally, somewhere on Lower Bayview, leap over the GO tracks to run north on the old CPR Bellville Sub - use this old rail line to get up to Leaside and use Redway to join Millwood to get to Overlea and Thorncliffe Park. Having stations at Riverdale (either at Gerrard or Rosedale Valley Road) and the Brickworks (on the hill above)/Governor's Bridge with control points could allow use of the existing single track viaduct, or perhaps instead of side by side trackage, vertically stacked tracks might work, if the load factors allow. Use of existing track would demand the gauge to be TTC standard. Use of Bombardier cars would help create jobs in Ontario, and allow standardization.</p> <p>One reason to use Adelaide and Richmond in the core is to allow the best use of private ROW and transit signal priority. Optionally use of King and Queen is possible, but closing the streets to car traffic and adding track bays for stops (allow for passing/express running) is a workable possibility. If a tie in to Cherry Loop was made, the line could run as two sections; Core and Burb. The section up Bayview could be run on Private ROW and at high speed. Use of multiple units would allow higher capacity.</p> <p>Construction of the MSF in Thorncliffe or Leaside could be followed by construction north and south, and a with appropriate turnbacks in place would allow sections to be up and running before the whole route was completed. Ground laid rack is not cheap, but it can be very rapid if the will is there. Long term, underground replacement will be needed, but this would buy us time</p> <p>While this alignment seems to ignore the City on the western side of the Don, south of Thorncliffe Park, decent high order transit (streetcars) already exist. Addition of the proposed Broadview streetcar link into the Lever re-development lands, along with a GO station there should be sufficient. With the addition of a third streetcar route into Broadview station, the streetcar platforms will be overutilized, so one of the existing routes should be re-located. Five obvious options exist. The cheap one is to extend the tracks up Coxwell and loop at or near the station, this would re-route the 504. If the 505 car is relocated, extension of the tracks on Dundas to Carlaw, north on Carlaw to Riverdale, east to Pape, north to Pape station, is a medium option, extension of the tracks from Queen up Carlaw would allow diversion of the 504 on this same routing for the third option. The most expensive option is extending the tracks north on Coxwell to O'Connor and northeast to Eglinton, adding another N/S link in the system providing redundancy.</p>

Date	Subject	Message
September 2, 2020	Ontario Line - Overlea Blvd	I am strongly against the Ontario Line running anywhere near or on Overlea Blvd and the valley. This is a beautiful stretch of land, with trees, grass, wide open spaces, surrounded by places of worship and residences. I bought my condominium because of the green space, trees and wide streets that around my building - the very idea that I would be staring out my window at a subway is an abomination. You will have push back - and I will continue to lobby against the Ontario Line Team.

**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Public Feedback Form  
Submissions**

**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Public Feedback – What Would  
You Like to Discuss?**



Date	What is most important to you about this project?	What would you like to hear more about?	Is there anything we missed? Please let us know if you have additional thoughts or concerns about the Ontario Line.
January 23, 2020	Seamless connection with GO Train and TTC streetcars with rapid expansion WEST to the soon-to-be over populated, Humber Bay Shores (Etobicoke Lakeshore)	Rapid transit expansion to the west end / south of Bloor where current NO Rapid/ Express TTC service exists into the downtown core. Commuting 10kms from Humber Bay Shores to the downtown core should NOT take 45mins-1hr one way!	The terminal point at CNE MUST be easily expandable westward to Humber Bay Shores where soon, tens of thousands of people will live and thousands already live. The ONLY hope at reducing traffic gridlock is by providing rapid transit!
January 29, 2020	Consultation with the public, in particular with homeowners who are at risk of having their homes expropriated. When the route was planned was there any consideration given to the potential devastating impact it would have in some neighbourhoods, in particular the Pape and Minton area where a bridge and tunnel exit is to be built. I want assurances that if my home is to be taken for a transit project, that there is opportunity to be part of the process.	I want to hear more about the impact to my neighbourhood - Pape and Minton. What are you doing to assess it, how many houses do you expect to have to acquire, what will the neighbourhood look like during and after construction and given your level of engagement (none) how can we expect to have our requirements taken into consideration going forward.	You missed addressing expropriations, you missed consulting people who are at risk of losing their homes when you arbitrarily drew a line on a map.
January 30, 2020	A tie: that the line be underground through Thorncliffe and Flemingdon, and that the line be integrated into the TTC system such that a single TTC fare is paid for any ride along the line - inclusive of any transfers to other subway lines, buses, or streetcars.	Where the stops will be, and what consultation is being done and what factors are being considered in deciding which parts of the line are above ground.	The final station should be fully integrated with the crosstown station at Don Mills and Eglinton, to allow riders to transfer indoors. I heard a rumour that this isn't necessarily the plan.
January 30, 2020	Getting it done, and right quick.	The details about the 3P (public private partnership) model(s) being considered or used in this project.	I think this line should be extended to Fairview and beyond so as to take the load off the Yonge Line and the DVP.
January 30, 2020	That it is completed!! Also that it is fully included in the standard fare of the TTC when it is completed.	How it will impact street traffic. What the cost difference would be to bury the Thorncliffe and Flemingdon park portions?	I would prefer that all of this is underground. Especially through Thorncliffe and Flemingdon park. Elevated is ugly, cold, noisy and probably more safety concerns around it.
January 30, 2020	I like the idea that the Ontario Line is going to go through Thorncliffe park- with the density of the population here and the limited transit outside of buses, a line would be extremely helpful. Having said that, the biggest issue that is most important to me about this project is the fact that this line is proposed to go above ground. It will be extremely noisy, it will decrease property values because of	How Metrolinx plans to combat noise pollution from the new line if they really won't listen to anyone and put it above ground.	No

Date	What is most important to you about this project?	What would you like to hear more about?	Is there anything we missed? Please let us know if you have additional thoughts or concerns about the Ontario Line.
	the noise. It will be dirty. It will be an eyesore. Some of the drawings I have seen will put the line at about the same level as my unit- I'll be able to almost look into it, when I shouldn't have to. Noise pollution coming from similar lines in Vancouver have caused health concerns in those who live nearby. In addition to this, we live in Canada and have seen what happens on other above ground lines during the winter - they don't run well, or don't run at all. It would be a tragedy to have a new line open above ground that has weather effect it from actually being usable.		
January 30, 2020	That it enhance existing service in the city and that it does not disadvantage any neighbourhood.	Open dialogue and consideration to alternative routes. How traffic will flow in the surrounding areas.	I think the way in which the decision was made to go with the Ontario Line instead of the relief line was undemocratic and disrespectful of the citizens of Toronto
January 30, 2020	Safeguarding our community	If the line is going to be underground in all areas	
January 30, 2020	It should finish on time	More community engagement. Why we have this project? What change it will bring in the area?	Rent control in Thorncliffe Park and Flemingdon Park, as this project will complete , rent will go high and there is no check on landlord to control rent
January 30, 2020	How do we ensure that current residents get some benefit from the project? Thorncliffe residents are really worried about all the construction, the disruption, and then increases in rent and changing character of the community, leading to them being priced out and all they get is the construction experience.	Many residents have asked me if the line could run slightly north of Overlea, so it wouldn't disrupt the community that's here right now. It might make a slightly longer walk to the line, but would make better use of space. Of course, I'm also wondering why Leslieville might get the line buried there, when there's way higher density in Thorncliffe and Flemingdon and more people would benefit from the burial here.	You missed actually engaging the community. Taking notes and listening. The whole staff who were there didn't seem that interested at all in our perspectives. Felt very perfunctory.
January 30, 2020	Consultation with the public to ensure that input is received and incorporated into the project. Especially about the Above Ground portions of the line where it will impact people's daily lives drastically, as well as environmental impact which includes the need for electric trains as a way to	I went to the open house on Jan 28th and the rep I spoke with didn't know about what kind of trains whether electric or not was being planned to be used. I am disappointed with the level of knowledge of the staff meant to inform the public at an outreach information event. The venue for the	

Date	What is most important to you about this project?	What would you like to hear more about?	Is there anything we missed? Please let us know if you have additional thoughts or concerns about the Ontario Line.
	deal with the climate crisis that we are experiencing right now.	Open House has to be able to fit lots of people. I couldn't see many of the boards because there were too many people.	
January 30, 2020	The most important thing about this project is the speed in which it will be completed. Every single morning I am crushed on the Queen streetcar as I get on the streetcar or bus at Queen and Carlaw. This has to be the relief line that takes pressure off the Yonge line and the Queen street and King streetcars and buses. The speed and time in which this project is completed, THAT'S what matters most to me.	I'd like to hear more about the progress on planning, expropriation of lands, construction schedule, and public art. I'd like to see the Ontario Line have fantastic designs, beautiful stations, beautiful public realm space all around the publicly accessible spaces. I'd like to know that the transit will be affordable for riders and that the system will integrate seamlessly into the existing TTC expansion plans. I'd like to know how operations will be subsidized so that they are affordable for low income people.	I'd like Metrolinx to work with TTC and Transportation, and Planning divisions in the City of Toronto and stick to a plan, and get it built. I'd like this line to roll out about 10 times faster than it's taken to build the Eglinton Crosstown. I realize Seoul Korea's subway system was built under a military dictatorship, as was most of Lisbon's public transportation network, but THINK: Seoul's subway only STARTED in 1971, they now have 23 lines, 728 stations, and 332 kms of track, with more to come online in 2020, 2021, 2022, and 2023. COME ON people of Ontario, we can do this. The rest of the world can stick to plans and build the tracks to serve the people. So can we.

**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Public Feedback – What do  
you think of the Ontario Line  
Budget and Timeline?**

Date	What do you think of the Ontario Line Budget and Timeline?
January 23, 2020	Please choose most advanced and futuristic design for this project. Think 70-80 years ahead of today, how the city and its neighborhoods will develop and expand, use this as a yours and our legacy for our future generation. Transit will be the back bone of our city, make it unique and bold. P3 partnership will make this financially and economically possible. thank you... [REDACTED]
January 25, 2020	These figures need to be fully validated by an independent party (ies). Especially given the latest reports of Metrolinx management of other proposed P3s. Metrolinx needs to consult fully with the TTC as they have much more experience with these types of projects than Metrolinx. And, as we have seen with the Eglinton Crosstown and the Hamilton LRT, their initial foray into these large projects has not been good.
January 30, 2020	Long overdue.
January 31, 2020	Need to bring it online sooner than 2027
February 18, 2020	As long as it be in service by 2030, I'm okay with it.
April 2, 2020	When will Toronto have a good transit system? When will Toronto be proud of its transit system? When can our transit system be compared to systems such as the London Underground? These are some of the questions that I ask when I look at Toronto's transit system. I am a teenager living in the GTA and wondering about my future travelling to university and my future career and I'm planning to take public transit. I have been a transit enthusiast ever since I was about 4 years old and I've always loved the TTC and the subways specifically. I love the way the train works and moves and I always watch videos about the TTC dreaming i'll one day drive a subway train or be the door guard for just a day or even just visit transit control or any of the TTC facilities. I don't get to travel to the subway often as I live far away and none of my family feels the same way that I do about the subway. As I started to get older I started to realize how bad Toronto's transit is planned and built. One of the things which I hate is how old Mike cancelled the Eglinton subway back in the 1990s and what ended up being built was an essentially useless 5.5 kilometer line that took TEN years to build and cost 1 billion dollars to build. Really? why would you build a subway where there is not even enough ridership and waste ten years doing it. Anyway, I just want to see projects getting built faster in the GTA. I hope The Ontario Line will be different than the other projects. Since I've been born I have only seen one subway extension to Vaughn, and that was delayed too of course. I'm just disappointed at this point. All I want is subways and other projects to be built faster and without any major delays that extend the timeline by years like I've seen with too many projects now. I know nobody that is a manager or has a high title at Metrolinx will ever look at this little paragraph or two of mine. But hey, now somebody at Metrolinx knows about my secret love of Toronto and its transit system. Thank you to whoever read this. My email if you want it: [REDACTED]
April 2, 2020	Realistically, what are the total costs for delivering this line, including O&M costs? I understand a detailed project schedule will be determined by Project Co upon financial close but what is on the presentation board is a fairly aggressive timeline. Even with initiating Early Works next year and fast-tracking the governance processes, can this line really be completed by 2027? I understand they are two different projects so it's like comparing apples to oranges but the ECLRT started construction in 2016 and reports tell that the in-service date will be delayed up to 2022. Are there any schedule mitigation measures to ensure potential delays are addressed? On a positive note, I am thankful for the fast pace at which Metrolinx is working at to deliver this line. Thankful all levels of government are (finally) coming together to build transit in Toronto after a (long) period of stagnation!
April 15, 2020	P3 contracts are inefficient, public transit should be publicly built and maintained
June 3, 2020	Tell me, how will a P3 contract mazimize private sector innovation in design? Is this not the cart before the house? Innovation via the P3 contract, means taxpayers still pay the contract price, and the P3 company create savings - thereby adding to their corporate business profits? Where, when and how will the innovation factor be applied. I am a transit innovator with transit innovation to SAVE ABOUT 5 BILLION FOR THIS PROJECT... so tell me, which company deals with Innovation Metrolinx, MTO, I/O or the hired P3 company, that you have already neogotiated a contract price with? I require an answer to may specific question than you. [REDACTED]
June 28, 2020	I think 2026 is a more reasonable deadline for this project. It should not take longer than 6 years to complete this.

**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Public Feedback – What do  
you think of the Ontario Line  
Environmental Impacts?**

Date	What do you think of the Ontario Line Environmental Impacts?
January 25, 2020	The environmental conditions - baseline and impact assessment must include socio-economic conditions. the least socio-economic impact to the local communities is the underground option. Above ground will result in higher operational costs and is not a good city building alternative. Visual impacts assessment must also be undertaken. Assessment should also include benefit agreements for communities that will not benefit as much from the OL. The Riverdale and Leslieville areas do not need this line and will primarily suffer impacts during construction and operations. The EA should examine alternatives such as underground for the full length; reduction of stations (is a station at Gerrard and Carlaw actually required if "Smart Track" opens a station there?).
January 28, 2020	Two large apartment towers at ██████████ face Overlea. There are 44 floors in each building with a population in excess of 3000 residents. Many apartments will be looking directly into the trains like the L in Chicago, where most areas around stations are I. Sharp decline. This is also the exit from our building, Overlea is the only road out of Thorncliffe Park, the only east-west route taking up the overflow from Eglinton, the only access to the DVP.
January 29, 2020	Maybe you should have done some investigations before you decided on the route. Is the route final?, what are you looking at in your field investigations? Do your investigations take into consideration the elderly people who may lose their homes? I am at Pape and Minton, my neighbourhood and my house is at risk of being taken away. There was no consultation done. You need to engage with the community a lot better than you are doing now.
January 30, 2020	My concern is that recent legislation that was passed has lowered the level of study required to ensure that environmental impacts of this project will be minimal. It is really important that the Don Valley and other green spaces that may be affected by these projects either during construction or by ongoing maintenance as well as operation (lights and noise level) be protected.
January 30, 2020	Need to focus on the big picture and recognize that building a great city requires some short-term disruption. No people, including workers, should be put at risk but general noise and vibration are to be expected and unavoidable.
January 30, 2020	In addition to the line itself, complimentary infrastructure and services need to be considered and planned at the same time. For example, safe separated cycling infrastructure should be installed at the same time along the length of the line. Communities like Thorncliffe and Flemingdon are in desperate need of both better transit and safer cycling infrastructure.
February 13, 2020	I want an environmental assessment similar to what was undertaken for the Relief Line. I don't want an environmental assessment process that is shortened or rushed in any way.
February 16, 2020	I am seriously concerned at the negative environmental impact of both the construction and the operation of the proposed above-ground portion of the Ontario Line from Gerrard-Eastern. I want a full and completely transparent environmental assessment done, which will include the impact of any and all building, parks and other facilities that will need to be destroyed under this plan, and the loss of green space and the impact on the surrounding community of the operation of the proposed above-ground portion south of Gerrard. I also want a commitment that the environmental assessment will then be given full consideration in the determination of whether or not the Ontario Line should proceed as planned. In other words, Metrolinx will not just do the assessment to say it has done one and then ignore it.
March 3, 2020	Put the entire line underground.
March 5, 2020	Minton Place is a Vibration Sensitive Area. The fine sand typical of this area, transmits vibrations. Vibrations from trucks going over a frost heave bump on the DVP bridge below rattled our homes, until it was fixed. Vibrations can cause mortar and wall cracks in older homes. Recommend the LEADING EDGE TECHNOLOGY is used on the tracks to minimize noise and vibration. Alberta projects use advanced technology such as continuous welded track, and spring bed technology as opposed to rubber ballast (old technology) .
March 19, 2020	In the online information about the Eglinton LRT, I see that "Tree protection measures will be in effect, and environmental personnel will be on site to ensure tree removal and protection is carried out in accordance with regulatory requirements. All removals have been approved by the City of Toronto and Toronto and Region Conservation Authority (TRCA). Upon the completion of the Crosstown LRT, new trees will be planted in place of the removed ones." My question is, will the city and TRCA be involved in tree removals for the Ontario Line?
April 15, 2020	Sounds like a good plan

Date	What do you think of the Ontario Line Environmental Impacts?
April 24, 2020	<p>What is often overlooked is the overall disruption in terms of time and extent. We have the Eglinton LRT as a perfect example. Using Deep bore TBM appears to have less effect on the surface - but does it? True, the tunneling doesn't have disruption - but every kilometer there is a 100m to 200m long excavation for a station (depending if we are talking subway or LRT). Often another excavation is required for an emergency exit between stations. The stations are always located at intersections, where they produce the most disruption to 2 major streets at the same time. Being TBM, they have to be built very deep. Deeper stations have construction time and cost increase exponentially. Thus on Eglinton, we see 5 year construction for the stations.</p> <p>If we switch to modern cut-and-cover construction, the transit line will be built much shallower. The stations will also be much shallower, reducing the disruption in half at these critical intersections. True there is some disruption along the entire route - but that is a less critical area as it only affect 1 street at at time. Using precast component, there could be a moving operation of trenching, laying precast tunnel segments, and backfilling that moves along at a reasonable pace. Temporary decking is only needed at the stations. Other advantages of cut-and-cover are multiple areas can be worked on at one time (TBM requires entire tunnel to be completed before station construction can begin). It's a simpler technique that can be done by local contractors. Finally, the finished product is more desirable since the time for passengers from street to platform is much less. Not only is cut-and-cover less cost, it's also shorter construction disruption and more convenient in service. Please consider cut-and-cover as much as possible.</p>
June 3, 2020	<p>It appears that part of the line goes directly above the Lower Don Parklands, ET Seton Park as well as the Lower Don Recreational Trail. How will you mitigate the environmental impacts during both the construction phase as well as the operational phase? Will a new bridge be put in place just eastbound of the proposed Thorncliffe Park station? If it goes over top of the Don River West Branch, would it perhaps make more sense to place it on the existing Overlea Blvd bridge?</p>
July 26, 2020	<p>I am 68 years old. I have lived in my home for 27 years. It was a slum when I moved here! I have invested hundreds of thousands dollars. I have had 5 different cancers. Two were stage 3 and 4. COVID-19 has taken a toll on my health. Now I am being told that this PC government wants to run an overhead rail up my keister using a crayon design despite the years of collaboration with communities across Toronto to ensure that "The Relief Line" would minimize impact on communities. Metrolinx's "current environmental assessments" and your "community meetings" ARE A JOKE! What is the "mitigation" when Dougie only cares about Scarborough and Etobicoke? He hates Toronto! You are a corporation... Union? I doubt it!</p>
September 2, 2020	<p>Need assurances that any tunelled areas are designed so there is absolutley no vibration or noise impact on an existing building when a train travels through the tunnel.</p>



**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Public Feedback – What do  
you think of the Ontario Line  
Elevated / Above-Grade  
Tracks?**

Date	What do you think of the Ontario Line Elevated / Above-Grade Tracks?
January 23, 2020	Ontario line from Cosburn station should keep running UNDERGROUND in much shorter- streamed line trajectory directly to the middle of the Thorncliffe Park neighborhood , but cross DVP on the new constructed bridge , then continue above ground to Flemingdon Park and Eglinton Ave. New future interchange station should be considered in area of crossing with Richmond GO train line (beside DVP) to ease passenger volume from union station and also increase transit possibilities and access to Science Centre or Eglinton CrossTown LRT.
January 25, 2020	It is clear that the realistic option is below grade in the more densely areas of the OL route. Below grade may also offer opportunities for deviation of the route if required. Below grade also should enable the use of existing subway trains / cars - most likely keeping the operations costs lower. The Environmental impacts should address all aspects of each option - all construction and operations impacts - in addition to "increased transit traffic".
January 28, 2020	Unfortunately I was unable to attend the meeting at the Science Centre regarding the Ontario line between Overlea and Don Mills Road, however I was advised that you intend on putting an elevated structure right outside our condo building at [REDACTED] and the townhomes! Was no thought given to the affect that this would have on the owners of the condo as far as noise and visual effects go? This will decrease our property values as imagine sitting on your balcony with that view and noise... More though needs to be given to this as this line should be underground and not right outside a residential building.
January 28, 2020	We live on Degrassi Street just south of Dundas and although we are a fair distance from the proposed above grade Ontario Line we are concerned about the impact on the neighborhood if it goes forward. Noise,removal of parkland,expropriation of property and general disruption of a quiet neighborhood are concerning. We are all in favour of more transit but would like to see it put underground to mitigate these concerns. We have lived here for over 40 years and love the area. We hope serious consideration of an underground route through Riverside and Leslieville will be forthcoming. [REDACTED]
January 28, 2020	I strongly support looking at options like elevating rail, especially in existing rail corridors. It's a great way to get more transit for the money available, and it also makes connections with GO and surface transit more convenient.
January 29, 2020	Going above ground, particularly between Gerard and the Don, will have a negative impact on the livability of the neighbourhood. It makes far more sense to return to the previously proposed relief line. Significant money is being invested in making the lower don lands more livable and this will undermine that work.
January 29, 2020	I think you are making a big mistake going above ground between Gerard and west of the Don River. If you must cross the Don above ground consider coming to the surface between Queen and Eastern. I like the idea of the cross platform transfers at East Harbour but NO ONE thinks 6 tracks running through a neighbourhood of single family homes is acceptable.
January 30, 2020	Metrolinx team, I am a Riverside resident, and I'm still in disbelief that above-ground option is being put forward as the best option through the Leslieville/Riverside stretch. Questions/feedback include: 1) Would tracks/railway right-of-way have to be widened? If so, how much? 2) If tracks do have to be widened, does this mean that the entire section(s) of parks & green space through the neighbourhood would be impacted/expropriated? 3) Would bridges have to be extended? On sections like Dundas, would it require major surgery to the road to still allow for vehicles with higher heights to be able to clear? Biggest question: Was the idea to put it above ground all just based on trying to avoid the engineering logistics of going beneath the Don river? If we weigh the 100-year cost of solving that problem vs doing (in my opinion) the lazy, health-hazardous, short-sighted approach of just expropriating some land and slapping it next to an existing track, we'll crush one of Toronto's oldest neighbourhoods. I'm all for density and progress. YIMBY. I'm ok with construction pains on the Relief Line/OL. But please-- do not cut through the heart of this neighbourhood and put this above ground. [REDACTED]

Date	What do you think of the Ontario Line Elevated / Above-Grade Tracks?
January 30, 2020	I think that increasing the noise of all the trains running through a neighbour full of kids is a bad idea. I think it should be underground.
January 30, 2020	I think elevated/above-grade tracks is a horrible idea for a whole host of reasons: noise pollution, decreasing property values, environmental impacts (i.e. taking out beautiful parks/trees that cannot be easily replaced), traffic issues (on roads that really aren't wide enough to have something elevated on top of it), weather issues (i.e. the winter outside trains in Toronto do not work as well - just ask anyone who rides the TTC through the Davisville section how many times they've been late to work because of it after a snow or any weather), etc.
January 30, 2020	Most important is what will move people the most effectively. The trains MUST have priority at grade over vehicle traffic and at signals. If the route is on the surface, there will be a temptation to put too many stops in which slows travel times.
February 11, 2020	I believe that the expansion/widening of the above-ground track route through Leslieville and Riverside will destroy the streets/community and families that live adjacent or along that route. It will destroy Jimmie Simpson park, McCleary park and Bruce Mackey park and require the expropriation of many homes of families in those neighbourhoods. These are well-used community parks and recreation centres. Putting the line underground is the least disruptive solution for the neighbourhood and I believe to be more reliable rather than dealing with weather induced disruptions/maintenance.
February 16, 2020	I am adamantly opposed to the plans I see for the above-ground portions of the Ontario Line from Gerrard-Eastern. I do not understand how this is even being contemplated. It seems that no consideration of the surrounding community was given whatsoever. I am deeply concerned at the negative impact this will have on the community and on me personally, given the close proximity of my home to the proposed route. There are no mitigation steps that could possibly address the negative impacts of this madness. Please return to the original DRL plan and scrap this Ontario Line plan to build a subway
February 17, 2020	I'm concerned about the impacts of using the Lakeshore East corridor on future GO expansion, as well as future service improvements to VIA rail.
February 18, 2020	Building it elevated would cost less than building it underground, and it is certainly better than building it at grade. I support building it elevated, taking in consideration the budget the government currently has for this project.
February 19, 2020	No thank you. In urban areas, please put a subway underground. It may be an idea to have at grade or above grade on existing rail corridors or the DVP.
February 26, 2020	There is no reason to put the 2km section of track above grade from Eastern Ave to Pape&Gerrard. Put it underground as was originally planned and Enviro Assessed by the City. You will devastate a livable and thriving residential neighborhood if you dont. What is the real cost of that? The entire city loses. Families over trains.
March 30, 2020	I bought an under-construction condo that will be on don mills (at the Eglinton-Don Mills intersection). Could you please bury the Ontario Line at around the intersection (Science Centre terminus station)? Many condos are getting built there, thus an elevated station and guideway would be extremely detrimental to our quality of life, land values, and overall community well-being. It would be a huge mistake to build elevated tracks in an area that will have lots of residents living right next to them.
April 4, 2020	I think the above grade sections make a lot of sense if it means that it get built faster and cheaper. People complaining about noise impacts need to understand that noise from transit comes with living in a city like Toronto.
April 7, 2020	<p>I would like to add my voice to those who are adamantly opposed to the above-grade track plan through both Thorncliffe Park and Riverdale/Leslieville. We should instead be thinking very long term re impacts to these residential neighborhoods -- be it expropriating valuable housing/park land, significantly increased rail traffic beside homes and schools (6 tracks of various trains upwards of every 45 secs), massive graffiti covered noise barriers, and general plight on urban environments -- the regret that will be borne by future generations is massive. To save some time and \$\$ now by "linking" up with existing rail system for vast km's, when the technology and resources exist today to bury our tracks (way moreso than the 50's / 60's for Bloor line) does not make any sense in the long view. Combined with the will of these communities to accept years of construction pain, so long as its done right (for our children and grandchildren), this decision to go above grade for any portions other than crossing Don Valley/River or within Exhibition grounds is terribly short sighted.</p> <p>I will add that in light of current Covid-19 situation, and the significant cost impact that has to our entire country, would implore Metrolinx and the Ontario Government to seriously rethink the necessity of this extensive project, COMPARED TO to the previously greenlit and somewhat more modest Relief Line plan (Pape to Queen stn). I applaud the efforts for more extensive transit, as do majority of those living in the communities that will be served by this added capacity, and welcome expenditures on alternatives to buses and streetcars, but the 2018 version of Relief Line would be the place to re-focus our energy and \$\$, not this Ontario Line.</p>

Date	What do you think of the Ontario Line Elevated / Above-Grade Tracks?
April 15, 2020	The line should just be underground, following the original relief line alignment
April 22, 2020	<p>I somehow doubt there is large merit in elevating the tracks south of Bloor (Danforth). Elevating the line near Cherry Street and then going back underground at Gerard seems like a relatively short distance for large inconvenience. A big misconception is the cross-platform transfer. The only people who will do that are those with destinations on the Ontario Line - otherwise they will go to Union Station. And those people with destinations on the OL, they will choose to transfer as long as the transfer is more convenient than that at Union - which is not hard to do with any type of interchange station.</p> <p>As long as the Queen Street portion through downtown is TBM, allow that to continue under the Don River to about Logan Ave. From here, switch to cut-and-cover and continue along Eastern to Pape, and curve north on Pape. A key sewer exists at Carlaw. If TBM is used, it must be deep enough to not disrupt this - which has implications for station and emergency exit costs all the way up to Pape Station. By doing cut-and-cover, the line can go over the sewer. This cut-and-cover is much less expensive and faster to construct. It could continue cut-and-cover up to (near the ) Millwood Bridge, where it would continue elevated thereafter. If public opposition is high - the only option to elevated should be cut-and-cover - not TBM with it's expensive 30m+ deep stations.</p> <p>Has consideration been given to enclosing elevated portions of track with glass. This would reduce noise, and possibly make tracks, switches and signals more reliable with the elements (rain, snow) not having an effect.</p> <p>For underground portions, consider using rubber mounted track to reduce noise. Remember, spending a few million per kilometer to reduce noise is a good deal when you can save 100's of millions per kilometer in tunneling related costs.</p> <p>Finally, cut-and-cover refers to a modern technique and not necessarily what Toronto saw in the 1950's. In some portions, you can cut, install precast tunnel segments, and back-fill without any decking required - it would essentially be a ~150m long moving operation (moving at maybe 20m per week). At some segments, a (re-usable) Temporary Modular Bridge can be used to carry traffic over an excavation. Another key to remember is that cut-and-cover results in shallower stations. Shallower means less expensive and less time consuming to construct - and this generally occurs at the critical intersections.</p>
May 29, 2020	<p>Lets compare the above grade route from Kennedy station on line 2. It ends at Kennedy. Then you get off and move to above grade to Scarborough Town Centre. Politics played a part in this above ground system that will be replaced with the same track as the Line 2 that currently ends at Kennedy. Please use ISO standards for this proposed route. Stay the course of a well established standardized system like Line 1 that uses the system system from Vaughan City Centre all the way down to Union and up to Finch. Soon this standardized approach will be used to Richmond hill. Note: It seems to run Parallel to the Go Line which I think is great. So keep it standardized and follow ISO standardized approach.</p> <p>The same approach should be applied to extend line 2 all the Mississauga City Centre going west and same for going east all the way to Oshawa.</p>
May 30, 2020	Proposed plans will absolutely kill Jimmy Simpson park. Why haven't you published the savings of running this section of the line above grade. Is it worth it?
June 10, 2020	I think the impact on the environment in and around the neighbourhoods, schools, pedestrians, homes will be catastrophic for the community. This will change the fabric of their day to day life and will make using outdoor space unlivable.
June 12, 2020	I think the Ontario Line should be buried underground to avoid these negative impacts (noise, pollution, etc.) to local communities and businesses.
June 27, 2020	I disagree with the elevated/above ground portions of this project as they will be disruptive to quality of life and economic impacts to property owners in the respective areas.
July 21, 2020	When will you provide information on the cost of building JUST the bridge across the Don Valley? Or how about the expropriation costs above grade? How about a list of City parks and community centres you are planning on destroying? Can't wait to hear back!!!!
August 17, 2020	I believe that Metrolinx must more seriously consider the use of below grade tracks through the Leslieville community. Adding more tracks to the existing rail corridor will impact numerous aspects of the community - existing heritage housing and structures, critical green space, a beloved community centre, and long standing accommodation for the elderly and homeless. The argument that it must be an above ground line to make transfers easier for GO commuters at the Lever Lands is spurious. Why can't the tracks be built below the existing rail corridor? Noise walls for the length of the tracks through Leslieville seems misaligned with the goals of active and sustainable communities and more akin to the division of a city.

Date	What do you think of the Ontario Line Elevated / Above-Grade Tracks?
August 18, 2020	I think if there is station at cherry st.would be good to consider. Since it can connect Street Car 504 for King street connection and also with future connection to Portland area and future East bayfront LRT.
August 22, 2020	Even with higher costs, underground lines prove to be future proof, maintaining constant service and quality of use to the people all year long. If possible it's always the best option.
August 31, 2020	Yes
September 2, 2020	Steel tracks and wheels make far too much noise---mitigation is only good if it eliminates the noise or vibration. Below grade with proper design is the way to go, not above grade.
September 5, 2020	I am very concerned about the noise, visual impact and pedestrian/vehicular mobility impacts of at grade and especially above grade tracks through existing built-up neighbourhoods. Please put new lines underground in these areas.

**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Public Feedback – What do  
you think of the Ontario Line  
Technology?**

Date	What do you think of the Ontario Line Technology?
January 25, 2020	The Technology Assessment must also include assessment of technologies for all three options and must include the projection of costs to operate the technologies, including additional training and / or upgrading of skills for workforce. And, the advantages / disadvantages of seamless transfer of the technology used on the existing subway to the new OL, including trains that are scheduled to proceed from and to the OL from the existing line, without the transfer of people from 1 vehicle to another.
January 28, 2020	Imagine having 40 trains an hour right outside your condo building at 1- Leaside Park Drive on an elevated structure.
January 28, 2020	<p>The Ontario Line should be built to existing TTC subway specifications. This is such a crucial rail corridor that capacity and compatibility should be top priorities. The slides presented at the Ontario Line open house state:</p> <p>"We expect the line to feature light, automated trains like the ones used in Vancouver, London, Paris and Singapore."</p> <p>I find this sentence very troubling. We are currently planning to remove and replace the Scarborough line (which uses Vancouver skytrain technology) in large part because of incompatibility with the TTC network and the cost to maintain it. Yet we're simultaneously proposing another new technology-- which will require separate maintenance yards, and train purchases.</p> <p>In addition to Vancouver, it's extremely misleading to use London, Paris and Singapore as examples. Singapore only uses light/short trains as feeder service to their main transit lines (and none downtown). London and Paris are forced to use small trains because of how old their systems are-- all their new lines are using very large trains (look at the Elizabeth line).</p> <p>The biggest selling point of light/short trains seems to be frequency. But with automatic train control high frequency service shouldn't be an issue using current TTC trains-- and future TTC rolling stock will likely bring even more improvements.</p> <p>I never provide feedback on these sites but I can't believe alternate train technology is still being considered for this line. Please help me regain faith in my provincial government. :)</p>
January 29, 2020	I think you did not provide enough information for me to have a useful opinion. What are the options and trade-offs?
January 29, 2020	It has to work and the Canada Line in Vancouver is not necessarily a good example. I hear it is already too small and can't be expanded.
January 30, 2020	I love the idea of modern electric trains. I would be VERY concerned and AGAINST the project if it were to consider technology that create carbon emissions like the diesel UP express trains, there is no need to go with diesel first and then electric conversion later. Do the right thing, from the start.
January 30, 2020	I think the same track gauge and similar rolling stock to existing TTC lines should be used it should also be operated under the TTC.
January 30, 2020	All good. As much Canadian, and or / Ontario suppliers as possible. Consider hiring from the communities that will be served to staff the community offices. As much alignment with existing Metrolinx equipment as possible to minimize costs.
March 5, 2020	<p>It appears that the province will bull-doze ahead regardless of Environmental and social impacts (EA input).</p> <p>Should politics be allowed to reign over due diligence in engineering design, public input and environmental considerations?</p> <p>The proposed legislative changes to allow early works to begin prior to an EA, and proposed changes to the Expropriation Act, and shortened timeline for public consultation and feedback, suggest that the Ontario Line a done deal. This chosen route was based on one-persons hastily drawn line on a map. This really begs many questions on the design process. This will set a new precedent for future design/construction of all linear engineering projects in Toronto.</p>
April 2, 2020	<p>Why not use similar technology as the TTC Subway system, including rolling stock, track, and signalling work, to deliver this line? Wouldn't this allow the Ontario Line to be more closely integrated with the existing subway system?</p> <p>However, I commend Metrolinx's pursuit of using tested and proven technology to get transit built in Ontario. Well done!</p>
April 7, 2020	I applaud the technology of automation and efficiency and electrification. But to propose these single deck trains running above ground (up to 40 per hr), cutting directly through some long established residential communities (Riverdale, Leslieville, Thorncliffe) concurrently with their Via/GO/freight train siblings, across min 6 tracks, is short-sighted planning and would be highly regrettable for the city. No matter how quiet the technology may propose, that volume will still require significant walls as noise barriers... and even if similar to the "see-through" ones used for UP Express line, will inevitably be covered in graffiti all the time. On behalf of the neighbourhoods being asked to forego an underground track option (aka A SUBWAY), no thank you.

Date	What do you think of the Ontario Line Technology?
April 15, 2020	The line should use regular subway technology, consistent with lines 1 and 2
April 22, 2020	You should consider buying the Alstom Metropolis trains used in Sydney.
April 22, 2020	<p>This is a good idea, especially because the track connection at Pape appeared to add significant cost and disruption - just for the purpose of using an already full Woodbine storage yard. A key consideration is train width - make sure they are wide enough. Another key is expand-ability. Interchange stations (i.e. Pape, Queen, Osgoode) should have 3 platforms and 2 tracks (i.e. Spanish Solution), to allow faster boarding to these stations that govern the train frequency on the entire line. These same stations could have provisions for extension of length as well.</p> <p>Here's how it would work: Initially, let's say trains are 100m long. All stations built with 100m platforms - although more minor stations (i.e. Cosburn, Flemingdon) could be 20m shorter. Interchange stations would have 3 platforms and expand-ability to 120m length. In distant future, run 120m trains. North of Bloor, the last train car would not line up with the platform. South of Bloor, the first train car would not line up with the platform. At interchanges, all trains line up with the platform. This allows shorter and cheaper stations where use is not as high, and maybe shorter elevated stations where aesthetics is more important.</p> <p>Without proper modelling, I can't say for sure - but I suspect that adding 20m to each of the above platform length would be wise to ensure the line is future-proofed.</p>
May 13, 2020	<p>I love that some of the stations have free public access WiFi... Where are we in getting this extended to all stations and onto the cars themselves?</p> <p>Thanks, [REDACTED]</p>
May 15, 2020	I think the Alstom Metropolis is an amazing choice for rolling stock, due to its fast speed & acceleration, capacity, and overall success around the world (ex. Montreal's REM project, Sydney Metro).
May 22, 2020	The proliferation of technologies means that increasingly each line seems to have its own non-interchangeable technology. This strikes me as lacking flexibility and increasing maintenance costs, perhaps to the point where increased maintenance costs exceed any benefit in construction costs.
May 29, 2020	<p>Not sure what system you have proposed. Does it follow the same standardized system you have now that is well established on Line 1 and Line 2.</p> <p>or are you setting up a whole new line. Remember the Union-Pearson Express. Thank --- you are switching to the GO standard system cars. Yeah but you folks should have used the same system as Line 1 and Line 2. Please stick to proven ISO standardized methods. Unless you have a good reason why you are getting off track. Please send me some simple information for the layperson to follow this Ontario Line Technology you folks are planning to use. ....pretty please</p>
June 28, 2020	<p>I think modern electric rail tech would be really useful, but do remember that it will be a decade defining rail system and therefore must be sustainable for future generations.</p> <p>Consider efficiency, modernity in design, and sustainability for the future.</p>
August 25, 2020	<p>As a layperson I am hoping you use ISO standardization like what has been used for Line 1,2 and 4. To try new and better technology lets look at what banking and NASA where they use ISO standaization which has worked well in the past. The Eglinton cross town uses as a layperson a street car which is bigger then the subway car. So again as a layperson in more to accommodate a bigger streetcar underground but what the heck its cheaper above ground. I refer to line 3 which should have never been built. If we followed the Standardization approach which is well established for Line 1,2,4, just maybe today folks would be bringing it to the City of Toronto Eastern border with goal to Oshawa. After all you folks are use ISO standardization on line 1 from Vaughan city centre down to Union up and around north to finch with approved plans in a standardized way to Richmond Hill. Line 2 should hopefully have the same line expanded to Mississauga City Centre.... So its great to use new technology but hopefully you all use ISO standardization. Union-Pearson express new cars I understand was changed to GO trains, its good that they can use GO trains its just too bad they did not use the well established standard line 1,2,3 which would have been I think much better. So would love to see what ISO standardized approach you folks are using for Ontario Line that compares to the Line 1,2,3. which I consider as a layperson the standardized line for Toronto and area.</p>
September 2, 2020	Look at rubber wheeled technology (Montreal) or better yet the magnetic elevated touchless systems used in Japan



**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Summary of Public Email  
Correspondence**

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
December 10, 2019	<ul style="list-style-type: none"> <li>Requested to know who the successful bidder to construct the Ontario Line was</li> </ul>	December 16, 2019	<ul style="list-style-type: none"> <li>Metrolinx clarified the Ontario Line was currently progressing through further design work before entering procurement, which is scheduled to begin the following year with a targeted financial close in 2022</li> </ul>
December 11, 2019	<ul style="list-style-type: none"> <li>Requested confirmation and timelines of drilling work on Minton Place</li> <li>Requested information on why notices had not been sent out for drilling work</li> <li>Requested information regarding open house locations, specifically if an open house would take place between the Danforth and the Don Valley Parkway</li> </ul>	December 12, 2019	<ul style="list-style-type: none"> <li>Metrolinx confirmed drill work was scheduled within the week starting on Minton Place and continuing south down Pape Avenue</li> <li>Metrolinx noted that construction notices were currently in distribution and were expected to arrive in mailboxes shortly</li> <li>Metrolinx indicated that there are many opportunities to provide input throughout the life cycle of the project and directed the individual to the Project webpage for information on how to get involved (<a href="http://www.metrolinx.com/ontarioline">www.metrolinx.com/ontarioline</a>)</li> <li>Metrolinx indicated a fifth open house would take place in East York</li> </ul>
December 11, 2019	<ul style="list-style-type: none"> <li>Requested that Metrolinx provide the location of the future Moss Park Station and estimated completion date</li> <li>Noted that they live in the area</li> </ul>	December 12, 2019	<ul style="list-style-type: none"> <li>Metrolinx noted the alignment would evolve throughout the design and procurement process, as they continue to gather more information, including details on ground conditions, community and environmental impacts</li> <li>Metrolinx noted that final stop and station locations are still being studied, and noted updated information would be provided on the Ontario Line webpage as the Project moves forward</li> </ul>
December 11, 2019	<ul style="list-style-type: none"> <li>Requested to know the forecasted completion date for the Ontario Line and where the Moss Park, Corktown and East Harbour stops will be located</li> </ul>	December 12, 2019	<ul style="list-style-type: none"> <li>Metrolinx confirmed the estimated completion date for the Ontario Line is 2027</li> <li>Metrolinx noted the alignment would evolve throughout the design and procurement process, as they continue to gather more information, including details on ground conditions, community and environmental impacts</li> <li>Metrolinx noted that final stop and station locations are still being studied and updated information would be provided on the Ontario Line webpage as the Project progresses</li> <li>Metrolinx provided the Project webpage link for more information</li> </ul>
December 12, 2019	<ul style="list-style-type: none"> <li>Requested to know where the future Moss Park station would be located and when it would be completed by</li> </ul>	December 12, 2019	<ul style="list-style-type: none"> <li>Metrolinx indicated that the precise location of the alignment will evolve throughout the design and procurement process.</li> <li>Metrolinx provided the link to the Project webpage for more information</li> </ul>
December 13, 2019	<ul style="list-style-type: none"> <li>Requested to know if the line will be built underground between Gowan and Minton Place and expressed concern with potential impacts</li> <li>Noted that there was no map available indicating unground/ above-ground alignment and suggested a more detail map be provided on the Project webpage</li> </ul>	December 16, 2019	<ul style="list-style-type: none"> <li>Metrolinx confirmed the line would be underground between Gowan and Minton Place and a map outlining elevation across the line would be available soon</li> <li>Metrolinx provided the Project webpage link for more information</li> </ul>
December 19, 2019	<ul style="list-style-type: none"> <li>Provided several recommendations regarding sampling locations and track design</li> <li>Requested more soil samples be taken on different streets</li> </ul>	February 3, 2020	<ul style="list-style-type: none"> <li>Thanked for recommendations</li> </ul>
December 20, 2019	<ul style="list-style-type: none"> <li>Requested to know the award date for the general contractor for the Ontario Line Project</li> </ul>	January 23, 2020	<ul style="list-style-type: none"> <li>Metrolinx indicated that they will begin procurement in 2020 and will determine contractors in 2022</li> </ul>
December 28, 2019	<ul style="list-style-type: none"> <li>Requested that Metrolinx clarify how they would comply with the Environmental Assessment Act as the Provincial Government and City of Toronto had come to an agreement on the proposed alignment of the Ontario Line</li> </ul>	January 10, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed undertaking planning and design work, including environmental work in compliance with all applicable legislation and regulations</li> <li>Metrolinx further explained that environmental fieldwork and desktop studies are currently underway to inform planning of the Ontario Line.</li> </ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none"> <li>Noted that in speaking with Cindy Batista of the Ministry of the Environment, Conservation and Parks, Metrolinx as the proponent has the responsibility to comply with the Environmental Assessment Act</li> </ul>		<ul style="list-style-type: none"> <li>Metrolinx noted the work would make use of previously completed environmental studies, including those carried out for the Relief Line North and Relief Line South, and would cover the entire extent of the Ontario Line. Potential impacts would be identified and mitigated and once complete, these reports will be shared with the public for review.</li> <li>Metrolinx provided the Project webpage link for more information</li> </ul>
January 7, 2020	<ul style="list-style-type: none"> <li>Noted they did not receive a notice related to digging work in their area but saw that it was published online</li> </ul>	January 8, 2020	<ul style="list-style-type: none"> <li>Metrolinx apologized for the resident not receiving the notice and confirmed the standard is to deliver notices to residences within 500 m of the digging area</li> </ul>
January 9, 2020	<ul style="list-style-type: none"> <li>Noted that no flyer was attached to the email about Ontario Line Public Open Houses and requested to know if the same information would be presented at each event</li> </ul>	January 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided the flyer for Ontario Line Public Open Houses and confirmed that identical information would be provided at each event, with staff available to answer questions</li> <li>Metrolinx noted that an online version of materials would be available through the Project webpage</li> </ul>
January 10, 2020	<ul style="list-style-type: none"> <li>Requested to know if public events in Scarborough were taking place for the Ontario Line</li> <li>Requested information on how the Ontario Line Project differs from the Relief Line</li> </ul>	January 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that four public open houses would take place in late-January/ early-February and provided the Project webpage link for more information</li> <li>Metrolinx noted that display boards would be set up at each open house, covering multiple topics with Project staff available to answer questions</li> <li>Metrolinx confirmed an online version of the open houses would also be available</li> </ul>
January 10, 2020	<ul style="list-style-type: none"> <li>Requested to know when the presentation materials from the Ontario Line Public Open Houses would be available</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that meeting materials would be made available online immediately following the in-person meetings</li> </ul>
January 10, 2020	<ul style="list-style-type: none"> <li>Inquired whether Metrolinx is responsible for the Ontario Line Project</li> </ul>	January 21, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that together with Infrastructure Ontario, they are responsible for planning four priority projects under the Government of Ontario's Subway program, including the Ontario Line</li> <li>Metrolinx provided the Project webpage link for more information</li> </ul>
January 10, 2020	<ul style="list-style-type: none"> <li>Concerned about having to move or having to exit their home during construction of the Ontario Line</li> </ul>	January 23, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted that the alignment has not yet been confirmed and may change throughout the design process</li> <li>Metrolinx expressed understanding that homeowners will want to remain informed on potential property impacts and provided the Project webpage link for more information</li> </ul>
January 10, 2020	<ul style="list-style-type: none"> <li>Requested to know if Ontario Line Public Open Houses were being planned in locations between the Danforth and the Don Valley Parkway</li> </ul>	January 23, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the various opportunities for interested individuals to provide feedback and confirmed another round of public engagement would take place in the spring of 2020</li> <li>Provided a link to the Project webpage for more information</li> </ul>
January 11, 2020	<ul style="list-style-type: none"> <li>Noted they could not attend a Public Open House but wanted to get involved</li> <li>Requested to know how they could protest the subway running along Pape</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the presentation would be posted online, and online engagement activities would be available following the Public Open Houses</li> </ul>
January 11, 2020	<ul style="list-style-type: none"> <li>Requested to know if the Ontario Line was following a Class EA or Individual EA process and thanked Metrolinx for responding to previous questions</li> <li>Requested to know how to participate in the engagement process as they are disabled and unable to attend in-person events</li> </ul>	February 7, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the Ontario Line Project would be undergoing an EA under the <i>Ontario Environmental Assessment Act</i> but are currently still in the pre-EA phase</li> <li>Metrolinx provided a link to the Project webpage where digital versions of display boards are available</li> </ul>
January 12, 2020	<ul style="list-style-type: none"> <li>Noted they could not attend a Public Open House but wanted to get involved</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the presentation would be posted online, and online engagement activities would be available following the Public Open Houses</li> </ul>
January 13, 2020	<ul style="list-style-type: none"> <li>Received the Notice of Public Open Houses and expressed concerns about elevators and washrooms at the stations</li> </ul>	January 22, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked for sending email and noted that their comments/suggestions will be shared with the Project Team</li> </ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
January 14, 2020	<ul style="list-style-type: none"> <li>Questioned whether the presentations would be identical at each of the Public Open Houses</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the presentation would be identical for each of the open houses</li> </ul>
January 14, 2020	<ul style="list-style-type: none"> <li>Noted they will attend the Public Open House on January 29 and requested if prior registration would be required</li> </ul>	January 14, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that registration will take place in-person at the Public Open House</li> </ul>
January 14, 2020	<ul style="list-style-type: none"> <li>Questioned whether the presentations would be identical at each of the Public Open Houses</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the presentation would be identical for each of the open houses</li> </ul>
January 15, 2020	<ul style="list-style-type: none"> <li>Requested confirmation that Public Open Houses for the Ontario Line Project would be hosted in 2020</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the Ontario Line Open House dates are for 2020</li> </ul>
January 16, 2020	<ul style="list-style-type: none"> <li>Requested to know the open house format</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the Public Open Houses will follow a drop-in format and will not include formal presentations</li> <li>Metrolinx noted that staff would be available to answer questions and collect feedback</li> </ul>
January 16, 2020	<ul style="list-style-type: none"> <li>Questioned whether the Ontario Line would have a separate fare or integrated fare</li> </ul>	January 21, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the Province of Ontario would own the Ontario Line and the TTC would operate the line, similar to the arrangement for the Eglinton Crosstown LRT</li> <li>Metrolinx confirmed that the Ontario Line would run as part of the existing TTC network and be accessed with a TTC fare</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
January 17, 2020	<ul style="list-style-type: none"> <li>Questioned whether the presentations would be identical at each of the Public Open Houses</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the presentation would be identical for each of the open houses</li> </ul>
January 17, 2020	<ul style="list-style-type: none"> <li>Requested details on Public Open House timing, agenda and the opportunity to speak to Project Team members</li> </ul>	January 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed details regarding the Public Open Houses and confirmed that subject matter experts would be available to answer questions and collect feedback</li> </ul>
January 18, 2020	<ul style="list-style-type: none"> <li>Requested to be added to the Project Distribution List</li> </ul>	January 21, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed inclusion on the Project Distribution List</li> </ul>
January 20, 2020	<ul style="list-style-type: none"> <li>Requested to know if a formal presentation would be included at the Public Open Houses</li> </ul>	January 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the Public Open Houses would not include a formal presentation but would include display boards with staff available to answer questions.</li> </ul>
January 20, 2020	<ul style="list-style-type: none"> <li>Questioned whether the Ontario Line would have a separate fare or integrated fare</li> </ul>	January 21, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the Province of Ontario would own the Ontario Line and the TTC would operate the line, similar to the arrangement for the Eglinton Crosstown LRT</li> <li>Metrolinx confirmed that the Ontario Line would run as part of the existing TTC network and be accessed with a TTC fare</li> </ul>
January 20, 2020	<ul style="list-style-type: none"> <li>Requested to speak to a Project Team member about plans for the Ontario Line, specifically related to property impacts</li> <li>Requested to know if an environmental assessment was being completed</li> </ul>	January 21, 2020	<ul style="list-style-type: none"> <li>Metrolinx indicated that they will forward the email to the Project Team to provide more information</li> <li>Metrolinx noted that details such as the alignment and property requirements will change from the Relief Line</li> <li>Metrolinx confirmed all impacted property owners would be notified.</li> </ul>
January 20, 2020	<ul style="list-style-type: none"> <li>Requested the award date for the general contractor</li> </ul>	January 23, 2020	<ul style="list-style-type: none"> <li>Metrolinx indicated that they will begin procurement in 2020 and will determine contractors in 2022</li> </ul>
January 21, 2020	<ul style="list-style-type: none"> <li>Question if free parking would be available at the Open House taking place at the Science Centre</li> </ul>	January 22, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed complimentary parking would be provided and that individuals must use the parking lot access off Don Mills</li> </ul>
January 21, 2020	<ul style="list-style-type: none"> <li>Inquired about stop planned in Corktown</li> </ul>	January 22, 2020	<ul style="list-style-type: none"> <li>Metrolinx indicated that the alignment of the Ontario Line will evolve throughout the design and procurement process as more information is gathered</li> </ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none"><li>• Metrolinx requested to know if the individual would like to join the Project Distribution List</li></ul>
January 22, 2020	<ul style="list-style-type: none"><li>• Questioned whether the machinery/ trucks required for drilling on Degrassi would be removed</li></ul>	January 22, 2020	<ul style="list-style-type: none"><li>• Metrolinx noted that drilling work typically takes between two to three weeks to complete</li><li>• Metrolinx confirmed that as soon as the work is completed, they will be removing equipment</li></ul>
January 22, 2020	<ul style="list-style-type: none"><li>• Requested to know when the drilling work on Degrassi would be complete</li></ul>	January 23, 2020	<ul style="list-style-type: none"><li>• Metrolinx confirmed that drilling work on Degrassi is expected to be complete on January 24, 2020</li></ul>
January 22, 2020	<ul style="list-style-type: none"><li>• Requested to know if a video of the Public Open Houses would be available</li><li>• Requested a link to presentation materials be provided</li></ul>	January 22, 2020	<ul style="list-style-type: none"><li>• Metrolinx confirmed that presentation materials would be posted online following the Public Open Houses</li><li>• Metrolinx provided a link to the Project webpage for more information</li></ul>
January 22, 2020	<ul style="list-style-type: none"><li>• Requested to know the locations of active construction planned for the Ontario Line</li></ul>	January 29, 2020	<ul style="list-style-type: none"><li>• Metrolinx noted that more details regarding Project timelines would be shared as the Project progresses.</li></ul>
January 23, 2020	<ul style="list-style-type: none"><li>• Requested to know if the Ontario Line would stop at Exhibition Place and expressed concerns for congestion in this area</li></ul>	February 14, 2020	<ul style="list-style-type: none"><li>• Metrolinx explained that future expansion is always a possibility and would pass this feedback to the Project Team</li></ul>
January 23, 2020	<ul style="list-style-type: none"><li>• Noted that it appeared as if staff at Public Open Houses were not taking notes</li><li>• Expressed concerns of not feeling heard or taken seriously</li></ul>	February 18, 2020	<ul style="list-style-type: none"><li>• Metrolinx confirmed that staff at Open Houses did take notes, feedback was received in a variety of forms, and that an Engagement Summary Report would be provided</li></ul>
January 23, 2020	<ul style="list-style-type: none"><li>• Noted they tried to access online materials for the Public Open House and failed</li></ul>	January 24, 2020	<ul style="list-style-type: none"><li>• Metrolinx provided a link to the Project webpage</li></ul>
January 23, 2020	<ul style="list-style-type: none"><li>• Requested to know if the Ontario Line would pass Bathurst and Lakeshore</li></ul>	January 29, 2020	<ul style="list-style-type: none"><li>• Metrolinx noted that finalized stop locations are still being studied and to stay tuned as the Project moves forward</li></ul>
January 23, 2020	<ul style="list-style-type: none"><li>• Suggestion to create a larger hub at Sherway Gardens Mall for ease of access for individuals living west of Toronto</li></ul>	February 14, 2020	<ul style="list-style-type: none"><li>• Suggestion was noted by Metrolinx</li><li>• Metrolinx stated that currently, the Ontario Line design includes stops between Exhibition Place and the Science Center, but future expansions west is possible</li></ul>
January 24, 2020	<ul style="list-style-type: none"><li>• Concerns raised regarding noise levels of above ground lines</li><li>• Suggestion that all lines should be run underground</li></ul>	February 14, 2020	<ul style="list-style-type: none"><li>• Concerns and suggestion have been noted by Metrolinx and forwarded to the Project Team</li></ul>
January 24, 2020	<ul style="list-style-type: none"><li>• Requested to know if the Ontario Line would finish at Don Mills Subway Station and requested stops be added at Fort York and Fleet Street between Exhibition and King/Bathurst stops</li></ul>	February 5, 2020	<ul style="list-style-type: none"><li>• Thanked for feedback and noted that it would be included in the consultation record</li><li>• Metrolinx provided the link to the Project webpage for more information</li></ul>
January 24, 2020	<ul style="list-style-type: none"><li>• Provided feedback and suggested a stop at O'Connor and Pape</li></ul>	February 6, 2020	<ul style="list-style-type: none"><li>• Metrolinx thanked for their feedback</li><li>• Metrolinx provided the link to the Project webpage for more information</li></ul>
January 24, 2020	<ul style="list-style-type: none"><li>• Concerned about the impacts to the community near Pape and Minton</li><li>• Requested information on property impacts in the area</li></ul>	February 21, 2020	<ul style="list-style-type: none"><li>• Metrolinx thanked the resident for their feedback</li><li>• Metrolinx advised that environmental field studies are currently underway and that the team will be consulting with the public in spring 2020</li></ul>
January 27, 2020	<ul style="list-style-type: none"><li>• Requested to know the location of Leslieville Station</li></ul>	January 28, 2020	<ul style="list-style-type: none"><li>• Metrolinx stated that exact station locations have not yet been determined and confirmed more details would be provided as the Project progresses</li></ul>
January 27, 2020	<ul style="list-style-type: none"><li>• Requested to know construction timelines for the section between Danforth and O'Conner</li><li>• Requested details relating to night construction and property impacts</li></ul>	January 29, 2020	<ul style="list-style-type: none"><li>• Metrolinx indicated the line could be active as early as 2027</li><li>• Metrolinx confirmed they are committed to managing noise and vibration impacts and provided examples of mitigation measures</li></ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
January 27, 2020	<ul style="list-style-type: none"> <li>Noted that East York deserves the same consultation as other communities and expressed disappointment in a Public Open House not taking place in their neighbourhood</li> </ul>	January 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed a fifth Public Open House was being planned for East York the first week of February</li> </ul>
January 27, 2020	<ul style="list-style-type: none"> <li>Stated that the Ontario Line should be completely underground to help mitigate impacts to properties, noise and avoid inclement weather</li> </ul>	January 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the concerns and provided more Project information, including a link to the Project webpage</li> </ul>
January 27, 2020	<ul style="list-style-type: none"> <li>Requested the Public Open House presentation</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a link to the Project webpage</li> </ul>
January 27, 2020	<ul style="list-style-type: none"> <li>Suggested Metrolinx create more alternatives in public transportation to accommodate Toronto's growing population</li> <li>Requested to know how underground/ above-ground line segments are determined</li> </ul>	January 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the individual for their comments and provided the link to the Project webpage for more information</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Requested to know what street the Ontario Line would be moved underneath</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a conceptual phase proposed route drawing</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Noted the colours of the subway lights should be changed to accommodate for colour blind people</li> </ul>	January 29, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the comment and provided information on Accessibility Advisory Committee (AAC)</li> <li>Metrolinx invited the individual to join the AAC</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Provided a comment at the Open House related to the Richmond Hill Line</li> </ul>	January 28, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided details regarding the Richmond Hill line and work being observed</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Requested to know how noise levels were being monitored and how rats would be dealt with</li> </ul>	January 29, 2020	<ul style="list-style-type: none"> <li>Metrolinx indicated they are committed to improving their approach to managing noise and vibration and will follow the Ministry of Environment / GO Transit and TTC Guidelines</li> <li>Metrolinx confirmed they will work on a pest control plan moving forward prior to construction</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Requested details related to the environmental assessment process and why the Ontario Line would not be completely underground</li> </ul>	January 29, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated the line will include a combination of underground and at-grade elevated components</li> <li>Metrolinx confirmed they would fulfill Transit Project Assessment Process (TPAP) requirements</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Commended Metrolinx staff on their professional attitudes at the Ontario Line Public Open Houses</li> <li>Noted that there was an absence of information provided at the open houses, allowing misinformation to grow</li> <li>Expressed concerns related to potential impacts to parks</li> </ul>	January 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the individual for their support and provided a link to the Initial Business Case along with a link to the Project webpage for more information</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Attached a letter titled 'Enhancing the Ontario Line Effectiveness'</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for their feedback and noted it will be shared with the Project Team</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
January 28, 2020	<ul style="list-style-type: none"> <li>Attached a completed feedback form from the Public Open House</li> </ul>	February 6, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for their feedback and noted it will be shared with the Project Team</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Requested to be added to the Project Distribution List</li> </ul>	January 29, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided the sign-up link</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Provided feedback following the Public Open House</li> <li>Requested that Metrolinx host more open houses</li> </ul>	February 6, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for their feedback and noted it will be shared with the Project Team</li> <li>Metrolinx noted that the next round of public meetings is expected in the spring</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Provided feedback on the plan and design for the Ontario Line</li> <li>Suggested the Ontario Line be a subway with bridge crossings</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for their feedback and noted it will be shared with the Project Team</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
January 29, 2020	<ul style="list-style-type: none"> <li>Expressed concern for construction outside condos and impacts to resale value</li> <li>Requested to know if the elevated structure would be on Millwood going over the bridge and how high it would be</li> </ul>	January 29, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided justification for the route</li> <li>Metrolinx stated that technical details could not be confirmed at this time and that the alignment will continue to be refined as the Project progresses</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Submitted a map suggesting ways to improve transit in Toronto</li> </ul>	February 6, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the individual for providing their feedback and encouraged them to consult the Project webpage for more information</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Submitted a comment from the Public Open House related to the Sheppard Subway extension</li> </ul>	January 29, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided an update on the Sheppard Subway Extension, noting the Province would begin exploratory work on cost and completion of timelines to lock in the Project for a future build date, following the completion of the Scarborough Subway Extension</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Requested the Public Open House information be provided online</li> <li>Requested the approved Terms of Reference for the Environmental Assessment</li> </ul>	January 29, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a link to digital copies of open house display boards</li> <li>Metrolinx confirmed their commitment to meeting all regulated requirements under the TPAP, including conduction environmental field studies</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Requested the Ontario Line connect with the Dufferin Loop</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the request for consideration</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>Provided comments related to environmental impacts, budget and timelines, expandability, technology and tracks following the Public Open House</li> </ul>	February 6, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for their feedback</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
January 29, 2020	<ul style="list-style-type: none"> <li>At the Ontario Line Public Open House, requested to know when the Eglinton Crosstown LRT would be operational</li> </ul>	January 31, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a response to a question asked at a Public Open House via email, stating that the Eglinton Crosstown LRT will be operational in September 2021</li> </ul>
January 30, 2020	<ul style="list-style-type: none"> <li>Requested to know how many properties would be accessed, how many locations require drilling work and whether drilling would impact the sewer system</li> <li>Questioned the lane reductions on Cherry Street</li> </ul>	January 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that only one site required drilling which would take approximately two to three weeks to complete</li> <li>Metrolinx confirmed that part of the sidewalk and bike lane would be impacted by drilling on Cherry Street and that it would not impact the sanitary or storm sewer system</li> </ul>
January 30, 2020	<ul style="list-style-type: none"> <li>Questioned the start and end dates for construction at Queen and Carlaw</li> <li>Requested to know if the Ontario Line would be underground and if the plans from Relief Line remained the same</li> </ul>	January 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a link which described the Project timelines and differences between the Relief and Ontario Line</li> <li>Metrolinx confirmed the Ontario Line would include above-ground components</li> <li>Metrolinx indicated that the procurement phase will begin in 2020 and construction should begin in 2023</li> </ul>
January 30, 2020	<ul style="list-style-type: none"> <li>Suggestion to cover tracks instead of tunneling through Leslieville</li> <li>Concerned about potential noise and vibration from trains running so frequently</li> </ul>	January 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for their feedback</li> </ul>
January 31, 2020	<ul style="list-style-type: none"> <li>Questioned if the volume of riders / ridership numbers would impact the footprint of the stations</li> </ul>	January 31, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the volume of riders transferring to and from GO lines is one of several factors in planning of the Ontario Line</li> <li>Metrolinx indicated that the footprint of the GO-Subway interchange stations that allow for level transfers won't necessarily exceed that of the non-interchange stations, though the interchange stations may need to be set up differently</li> <li>Metrolinx provided a link to the Initial Business Case</li> </ul>
February 1, 2020	<ul style="list-style-type: none"> <li>Noted they attended the Public Open House and thought there should have been a formal presentation provided</li> </ul>	February 21, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the feedback would be provided to the Project Team and community relations staff</li> <li>Metrolinx stated that more answers regarding Project details could be provided as the Project progresses</li> </ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none"> <li>Noted several concerns about the above-grade segment of track with regarding to potential environment, noise, property, social and health impacts</li> </ul>		
February 1, 2020	<ul style="list-style-type: none"> <li>Suggestion to add Richmond Hill GO line connection to Ontario Line at Millwood Bridge.</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the recommendation</li> </ul>
February 2, 2020	<ul style="list-style-type: none"> <li>Recommendation to switch elevated track sections due to concerns about noise</li> </ul>	February 3, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the recommendation</li> </ul>
February 3, 2020	<ul style="list-style-type: none"> <li>Concerned about lack of community involvement</li> </ul>	February 4, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that more open houses would take place as the Project progresses</li> </ul>
February 3, 2020	<ul style="list-style-type: none"> <li>Requested to know if Richmond Street had been assessed as a possible station location and if streetcars would be suspended during Queen Street construction</li> <li>Expressed concerns related to potential damages to community surround Gerrard and safety around TTC equipment running in the same corridor as the Ontario Line</li> </ul>	February 12, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that they are still in the pre-EA phase and have many studies and decisions to make before producing final Project designs</li> <li>Metrolinx confirmed that safety is a top priority on all construction sites and that the Ontario Line Project will adhere with those standards.</li> </ul>
February 4, 2020	<ul style="list-style-type: none"> <li>Requested information on how the Ontario Line complies with Transport Canada regulations</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the Project adheres to applicable Transport Canada regulations</li> </ul>
February 4, 2020	<ul style="list-style-type: none"> <li>Noted they attended the Public Open House and electronically submitted several pieces of feedback and signed-up for the newsletter/ Project Distribution List on the Project webpage</li> </ul>	February 5, 2020	<ul style="list-style-type: none"> <li>Thanked for providing feedback</li> </ul>
February 5, 2020	<ul style="list-style-type: none"> <li>Concerned over lack of communication methods and public outreach</li> </ul>	February 6, 2020	<ul style="list-style-type: none"> <li>Metrolinx indicated that online engagement is possible and that they will be passing along suggestions to the Project Team</li> </ul>
February 5, 2020	<ul style="list-style-type: none"> <li>Concerned about the state of Jimmie Simson Park and whether it will be demolished</li> </ul>	February 12, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that they will know more about potential property impacts as the Project progresses into the design phase</li> </ul>
February 6, 2020	<ul style="list-style-type: none"> <li>Requested a copy of the Public Open House display boards</li> </ul>	February 6, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a link to the digital copy of the display boards</li> </ul>
February 6, 2020	<ul style="list-style-type: none"> <li>Questioned how the Ontario Line could potentially impact a plaza in the Riverdale area and if there are plans to expropriate the land</li> </ul>	February 11, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that more details related to property impacts would be provided as the Project progresses into the design phase</li> <li>Metrolinx confirmed that all impacted property owners would be contacted</li> </ul>
February 6, 2020	<ul style="list-style-type: none"> <li>Concerned about the rail expansion near the Jimmie Simpson Recreation Centre and whether the skating rink and park will be impacted due to the expansion</li> </ul>	February 12, 2020	<ul style="list-style-type: none"> <li>Metrolinx acknowledged concerns and confirmed more details regarding property impacts would be provided as the Project progresses</li> </ul>
February 7, 2020	<ul style="list-style-type: none"> <li>Questioned if the Ontario Line was an EA, and if so, whether it is a class EA or individual EA</li> </ul>	February 7, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated their committed to meeting all regulatory requirements and noted that the Ontario Line is following a new regulation</li> </ul>
February 7, 2020	<ul style="list-style-type: none"> <li>Recommendation for Metrolinx to release environmental reports before the request for bidders</li> </ul>	February 11, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the recommendation</li> </ul>
February 7, 2020	<ul style="list-style-type: none"> <li>Requested to know if drawings and schematics would be available for public review</li> <li>Requested further details related to noise and vibration impacts, placement of designated construction vehicles during construction, and who to speak to regarding formal grievances for damages</li> </ul>	February 12, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that environmental studies are still being completed and that more information related to the construction process would be provided as the Project progresses</li> </ul>
February 8, 2020	<ul style="list-style-type: none"> <li>Suggestion for station locations at King/Bathurst or near Stakt Market</li> </ul>	February 11, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the suggestion</li> </ul>
February 9, 2020	<ul style="list-style-type: none"> <li>Suggestion to remove the diversion of the line between Bathurst and Ontario Place and instead use the money for other stops</li> </ul>	February 18, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the suggestion and provided the link to sign-up for the Project newsletter for more information</li> </ul>



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February 10, 2020	<ul style="list-style-type: none"> <li>Concerned about the proposed above-ground alignment near Jimmy Simpson Park and stated that an underground line would be preferred.</li> </ul>	February 14, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the concern and provided information about future engagement opportunities and how to sign-up for updates to stay informed</li> </ul>
February 11, 2020	<ul style="list-style-type: none"> <li>Recommendation to forward software suggestion to the planning team</li> </ul>	February 18, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the recommendation</li> </ul>
February 12, 2020	<ul style="list-style-type: none"> <li>Concerned regarding rat control during construction</li> </ul>	February 18, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a Fact Sheet about rats/ pest control</li> </ul>
February 13, 2020	<ul style="list-style-type: none"> <li>Suggestion to include the Fort York/ City Place area as a possible stop location</li> </ul>	February 13, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the suggestion</li> </ul>
February 13, 2020	<ul style="list-style-type: none"> <li>Concerned about transparency of the EA process and requested a full EA take place rather than an expedited process</li> <li>Suggested the Ontario Line be completely underground</li> </ul>	February 18, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that the alignment would be refined as the Project progresses</li> </ul>
February 14, 2020	<ul style="list-style-type: none"> <li>Concerned about above-ground segments and noted a completely underground subway would be preferred</li> <li>Suggested the maintenance yard location be changed to the existing OSC parking lot</li> </ul>	February 18, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted the suggestions and concerns and provided a link to the Project webpage for more information and encouraged the individual to sign-up for updates</li> </ul>
February 14, 2020	<ul style="list-style-type: none"> <li>Requested to be added to the Project Distribution List</li> </ul>	February 18, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a link to sign up to the Project Distribution List</li> </ul>
February 15, 2020	<ul style="list-style-type: none"> <li>Concerned about the potential construction impacts at Bathurst/ King and how long construction will take</li> </ul>	February 18, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that the Project is expected to be in service in 2027</li> <li>Metrolinx stated that overnight work may be necessary to complete the Project on time but that more details regarding construction would be provided as the Project progresses</li> </ul>
February 19, 2020	<ul style="list-style-type: none"> <li>A Realtor requested a meeting be set up in April to receive more information on Ontario Line plans for Leslieville</li> </ul>	February 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed they would provide talking points to help the Realtor understand the implications of the Ontario Line Project on the neighbourhood and its real estate</li> <li>Metrolinx noted they would set up a meeting in April</li> </ul>
February 20, 2020	<ul style="list-style-type: none"> <li>Requested more information regarding property impacts near Jimmie Simpson park and links to online resources regarding development site plans</li> </ul>	February 21, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that more information regarding potential property impacts will be provided as the Project progresses</li> <li>Metrolinx included a link to digital display boards from the Public Open Houses</li> </ul>
February 24, 2020	<ul style="list-style-type: none"> <li>Concerned about noise disruption due to overnight and weekend work taking place in their neighbourhood</li> <li>Stated they wrote various follow-up emails about noise disruptions in early-March</li> </ul>	March 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that work is related to Ontario Line and apologized for the inconvenience</li> <li>Metrolinx provided further details related to the overnight/ weekend work taking place, including the notice that was distributed to property owners in the area</li> </ul>
February 24, 2020	<ul style="list-style-type: none"> <li>Submitted a noise complaint</li> </ul>	March 2, 2020	<ul style="list-style-type: none"> <li>Metrolinx followed up with individual to address noise complaint</li> </ul>
February 24, 2020	<ul style="list-style-type: none"> <li>Customer Relations received concerns about the Ontario Line being above-ground and concerns regarding noise disruptions</li> </ul>	February 27, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed they would reach out to the resident directly</li> </ul>
February 29, 2020	<ul style="list-style-type: none"> <li>Concerned about the above-ground segment planned near Leslieville</li> </ul>	March 4, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for their feedback</li> </ul>
March 2, 2020	<ul style="list-style-type: none"> <li>Requested design details for Berkeley and Queen Street East</li> </ul>	March 6, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed they are unable to provide any specific designs of the Ontario Line near properties as the design has not yet been finalized</li> <li>Metrolinx provided a link to the Initial Business Case for more information</li> </ul>

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March 3, 2020	<ul style="list-style-type: none"><li>Requested information about the purpose of the drilling near Minton Place</li></ul>	March 4, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that a geophysical survey is being completed in the area to provide a better understanding of the subsurface conditions in the area and is meant to confirm the trends in the soil data obtained along Pape Avenue and Minton Place</li></ul>
March 9, 2020	<ul style="list-style-type: none"><li>Concerned about the ongoing noises over the last few weeks during the night and requested confirmation of when the work would be completed</li></ul>	March 12, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that the work is related to preliminary work for the Ontario Line and attached a notice with more details</li></ul>
March 10, 2020	<ul style="list-style-type: none"><li>Received a notice for drilling work that will take two to three weeks to complete and noted concerns about the noise disruptions and night work</li></ul>	March 11, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the work needs to be completed overnight because of an existing conflict with ongoing utility work in the zone</li></ul>
March 11, 2020	<ul style="list-style-type: none"><li>Requested to know when work would be conducted on Blake Street and Strathcona Avenue and if any changes have been made to the proposed route</li></ul>	March 11, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that the geophysical survey and geotechnical drilling along Strathcona Avenue and Blake Street helps provide a better understanding of the subsurface conditions</li></ul>
March 12, 2020	<ul style="list-style-type: none"><li>Requested to schedule a meeting the week of March 21, 2020</li></ul>	March 12, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that they would be pleased to come out and meet the resident at a location in the community to discuss their concerns</li></ul>
March 12, 2020	<ul style="list-style-type: none"><li>Requested to know who they can reach out to in order to protest night work taking place on Sundays</li></ul>	March 12, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed sharing concerns with the geotechnical team but noted that due to complexities between the rail schedule, Project schedule and contractor’s schedule the work must be completed at night</li><li>Metrolinx confirmed that contractors have been asked to mitigate noise, where possible</li></ul>
March 12, 2020	<ul style="list-style-type: none"><li>Concerned about noise pollution, property values and environmental impacts associated with the Ontario Line Project</li></ul>	March 12, 2020	<ul style="list-style-type: none"><li>Thanked for providing feedback</li><li>Metrolinx noted that the alignment and station locations are subject to change as planning and design work progresses</li><li>Metrolinx advised that environmental field studies are currently underway, and the next round of public consultation is expected to take place later this year</li></ul>
March 12, 2020	<ul style="list-style-type: none"><li>Concerned about the noise disruption related to construction work on Pape Avenue</li><li>Confirmed they did not receive a notice for this work</li></ul>	March 13, 2020	<ul style="list-style-type: none"><li>Metrolinx apologized for the inconvenience and provided details about the work</li><li>Metrolinx noted that the work needs to be completed overnight due to an existing conflict with ongoing utility work in the zone</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
March 13, 2020	<ul style="list-style-type: none"><li>Concerned about overnight construction work on Pape Avenue and noted only a few residents in their complex received the notice</li></ul>	March 16, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that they have spoken to the contractors and asked them to mitigate the noise and expedite work as much as possible</li><li>Metrolinx noted that the work needs to be completed overnight due to an existing conflict with ongoing utility work in the zone</li><li>Metrolinx stated that the overnight work at Pape and Floyd is anticipated to be completed by Wednesday, March 25</li></ul>
March 12, 2020	<ul style="list-style-type: none"><li>Submitted a complaint regarding loud drilling overnight due to construction work in East York</li><li>Noted inability to sleep due to consistent noise and requested the work be conducted during the day instead</li><li>Confirmed they did not receive a notice of work, but their neighbour did and was informed the work is being conducted for Ontario Line rock and soil sampling</li></ul>	March 13, 2020	<ul style="list-style-type: none"><li>Metrolinx apologized for the inconvenience and confirmed they have spoken with contractors about mitigating noise and expediting work as much as possible</li><li>Metrolinx confirmed the work must take place overnight as there is a conflict with ongoing utility work in the zone</li><li>Metrolinx noted that the work should be complete within two weeks</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>

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March 14, 2020	<ul style="list-style-type: none"><li>Requested traffic lanes be restricted during the day to avoid night time construction for Ontario Line rock and soil sampling in East York</li><li>Suggested that if work cannot be conducted during the day that it be rescheduled</li></ul>	March 16, 2020	<ul style="list-style-type: none"><li>Metrolinx indicated they recognize concerns with overnight work and that they are attempting to expedite the process</li><li>Metrolinx confirmed that they requested the crew to minimize impacts as much as possible</li></ul>
March 15, 2020	<ul style="list-style-type: none"><li>Requested the Ontario Line be completely underground</li></ul>	March 19, 2020	<ul style="list-style-type: none"><li>Metrolinx thanked the resident for their feedback</li><li>Metrolinx confirmed that the alignment and design would continue to be refined as the Project progresses</li></ul>
March 15, 2020	<ul style="list-style-type: none"><li>Requested an electronic copy of the Ontario Line Open House presentation</li></ul>	March 16, 2020	<ul style="list-style-type: none"><li>Metrolinx provided a link to the digital display boards</li></ul>
March 16, 2020	<ul style="list-style-type: none"><li>Noted that other companies are taking extraordinary measures to ensure people stay healthy and expressed concern over Ontario Line rock and soil sampling night work taking place in East York and its impact on the health of nearby residents</li></ul>	March 25, 2020	<ul style="list-style-type: none"><li>Metrolinx thanked the resident for their patience and confirmed the overnight drilling work on Pape was complete as of March 24, 2020</li></ul>
March 19, 2020	<ul style="list-style-type: none"><li>Requested to be added to the Project Distribution List</li></ul>	March 19, 2020	<ul style="list-style-type: none"><li>Metrolinx provided the link to sign-up for the Project Distribution List</li></ul>
March 19, 2020	<ul style="list-style-type: none"><li>Requested a more detailed map of the proposed Ontario Line Project, specifically the area near Gerrard Street East, Dundas Street East and Queen Street East</li></ul>	March 20, 2020	<ul style="list-style-type: none"><li>Metrolinx provided the most detailed map available to-date</li><li>Metrolinx noted that the alignment and station locations are subject to change as planning and design work advances</li></ul>
March 19, 2020	<ul style="list-style-type: none"><li>Submitted a complaint about night work construction taking place at Pape and Floyd Avenue and requested to know what considerations have been taken for the well-being of residents</li></ul>	March 20, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed they spoke to contractors who stated work is taking longer than planned due to conditions at the site and that night work should be completed by March 25</li></ul>
March 19, 2020	<ul style="list-style-type: none"><li>Concerned about the notification and communication process related to current night work</li></ul>	March 19, 2020	<ul style="list-style-type: none"><li>Metrolinx acknowledged that over night work is not preferred</li><li>Metrolinx provided updates on timelines and followed up to indicate the completion date</li></ul>
March 20, 2020	<ul style="list-style-type: none"><li>Requested more information related to the night work construction taking place at Pape and Floyd Avenue</li></ul>	March 25, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that drilling work on Pape was completed on March 24, 2020</li></ul>
March 27, 2020	<ul style="list-style-type: none"><li>Inquired about whether construction will damage the foundation of a house on Pape</li></ul>	March 30, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that pre-construction inspections may occur to assess vibration and that more information related to noise and vibration would be provided as the Project progresses</li></ul>
April 1, 2020	<ul style="list-style-type: none"><li>Email noting concern about drilling work on Cameron Street was forwarded to Metrolinx from the contractors at Forage Downing Drilling</li></ul>	April 1, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that the work is being conducted to collect soil and rock samples</li><li>Metrolinx confirmed that the heavy drilling will be completed April 2, 2020 and additional work will be completed within two to three weeks</li></ul>
April 15, 2020	<ul style="list-style-type: none"><li>Requested to receive station location renderings and details related to property impacts/ concerns related to being evicted from their residence</li></ul>	April 22, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed renderings of the Ontario Line are still being finalized and that all impacted property owners would be notified</li></ul>
April 15, 2020	<ul style="list-style-type: none"><li>Requested to know when work near Strachan Avenue would be completed</li></ul>	April 21, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that construction timelines/ schedules are still being finalized but current work taking place in Liberty Village is related to regular maintenance</li></ul>
April 16, 2020	<ul style="list-style-type: none"><li>Submitted a complaint regarding construction noise from 7 AM to 4 AM near Exhibition GO Station in Liberty Village and requested a noise curfew be implemented</li></ul>	April 17, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that the work will primarily occur during the daytime, however, there is some overnight work as well that has been occurring this week and continuing tonight</li><li>Metrolinx confirmed that the only other planned overnight work is on April 24 to 25</li><li>Metrolinx provided a link to the most recent Toronto West e-newsletter and link to sign up for Project updates</li></ul>
April 20, 2020	<ul style="list-style-type: none"><li>Noted that they do not support the Ontario Line Project and expressed that adequate public consultation had not taken place to-date</li></ul>	April 24, 2020	<ul style="list-style-type: none"><li>Metrolinx stated that the Provincial government identified the need for the Ontario Line Project and outlined the various engagement opportunities that have been provided thus far</li></ul>

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	<ul style="list-style-type: none"> <li>Concerned about the noise and disruption from construction</li> </ul>		<ul style="list-style-type: none"> <li>Metrolinx confirmed the drilling work within the area of concern is necessary</li> </ul>
April 24, 2020	<ul style="list-style-type: none"> <li>Concerned about the Ontario Line and associated potential impacts to the community</li> </ul>	April 24, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided further information about the need for improved transit in Toronto and shared the link to the Initial Business Case</li> <li>Metrolinx confirmed environmental studies and reports would be available for public review throughout the formal EA process and other engagement events would be conducted outside of the process</li> </ul>
April 22, 2020	<ul style="list-style-type: none"> <li>Inquired about the drilling work, where the proposed Ontario Line will go, and depth of the tunnels</li> </ul>	April 28, 2020	<ul style="list-style-type: none"> <li>Indication that response is attached in email, but attachment was not included</li> </ul>
April 22, 2020	<ul style="list-style-type: none"> <li>Real Estate Agent requested detailed maps providing street names of where the Ontario Line will run, specifically if the Ontario Line will run east of Parliament Street, in the Beaches neighbourhood</li> </ul>	April 23, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted that the alignment for the Ontario Line, including station locations, is still being refined as more information is gathered</li> <li>Metrolinx confirmed that the Ontario Line will use the existing GO Corridor on the east side of the Don River</li> </ul>
April 24, 2020	<ul style="list-style-type: none"> <li>Requested to know more information related to property impacts for their current property</li> </ul>	April 24, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that specific property impacts have not yet been determined and noted that all impacted property owners would be notified prior to information going public</li> </ul>
April 27, 2020	<ul style="list-style-type: none"> <li>Concerned about the disruption to the community on Tiverton Avenue due to drilling work</li> <li>Noted they did not receive a notice warning of this work</li> </ul>	April 28, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that work crews at this location are subcontractors assisting with investigatory work related to planning for the Ontario Line for the next few weeks</li> <li>Metrolinx apologized that they did not receive a notice and attached a copy for reference</li> </ul>
April 27, 2020	<ul style="list-style-type: none"> <li>Concerned about noise from the drilling work on Tiverton Avenue and noted they did not receive a notice</li> </ul>	April 28, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that work crews at this location are subcontractors assisting with investigatory work related to planning for the Ontario Line for the next few weeks</li> <li>Metrolinx apologized that they did not receive a notice and attached a copy for reference</li> <li>Metrolinx noted that the work is continuing under the essential services provisions</li> </ul>
April 29, 2020	<ul style="list-style-type: none"> <li>Submitted a complaint regarding the lay down site the drilling team has set up at the end of Tiverton Avenue, noting children live nearby making the location unsuitable for storing heavy machinery and requested an alternative site can be provide immediately</li> </ul>	April 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that steps have been taken to address concerns, including requesting the crew to reduce the space used on the street and to take extra precautions when moving equipment</li> <li>Metrolinx confirmed they will continue to monitor the situation</li> </ul>
April 30, 2020	<ul style="list-style-type: none"> <li>Requested clarification regarding the lay down drilling site on Tiverton Avenue and if it was being used as the storage area for all nine drilling sites</li> </ul>	May 1, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed finalizing arrangements with City staff to move the lay down site from Tiverton Avenue for the balance of the work in the area on Monday, May 4 or Tuesday, May 5, 2020</li> </ul>
May 1, 2020	<ul style="list-style-type: none"> <li>Requested to know when drilling work would be finished on Cameron Street</li> </ul>	May 1, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the drilling work on Camera would finish Friday, May 1 or by Monday, May 4, 2020 and thanked the individual for their patience</li> </ul>
May 4, 2020	<ul style="list-style-type: none"> <li>The Lakeshore East Community Advisory Committee (CAC) provided two proposed meeting dates</li> </ul>	May 8, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed Wednesday May 13, 2020 for the meeting and provided materials, including a meeting agenda</li> </ul>
May 6, 2020	<ul style="list-style-type: none"> <li>Expressed concerns related to Richmond Street not being as the main route for the Ontario Line</li> <li>Expressed concern that the Project is moving too quickly and requested time to provide comments on the environmental assessment process</li> <li>Expressed desire for fully underground subway</li> <li>Noted looking forward to the next round of public engagement</li> </ul>	May 11, 2020	<ul style="list-style-type: none"> <li>Metrolinx stated that investigatory work is ongoing as more information is gathered, including details on ground conditions, community and environmental impacts</li> <li>Metrolinx stated that over the next few months, information related to environmental studies and reports would be shared with the public for review</li> </ul>

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May 8, 2020	<ul style="list-style-type: none"> <li>Requested that Metrolinx reach out to Google as all incoming Metrolinx emails are going to their spam folder</li> <li>Noted that the Toronto East e-Blast reached their inbox, but all other Metrolinx emails go directly to spam</li> </ul>	July 15, 2020	<ul style="list-style-type: none"> <li>Metrolinx requested to know which regional e-Blasts are remaining in the spam folders and noted they will reach out to their IT department</li> </ul>
May 8, 2020	<ul style="list-style-type: none"> <li>Submitted a complaint regarding contractors parking in driveways, on sidewalks and blocking entrances to alleyways</li> <li>Requested confirmation that Tiverton Avenue would be vacated by end of day May 8, 2020</li> </ul>	May 8, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed they were calling contractors to resolve the issue immediately</li> <li>Metrolinx confirmed that a few barrels may be left on Tiverton Avenue until Monday but confirmed the equipment would be moved on May 8, 2020</li> </ul>
May 9, 2020	<ul style="list-style-type: none"> <li>Submitted a complaint regarding contractor equipment blocking driveways, sidewalks and alleyways on Tiverton Avenue even after discussions took place on May 8, 2020</li> </ul>	May 11, 2020	<ul style="list-style-type: none"> <li>Metrolinx apologized for the delay and noted an update on the status of work would be provided by end of day</li> </ul>
May 13, 2020	<ul style="list-style-type: none"> <li>Concerned about the behaviour/ use of cameras and spray paint by contractors working near O'Connor and Pape</li> </ul>	May 14, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that Tulloch is conducting regular legal and topographic surveying work for the technical team and use survey levels which could be mistaken as cameras or recording devices</li> <li>Metrolinx explained that the use of spray paint was unrelated to Metrolinx work and noted it may be related to City or third-party utility work in the area</li> </ul>
May 15, 2020	<ul style="list-style-type: none"> <li>Requested information about the planned work in Riverdale</li> </ul>	May 15, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the contractors are not currently in the area but will be returning in a few weeks</li> </ul>
May 15, 2020	<ul style="list-style-type: none"> <li>Submitted a complaint regarding drilling work and loud music coming from contractor vehicles on Cameron Street</li> <li>Noted that Cameron Street seems to be a holding area for trucks from other sites and requested to remain informed of the schedule and scope of work being conducted</li> </ul>	May 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked for reaching out and confirmed notices were distributed through the neighbourhood on Friday and an online copy would be posted on the Project webpage</li> <li>Metrolinx confirmed they have followed up with the contractors regarding proper etiquette</li> </ul>
May 18, 2020	<ul style="list-style-type: none"> <li>Requested to know if the Ontario Line would be extended from Exhibition to Dundas West Station to connect to TTC's Line 2</li> </ul>	May 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the route is mapped from the Ontario Science Centre through to Exhibition Place/ Ontario Place</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
May 19, 2020	<ul style="list-style-type: none"> <li>Requested that Metrolinx confirm parking spaces will not be blocked by contractor vehicles during work being conducted on Tiverton</li> </ul>	May 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx advised that the contractors are returning to Tiverton for additional drilling work</li> <li>Metrolinx confirmed contractors will be returning to Tiverton to conduct addition drilling work and that they are aware of maintaining vehicle access to parking spaces</li> </ul>
May 22, 2020	<ul style="list-style-type: none"> <li>Requested to know if the meeting with MPP Wynne's office and Thorncliffe Park residents scheduled for May 28 will be a conference call or virtual meeting requiring computers/ web cams</li> </ul>	May 22, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed a conference call would take place</li> </ul>
May 25, 2020	<ul style="list-style-type: none"> <li>Requested to know why drilling work is allowed during COVID-19 social distancing restrictions and noted that it is causing major disruption to community members who are working from home</li> </ul>	June 8, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed they directly reached out to the resident</li> </ul>
May 25, 2020	<ul style="list-style-type: none"> <li>Requested to receive Project plans for the Riverside/ Riverdale area that prove Jimmie Simpson Park will not be negatively impacted and expressed concerns related to the above-ground portion of the line south of Gerrard</li> <li>Thanked for quick response and noted opposition to the Ontario Line Project</li> </ul>	May 25, 2020	<ul style="list-style-type: none"> <li>Thanked for feedback and continued patience</li> <li>Metrolinx confirmed that planning work is continuing, and all efforts are being made to plan and build the Ontario Line to minimize impacts to surrounding properties, including parks</li> </ul>
May 25, 2020	<ul style="list-style-type: none"> <li>Shared that they were entirely supportive of the Downtown Relief Line and Public Transit but are opposed to the Ontario Line and the planned above-ground portions south of Gerrard</li> <li>Stated that above-ground planning will not minimize impacts on the neighbourhood</li> </ul>	September 30, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided an update regarding newly released information while acknowledging their previous concerns about the planned above-ground portion south of Gerrard</li> </ul>

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			<ul style="list-style-type: none"><li>Metrolinx shared links to the latest project updates, including the recently released west, downtown and east segments and the Environmental Conditions Report and noted the last day to provide feedback is October 17, 2020</li></ul>
May 29, 2020	<ul style="list-style-type: none"><li>Requested to know what system is being used for the Ontario Line/ if a standardized, proven approach is being taken to extend Line 1 to Richmond Hill</li><li>Noted that Metrolinx is doing a great job</li></ul>	October 8, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that the Ontario Line will feature modern, automated trains like the ones used in Vancouver, London, Paris and Singapore and that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use</li><li>Metrolinx advised that the Ontario Line elements that are different to Lines 1, 2 and 4 are technical differences which meet similar safety and technical standards, but take advantage of modern practices and techniques that otherwise wouldn't be available to a line that would have to take into consideration legacy infrastructure</li><li>Metrolinx confirmed that more details will be available as procurement advances</li></ul>
May 31, 2020	<ul style="list-style-type: none"><li>Requested to know if the Exhibition/ Ontario Place Station would be located south of the current GO Station and recommended a station be added near Strachan/ Fleet Street to help serve growing developments such as Centre Court and at Cherry Street to serve the Distillery District</li><li>Recommended that King/ Bathurst becomes Fashion District and Queen/ Spadina becomes Chinatown-Alexandria Park (Spadina South)</li></ul>	June 5, 2020	<ul style="list-style-type: none"><li>Metrolinx thanked the resident for their feedback and confirmed that teams are analyzing the 15 stations identified in the Initial Business Case to see how they would perform regarding ridership, ease of construction and cost</li><li>Metrolinx confirmed that findings would be presented in the Preliminary Design Business Case, to be completed by summer 2020</li></ul>
June 2, 2020	<ul style="list-style-type: none"><li>Requested information about where the Ontario Line will exit north of Cosburn Station as it has been indicated that the track will exit from a portal near Minton Place</li></ul>	June 5, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that a decision was made to implement a portal at Minton Place over other possible locations</li><li>Metrolinx advised that the precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts</li></ul>
June 5, 2020	<ul style="list-style-type: none"><li>Requested Metrolinx to provide a definition of "portal"</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that a portal is a point at which a train transitions from below-ground to the surface, meaning that the Ontario Line is planned to transition at Minton Place</li></ul>
June 2, 2020	<ul style="list-style-type: none"><li>Requested details regarding the size/ depth of the proposed tunnels and expressed concern regarding tunnel construction impacts</li></ul>	June 5, 2020	<ul style="list-style-type: none"><li>Metrolinx stated that as part of the announcement on June 2, 2020 regarding next steps for the Ontario Line, the government signaled that the Ontario Line is being delivered as three separate P3 contracts procured on a staggered basis</li><li>Metrolinx stated that procurement for the northern segment, from Gerrard Station to the Science Centre will begin later than the southern portions and that the RFQ is expected to be issued in early 2022</li><li>Metrolinx stated that the Southern Civil, Stations and Tunnels package is a design-build-finance contract for the southern segment of the Ontario Line, from Exhibition/ Ontario Place to the Don Yard portal (west of the Don River)</li><li>Metrolinx noted that planning is still underway for the exact alignment of the line, including the depths of the tunnel and further information will be shared with the public once studies have been completed</li></ul>
June 2, 2020	<ul style="list-style-type: none"><li>Requested confirmation of timing/ dates provided in a Metrolinx press release that states construction on Queen Street near James and Victoria is taking place from 9 AM to 5 AM</li></ul>	June 2, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed the timing outlined in the press release is correct</li></ul>
June 3, 2020	<ul style="list-style-type: none"><li>Requested confirmation that the water line repair will take place as soon as possible and that landscaping (ground levelling and sod installation) will be managed by Metrolinx and installed shortly</li></ul>	June 4, 2020	<ul style="list-style-type: none"><li>Thanked for providing follow-up and the opportunity to visit this week</li></ul>

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	<ul style="list-style-type: none"><li>Noted that Metrolinx also agreed to review alternative locations for borehole sites</li><li>Requested to know what structure the subway line will use to travel north toward Pape Avenue on the east side of the Gerrard and Carlaw bridges and through the Riverdale Plaza</li></ul>		<ul style="list-style-type: none"><li>Metrolinx confirmed the drilling company expects to have a quote from a landscaper for a fulsome remediation of the turf by middle of next week and once confirmed, Metrolinx will arrange a time to meet to confirm scope and timelines</li><li>Metrolinx confirmed the individual could reach out to their sprinkler contractor regarding repairs, noted the contractor should wait until closely after the landscaping work to conduct repairs to ensure the grass is watered from day 1 and requested confirmation of form of payment</li><li>Metrolinx confirmed they are looking at alternatives to the geotechnical borehole previously requested on the property</li><li>Metrolinx advised they will look for another opportunity to meet again in advance of public engagement to share details regarding plans for the Ontario Line</li></ul>
June 4, 2020	<ul style="list-style-type: none"><li>Asked if municipalities in Northern Ontario are eligible to use the Presto Card services</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that someone from the PRESTO team will get in touch with more details</li></ul>
June 5, 2020	<ul style="list-style-type: none"><li>Concerned about the drilling work near Dundas, Carlaw and Jimmie Simpson Park</li><li>Requested confirmation that this work is classified as an essential service under COVID-19 rules and regulations</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that no night or weekend work would take place</li><li>Metrolinx noted that drilling work at Jimmie Simpson Park was complete and the next location is Bruce MacKay Park</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
June 5, 2020	<ul style="list-style-type: none"><li>Requested more information about plans for the Flemingdon Park and Thorncliffe Park areas</li><li>Noted they are looking to align other traffic-related requests from a local school with major construction projects in the area</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx provided information about the proposed alignment from the Initial Business Case along with an updated related to the staggered procurement process of three separate P3 contracts</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
June 5, 2020	<ul style="list-style-type: none"><li>Requested more detailed maps displaying the proposed alignment for the Ontario Line</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the alignment of the Ontario Line continues to evolve throughout the design and procurement process as more information is gathered</li></ul>
June 5, 2020	<ul style="list-style-type: none"><li>N/A</li></ul>	June 5, 2020	<ul style="list-style-type: none"><li>Metrolinx reached out to a resident following an in-person meeting.</li><li>Metrolinx provided an update about the work taking place at Jimmie Simpson Park and Bruce MacKay Park</li><li>Metrolinx advised that the spray paint markings on Degrassi and Booth are to identify where utilities are located</li></ul>
June 8, 2020	<ul style="list-style-type: none"><li>Thanked Metrolinx for resolving an issue of a tenant’s vehicle being blocked by the contractor</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx apologized on behalf of the contractors</li></ul>
June 8, 2020	<ul style="list-style-type: none"><li>Requested information about the scope, location and design of work that will impact their neighbourhood</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the alignment of the Ontario Line continues to evolve throughout the design and procurement process as more information is gathered</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
June 8, 2020	<ul style="list-style-type: none"><li>Requested information regarding a drilling rig being in a laneway</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the rig should not be blocking any parking spots and noise levels would be minimal</li></ul>
June 8, 2020	<ul style="list-style-type: none"><li>Concerned about the noise at Bruce Mackey Park on Degrassi Street</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx responded recognizing that the work is disruptive and inconvenient and confirmed steps have been taken to expedite the drilling process</li></ul>
June 8, 2020	<ul style="list-style-type: none"><li>Requested for clarifications regarding planned activities near Minton Place on the south bank. Also requested for clarifications regarding the location of the portal and if their property will be expropriated</li></ul>	June 8, 2020	<ul style="list-style-type: none"><li>Metrolinx clarified they have been evaluating the underground conditions of the area where the subway will be built. The precise alignment will evolve throughout the design and procurement process</li></ul>

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			and will reach out to individually affected property owners once they have a firm understanding about what is needed. <ul style="list-style-type: none"><li>Metrolinx also noted that they are working with the Pape Area Concerned Citizens for Transit to better understand the concerns of the community and is committed to provide regular updates</li></ul>
June 9, 2020	<ul style="list-style-type: none"><li>Clarified that they are not a member of the Pape Area Concerned Citizens for Transit and would appreciate to be contacted directly via email with regards to new updates on the project</li><li>Confirmed that they did not receive any information since registering for the e-newsletter</li></ul>	June 9, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that they are expected to provide an update on the plans and timelines for the Project this summer and suggested to sign up for their e-newsletter and provided a link</li><li>Metrolinx clarified that the last e-newsletter was sent out May 19<sup>th</sup>, and the latest one will be sent this week with new updates</li></ul>
June 9, 2020	<ul style="list-style-type: none"><li>Concerned about the noise related to drilling work on Degrassi Street</li></ul>	June 10, 2020	<ul style="list-style-type: none"><li>Metrolinx noted they are doing their best to expedite the work and understand the disruption it is causing residents</li></ul>
June 10, 2020	<ul style="list-style-type: none"><li>Concerned about drilling work taking place around Bruce Mackey Park</li><li>Concerned about the contractors parking on the grass</li></ul>	June 10, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that a limited number of service vehicles are needed on-site at Bruce Mackay Park to carry out testing and confirmed all personal vehicles have been moved off the park</li></ul>
June 10, 2020	<ul style="list-style-type: none"><li>Concerned about the level of noise and disruption on Degrassi Street and attached a video</li></ul>	June 11, 2020	<ul style="list-style-type: none"><li>Metrolinx called and spoke directly to the resident</li></ul>
June 10, 2020	<ul style="list-style-type: none"><li>Concerned about the lack of communication and access to information about Ontario Line</li><li>Noted presentations for Bill 171</li></ul>	June 11, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that updates will be provided to the public through electronic channels, including the e-newsletter, once more detailed information is available</li><li>Metrolinx noted that the Ministry of Transportation is the lead for Bill 171 and that Metrolinx does not typically comment on draft legislation</li></ul>
June 10, 2020	<ul style="list-style-type: none"><li>Provided a letter to the Standing Committee regarding Bill 171</li></ul>	N/A	<ul style="list-style-type: none"><li>N/A</li></ul>
June 10, 2020	<ul style="list-style-type: none"><li>Requested information on how routes are designed</li></ul>	June 10, 2020	<ul style="list-style-type: none"><li>Metrolinx attached an e-newsletter and shared a link to the Ontario Line blog posts on the Metrolinx webpage</li></ul>
June 11, 2020	<ul style="list-style-type: none"><li>Shared concerns about workers appear to stand still/ not work on site</li></ul>	June 12, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that this could be related to planning for the Ontario Line and attached the Community Notice</li></ul>
June 11, 2020	<ul style="list-style-type: none"><li>Concerned about scheduled drilling work on Tiverton and requested the work be rescheduled</li></ul>	June 12, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that drilling work cannot be delayed beyond the following week</li></ul>
June 12, 2020	<ul style="list-style-type: none"><li>Requested to be added to the Project Distribution List</li><li>Expressed concern regarding potential impacts to parks and noise levels</li></ul>	June 12, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that investigatory work is ongoing</li></ul>
June 15, 2020	<ul style="list-style-type: none"><li>Requested a shape file of the proposed Ontario Line</li></ul>	June 17, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the alignment of the Ontario Line continues to evolve throughout the design and procurement process as more information is gathered</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
June 19, 2020	<ul style="list-style-type: none"><li>Requested information regarding surveying markings along Degrassi, Wardell, and Cummings</li></ul>	June 24, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that markings are a part of ongoing surveying work for the Ontario Line and will wash out over time</li><li>Metrolinx confirmed that contractors were informed to keep markings within a few feet beyond the right-of-way</li></ul>
June 19, 2020	<ul style="list-style-type: none"><li>Requested information related to potential property impacts and work currently being conducted on Queen Street</li></ul>	June 19, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that work taking place in and around the neighbourhood is part of efforts being made to evaluate the underground conditions of the area where the subway will be built, in order to determine the approach for construction, foundation designs and other structural plans</li></ul>



Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none"><li>Metrolinx noted that property owners will be notified of any property impacts later this year, in advance of any public disclosure of detailed designs</li></ul>
June 26, 2020	<ul style="list-style-type: none"><li>Requested detailed information related to the proposed alignment, specifically surrounding Pape Avenue</li></ul>	June 29, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the alignment of the Ontario Line continues to evolve throughout the design and procurement process as more information is gathered</li><li>Metrolinx noted that the next round of public engagement was being planned for later this summer and provided a link to the Project webpage for more information</li></ul>
June 27, 2020	<ul style="list-style-type: none"><li>Requested information on the future Corktown Station</li></ul>	June 29, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that the 15 stations identified in the Initial Business Case are being reviewed to determine performance, ridership, ease of construction and cost</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
June 28, 2020	<ul style="list-style-type: none"><li>Requested information about the construction timelines for the Pape and Danforth area</li></ul>	June 29, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the alignment of the Ontario Line continues to evolve throughout the design and procurement process as more information is gathered</li><li>Metrolinx noted that the last update for procurement activities mentioned that the Request for Qualifications will not be issued until early 2022</li></ul>
June 29, 2020	<ul style="list-style-type: none"><li>Requested information related to potential property impacts Wardell Street</li></ul>	July 2, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the precise alignment of the Ontario Line continues to evolve throughout the design and procurement process as the Project progresses</li><li>Metrolinx noted that the next round of public consultation is planned to take place later this summer</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
July 2, 2020	<ul style="list-style-type: none"><li>Customer Relations received questions related to tunneling north of Gerrard</li></ul>	July 6, 2020	<ul style="list-style-type: none"><li>Metrolinx reached out to the resident to provide an update</li></ul>
July 6, 2020	<ul style="list-style-type: none"><li>Thanked Metrolinx for their consideration</li></ul>	July 6, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that hard copies will be distributed to Tiverton Laneway resident with laneway access</li></ul>
July 7, 2020	<ul style="list-style-type: none"><li>Requested information related to potential property impacts on Hopedale Avenue</li></ul>	July 8, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that work is currently underway to collect more information, including details on ground conditions, community and environmental impacts</li><li>Metrolinx noted that the next round of public consultation is planned to take place later this summer</li></ul>
July 8, 2020	<ul style="list-style-type: none"><li>Suggested that a stop be added at Strachan near Fort York/ Garrison or the adjacent new pedestrian bridge to catch riders from the new condo buildings in the area</li></ul>	July 13, 2020	<ul style="list-style-type: none"><li>Thanked for feedback</li><li>Metrolinx noted that all decision-making related to the alignment and station locations is made in the interest of improving customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs</li></ul>
July 9, 2020	<ul style="list-style-type: none"><li>Concerned about the plans for the above-ground segment of the Ontario Line between Gerrard Street and Eastern Avenue and requested a community meeting take place to discuss potential vibration impacts</li></ul>	July 14, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that investigation and design work is still underway, and the next round of public consultation is planned to take place later this summer</li><li>Metrolinx noted that further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts and robust mitigation strategies</li><li>Metrolinx confirmed that more details will be shared in the newsletter and on the webpage</li></ul>
July 9, 2020	<ul style="list-style-type: none"><li>Requested to know if a second round of Public Open Houses has taken place yet</li><li>Requested information about the drilling work and expressed concern that it was not communicated in advance</li></ul>	July 10, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that there was a scheduling issue that resulted in the crew proceeding with the geotechnical work out of sequence, before appropriate notice was provided to the community</li><li>Metrolinx noted that the next round of public consultation is planned to take place later this summer</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
July 10, 2020	<ul style="list-style-type: none"><li>Received a Notice for drilling on Adelaide Place for three weeks</li><li>Requested that no drilling work be done on July 14, 2020 as the resident is an RN and conflicts with their shift and sleep schedule</li><li>Denied the offer of a hotel room for one-night</li></ul>	July 10, 2020	<ul style="list-style-type: none"><li>Metrolinx noted that the drilling work at Adelaide Place cannot be delayed but offered to arrange a one-night hotel stay on July 13, 2020</li></ul>
July 10, 2020	<ul style="list-style-type: none"><li>Requested a copy of the Metrolinx logo for the use of technical submissions</li></ul>	July 13, 2020	<ul style="list-style-type: none"><li>Metrolinx recommended use of the formal Request for Information (RFI) process</li></ul>
July 16, 2020	<ul style="list-style-type: none"><li>Customer Relations received a complaint about strong vibrations near Floyd Avenue, noting concern for potential property damage</li></ul>	July 16, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that there has not been any drilling work conducted near Floyd Avenue over the past week</li></ul>
July 17, 2020	<ul style="list-style-type: none"><li>Requested the Notice be provided in French</li></ul>	July 17, 2020	<ul style="list-style-type: none"><li>Metrolinx thanked them for their message and requested the individual to specify the construction notice they are looking for so the French version can be provided</li></ul>
July 20, 2020	<ul style="list-style-type: none"><li>Requested that Metrolinx share the Project Plan, outlining the work for the entire Project</li><li>Noted that they received a notice for drilling work</li></ul>	July 21, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that investigation and design work is still underway and that they are in the process of finalizing the alignment for the Ontario Line</li><li>Metrolinx confirmed that the notice the resident received is related to ground conditions, community and environmental impact work</li><li>Metrolinx noted that they anticipate sharing a Project update latter this summer (2020) and provided a link to the Project webpage for more information</li></ul>
July 21, 2020	<ul style="list-style-type: none"><li>Requested to know the anticipated scope and borders of the proposed transit-oriented community surrounding Leslieville Station</li><li>Requested to know when property owners would be notified of impacts and when the next business case for Ontario Line would be released</li></ul>	July 23, 2020	<ul style="list-style-type: none"><li>Metrolinx advised that the Preliminary Design Business Case is anticipated to be released in Fall 2020 and that outreach to impacted property owners will occur prior to the end of 2020</li><li>Metrolinx noted that work on Transit Oriented Communities is just beginning and an update on how those projects fit within the overall Ontario Line plans will be provided when more information is available</li><li>Metrolinx provided a link to the Project webpage for more information</li></ul>
July 23, 2020	<ul style="list-style-type: none"><li>Requested more information related to potential property impacts to Minton Place, particularly timing of letters to property owners since the North Contract is not scheduled to being until 2023/ 2025</li></ul>	July 24, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that property requirements are still under consideration while Project design work continues, and that Metrolinx will begin contacting impacted property owners within the next two months</li></ul>
July 28, 2020	<ul style="list-style-type: none"><li>Requested to know if drilling for the Ontario Line will happen next year in the Cosburn and Pape area</li></ul>	July 30, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed that the precise alignment of the Ontario Line continues to evolve throughout the design and procurement process</li><li>Metrolinx confirmed that Request for Qualifications for the northern segment of the line, which includes the area near Cosburn Station, will not be issued until early-2022</li></ul>
July 29, 2020	<ul style="list-style-type: none"><li>Requested a discussion with Metrolinx to help ensure businesses with outdoor patios on or nearby De Grassi Street are still able to operate during investigative works</li></ul>	July 29 and 30, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed working on immediate concerns to ensure the permit is approved for Bonjour Brioche Café</li><li>Metrolinx confirmed visiting the site and working with the contractor to receive an updated schedule of works in the area of concern</li><li>Metrolinx noted the only current drilling location in Riverside is located on the north sidewalk of Queen Street, east of the rail corridor bridge and confirmed shorter drilling hours and smaller, quieter drill rigs would be used to allow pedestrians, cycles and vehicular traffic to pass through with less disruption</li></ul>
August 4, 2020	<ul style="list-style-type: none"><li>Requested additional information related to the Ontario Line 2019 Initial Business Case (IBC), specifically about greenhouse gas (GHG) emissions, ridership and Transit Oriented Development</li></ul>	August 7, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed gathering detailed information related to the individual's questions</li></ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
August 6, 2020	<ul style="list-style-type: none"> <li>Thanked Metrolinx for providing a copy of the notice and noted that other neighbours did not receive it</li> </ul>	August 5 and 7, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a copy of a drilling notice that should have been delivered to all residents on Eaton Avenue</li> <li>Metrolinx confirmed that the work has been completed, apologized for not receiving advance notice and advised that the webpage would be updated</li> </ul>
N/A	<ul style="list-style-type: none"> <li>N/A</li> </ul>	August 7, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided notice of upcoming borehole work on Queen Street West across from Cameron Street, beginning August 12, 2020</li> </ul>
August 17, 2020	<ul style="list-style-type: none"> <li>Requested information about potential expropriation of properties on Hopedale Avenue</li> <li>Confirmed availability for a call at 5:00 p.m.</li> </ul>	August 17, 2020	<ul style="list-style-type: none"> <li>Metrolinx requested a call at 5:00 p.m.</li> <li>Metrolinx confirmed they would call the resident at 5:00 p.m. to discuss expropriation</li> </ul>
August 17, 2020	<ul style="list-style-type: none"> <li>Requested information about selling property on Pape Avenue that was supposed to be demolished and if details must be disclosed to a potential buyer</li> </ul>	August 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx advised that they are in the process finalizing the precise alignment of the Ontario Line</li> <li>Metrolinx confirmed they would contact individual property owners once there is a firm understanding of requirements and expects to share an update on the plan and timelines for the Ontario Line late-Summer and early-Fall 2020</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
August 18, 2020	<ul style="list-style-type: none"> <li>Requested to know if the overnight construction work on Minton Place was related to the Ontario Line</li> </ul>	August 18 and 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that they are conducting investigative nighttime drilling work on the Don Valley Parkway and attached the drilling notice which was also posted on the Ontario Line webpage</li> <li>Metrolinx confirmed they have asked the contractor to try and reduce noise levels, where possible</li> <li>Metrolinx followed up with the resident to see if the work was less disruptive the following night</li> </ul>
August 17, 2020	<ul style="list-style-type: none"> <li>Requested an update on the Project plan</li> </ul>	August 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx advised that details are still being finalized as design work continues for the Ontario Line</li> </ul>
August 19, 2020	<ul style="list-style-type: none"> <li>Requested more concrete responses, specifically regarding how one million tonnes of annual auto GHG reduction is determined and how many riders the IBC assumes will convert from driving to taking transit on the new line</li> </ul>	August 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed gathering detailed information related to the individual's questions</li> <li>Metrolinx advised that the Ontario Line IBC is considered a living document throughout the decision-making process for the Project</li> <li>Metrolinx confirmed that the next document, the Preliminary Design Business Case (PDBC), is under development to be released in Fall 2020, and will contain more information regarding the reduction in auto related GHG emissions and Transit Oriented Communities</li> <li>Metrolinx provided a link to the Metrolinx Business Case Guidance for more information on how GHG calculations are performed</li> <li>Metrolinx confirmed that the assessment of the reduction in auto related GHG emissions is currently underway</li> </ul>
August 19, 2020	<ul style="list-style-type: none"> <li>Requested more concrete responses, specifically regarding how one million tonnes of annual auto GHG reduction is determined and how many riders the IBC assumes will convert from driving to taking transit on the new line</li> </ul>	August 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the assessment of the reduction in auto related GHG emissions is currently underway</li> </ul>
August 19, 2020	<ul style="list-style-type: none"> <li>Requested that a copy of the notice of upcoming work be provided in Chinese</li> </ul>	August 19, 2020	<ul style="list-style-type: none"> <li>Metrolinx noted that, at this time, the notice is only available in English and French and attached a copy of the French notice</li> <li>Metrolinx thanked the resident for their feedback and will keep this in mind for future notices</li> </ul>
August 19, 2020	<ul style="list-style-type: none"> <li>Requested information on how a small business at Queen and Spadina will be impacted from the construction of the Ontario Line</li> </ul>	August 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed they are in the process of finalizing the precise alignment of the Ontario Line</li> </ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none"> <li>Requested to know where the new Spadina/Queen station will be and if there will be a compensation or relief package for small businesses nearby</li> </ul>		<ul style="list-style-type: none"> <li>Metrolinx advised that they are sharing updates and seeking feedback throughout the development of the project, especially with business owners, and that they expect to share an update on the plan and timelines later this summer and early-Fall 2020</li> <li>Metrolinx provided a link to the Project webpage for more information</li> </ul>
August 26, 2020	<ul style="list-style-type: none"> <li>Requested information on how upcoming drilling work will impact permit parking on Portland</li> </ul>	August 26, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the drill rig will be positioned just off the street, in a small lot to the north of 127 Portland, and that the work zone will likely extend one or two car lengths north and south</li> </ul>
August 20, 2020	<ul style="list-style-type: none"> <li>Inquired if Metrolinx had proposed maps of the Queen/Spadina area indicating where the demolition of buildings above ground would be</li> </ul>	August 20, 2020	<ul style="list-style-type: none"> <li>Metrolinx clarified that they currently do not have details regarding the building demolitions at this time as they are still developing the project plan and schedule. Metrolinx noted that they will be providing an update on the plans in the coming weeks and the Preliminary Design Business case is anticipated for release in the fall</li> </ul>
August 27, 2020	<ul style="list-style-type: none"> <li>Requested a call to discuss the Ontario Line</li> </ul>	August 31, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the information they discussed over the phone and suggested setting up a meeting in mid-September for a virtual presentation</li> </ul>
August 29, 2020	<ul style="list-style-type: none"> <li>Requested to know if alternative parking spaces will be available if the permit area is unavailable</li> </ul>	August 31, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed the work has been postponed and when it resumes it will be starting at 9:00 p.m., giving residents time to secure parking</li> </ul>
August 31, 2020	<ul style="list-style-type: none"> <li>Provided introductions to their office education team</li> </ul>	September 1, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed they would set up a time with the education team to discuss the Ontario Line</li> </ul>
N/A	<ul style="list-style-type: none"> <li>N/A</li> </ul>	September 1, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided a copy of the community notice for Minton Place</li> </ul>
N/A	<ul style="list-style-type: none"> <li>N/A</li> </ul>	September 1, 2020	<ul style="list-style-type: none"> <li>Metrolinx provided an update and email attachment to a resident informing that a crew will be returning to their neighbourhood briefly later this week</li> <li>Metrolinx provided a Community Notice for the Pape Avenue near Withrow Avenue and Cavell Avenue that will start on September 3, 2020</li> </ul>
September 2 and 3, 2020	<ul style="list-style-type: none"> <li>Concerned about the Ontario Line running near green spaces surrounding Overlea Boulevard and the Valley</li> </ul>	September 3, 2020	<ul style="list-style-type: none"> <li>Metrolinx advised that in Thorncliffe Park, an elevated guideway running along Overlea Boulevard will take advantage of a wider street layout that can accommodate a new structure and avoid the need for digging</li> <li>Metrolinx confirmed the use of modern construction techniques and design principles would minimize the visual and environmental impacts of the structure</li> </ul>
September 3, 2020	<ul style="list-style-type: none"> <li>Requested more information regarding green space surrounding Overlea Boulevard and the Valley</li> </ul>	September 4, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that further information about the Ontario Line, including details about the alignment through Thorncliffe Park, would be provided in the upcoming months</li> </ul>
September 3, 2020	<ul style="list-style-type: none"> <li>Concerned about the noise disruption at night between Bruce Mackey Park and Jimmie Simpson Park</li> <li>Confirmed location on De Grassi Street</li> </ul>	September 3, 2020	<ul style="list-style-type: none"> <li>Metrolinx thanked the resident for brining the concern forward and requested their address to pinpoint the noise</li> <li>Metrolinx confirmed the work was related to Metrolinx rail corridor maintenance and defects during an inspection and confirmed work was complete</li> </ul>
September 3, 2020	<ul style="list-style-type: none"> <li>Concerned about nighttime noise disruption near De Grassi Street and requested to know the cause of the noise</li> <li>Requested information about the notification process</li> </ul>	September 3 and 8, 2020	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the work was not related to Ontario Line Project and was looking into where the work originated from</li> <li>Metrolinx described the community notification process</li> <li>Metrolinx confirmed the work was related to Metrolinx rail corridor maintenance and that the work has been completed</li> </ul>

Correspondence between December 10, 2019 and September 16, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
September 11, 2020	<ul style="list-style-type: none"><li>N/A</li></ul>	September 11, 2020	<ul style="list-style-type: none"><li>Metrolinx provided an overview of a phone conversation regarding drilling work at John Street and Queen Street West</li><li>Metrolinx attached a copy of the notice</li></ul>
September 14, 2020	<ul style="list-style-type: none"><li>Requested information about surveying near Hopedale and Stanhope Avenue and why work was taking place at this intersection</li></ul>	September 15, 2020	<ul style="list-style-type: none"><li>Metrolinx confirmed this work is part of ongoing surveying being conducted to evaluate the area where the Ontario Line will be built to support the design and construction of the Project</li><li>Metrolinx provided a copy of the notice that was published on the Metrolinx webpage</li><li>Metrolinx advised that the surveyors are performing a topographic survey to collect information including coordinates and elevations that allow Metrolinx to understand the ground surface and locate physical features</li><li>Metrolinx advised that the markings on the ground are reference control points to understand the ground surface and to note the physical locations for underground utilities</li></ul>
September 16, 2020	<ul style="list-style-type: none"><li>Requested Metrolinx provide clarification regarding planned drill work expected to take place at Pape Ave near Withrow Ave and Cavell Ave starting on September 16, 2020</li></ul>	September 16, 2020	<ul style="list-style-type: none"><li>Metrolinx clarified that the drilling activities were delayed due to City of Toronto permitting review delays and provided an email with a revise noticed and note that the notice was also published on Metrolinx’s webpage and shared with elected officials</li><li>Metrolinx provided a direct link and clarifications regarding the revise notice and its location on the webpage</li></ul>
September 16, 2020	<ul style="list-style-type: none"><li>Requested Metrolinx clarify where on the webpage is the revise notice posted and noted that they and their neighbours are stakeholders impacted by the project and would appreciate if they were informed of the drilling activities</li><li>Noted that previously Metrolinx provided door to door delivery of a notice</li><li>Requested clarifications regarding the removal of equipment, citing that the previous notice indicated that all equipment would be removed each day but noticed equipment parked further up the street</li><li>Also requested Metrolinx clarify if work crew would all be wearing masks when working on this project</li></ul>	September 17, 2020	<ul style="list-style-type: none"><li>Metrolinx apologized for that the resident did not receive advance notice prior to the rescheduled work commencing and clarified that they have followed-up with the contractor regarding equipment removal. Metrolinx confirmed that the contractor has agreed that from today onwards they will demobilize the drill rig and other equipment on a daily basis after work</li><li>Metrolinx clarified that the have once again reminded their contractors of the importance of wearing masks as they carry out work for the Ontario Line project</li></ul>

**Public Engagement Record: December  
10, 2019 to September 16, 2020**

- **Public Email  
Correspondence Records**

**From:** Ontario Line

**Sent:** September 17, 2020 4:52 PM

**To:** [REDACTED]

**Subject:** RE: TIMING

Hello [REDACTED],

Thank you for your follow-up questions.

You can find the notice on our main [Ontario Line page](#) under 'East Segment'. Our team reorganized this section after feedback from several people, including you that it wasn't clear. We'll keep working on it!

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We apologize for the fact that you didn't receive advance notice prior to the rescheduled work commencing. Thank you for also bringing to our attention that the equipment was not removed from the site yesterday. We have discussed this with the contractor who has informed us that from today they will demobilize the drill rig and other equipment on a daily basis after work.

Regarding wearing masks, we have again reminded our contractors of the importance of wearing masks as they carry out work for the Ontario Line.

Sincerely,  
The Ontario Line Community Relations team

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, September 16, 2020 4:44 PM

To: Ontario Line

Subject: Re: TIMING

My further questions:

Where on which website would I have seen this revised notice. I have tried very hard to keep up with news on the Ontario line.

And while I am not an elected official, I am a 'stakeholder' in that the drilling is directly across Pape from my residence on the south west corner of Pape and Withrow, and I and other neighbours would have appreciated a heads up.

There was a door to door delivery of a notice previously.

Furthermore in the previous notice (when work was due to start on September 3rd) we were assured that all equipment would be removed each day. I am guessing that this will not be the case now, as I did see equipment parked further up the street?

By the way, should all the work crew be wearing masks when working on this project?

[REDACTED]

Sent from my iPad

> On Sep 16, 2020, at 2:17 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

>

> Hello [REDACTED],

>

> Thank you for following up with us about the investigative drilling taking place at Pape Avenue near Withrow Avenue. Josh shared your message with us, and asked us to respond.

>

> Work at this location was delayed due to City of Toronto permitting review delays. Please find attached to this email the revised notice which was published on our website, and was also shared with elected officials.

>

> Apologies for the confusion. Don't hesitate to let us know if you have any further questions.

>

> Sincerely,

> The Ontario Line Community Relations team

>

> -----Original Message-----

> From: [REDACTED]

> Sent: Wednesday, September 16, 2020 9:26 AM

> To: Josh Vandezande

> Subject: TIMING

>

> Well I admit that I am having trouble keeping track of the days and even weeks, right now ....



>

> However, I do know that today is not Thursday September 3rd.

>

> That was the date we were told to expect a drilling crew to arrive across the road here at Pape and Withrow.

>

> This morning Wednesday September 16th, this:

>

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> <OLine - Pape Avenue near Withrow Avenue and Cavell Avenue - work starting September 16 2020.pdf>

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**From:**  
**To:**  
**Subject:**  
**Date:**

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**From:** Ontario Line  
**Sent:** September 17, 2020 10:37 AM  
**To:** [REDACTED]  
**Cc:** Kaufman, Rob <KaufmanR@ndp.on.ca>  
**Subject:** RE: OL work?

Hello [REDACTED],

Thank you for your follow-up questions.

The surveyors are performing a topographic survey to collect information including coordinates and elevations that allow us to understand the ground surface and locate physical features, such as the roadways, utilities and bridges. The markings on the ground are reference control points to understand the ground surface and to note the physical locations for underground utilities as part of our work in evaluating the underground conditions of the area. These reference control points are generally located away from the alignment in an area that won't get disturbed during the life of a project. They are also generally set in a location where we have visibility to key areas of our alignment. So for this instance, the reference control points in your area are located away from the project alignment, to protect it from being disturbed.

In terms of what you can expect of the surveying, you may see a surveyor set up a surveying instrument from time to time at this location. Working at this point allows the surveyor to perform other tasks, such as checking elevations on a roadway, a bridge, or electrical line – by starting at a location with a known elevation and coordinate, and calculating similar information at a new location. In large part, we have instrumentation that allows our surveyor to perform a lot of these steps using satellites, but there are also times where we will want to survey with other methods. In order to complete this work, our surveyors may be seen walking with their survey instruments, and pausing at certain features to record the coordinate and elevation. No work performed by surveyors results in ground disturbance, as they are collecting information at the surface only.

If you haven't already, you may also wish to sign up for our electronic newsletter through our [website](#) where we will share updated information as it becomes available.

Sincerely,

The Ontario Line Community Relations team

**From:** [REDACTED]

**Sent:** September 15, 2020 5:02 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Kaufman, Rob <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>  
**Subject:** Re: OL work?

Hey,

Thanks. Can you tell me why they are surveying at the corner of Hopedale/Stanhope when the alignment is supposed to be a block away?

Can you give more information than what is on the notice? For example, what does the marking(see attached) tell you? What is the significance of it?

Thanks,

On Tue., Sep. 15, 2020, 3:56 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

Thank you for reaching out to us and for your question.

We can confirm that this is part of ongoing surveying work taking place along the entire proposed alignment of the Ontario Line project. The purpose of this work is to evaluate the area where the project will be built, to support the design and construction of the project.

Please find attached to this email the notice which was published on our website. We will also continue to provide updates to elected officials and the Pape Area Concerned Citizens for Transit (PACCT).

Sincerely,

The Ontario Line Community Relations team



**From:** [REDACTED]  
**Sent:** Monday, September 14, 2020 12:40 PM  
**To:** Ontario Line  
**Cc:** Rob Kaufman  
**Subject:** OL work?

Hello,

Can you advise if there was planned surveying being done at the corner of Hopedale and Stanhope Aves? If so, please advise what the purpose of the work/surveying is for.

Thanks,

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**Attachments:**

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**From:** Ontario Line

**Sent:** September 11, 2020 12:23 PM

**To:** [REDACTED]

**Subject:** Metrolinx Community Notice - drilling work at John Street and Queen Street West

Hi [REDACTED],

Great speaking to you today!

As discussed, we will be ensuring the contractor is aware of the live shooting taking place until 9am at the Bell Media Studios. You can also find attached here the digital version of the notice you received this week.

Should you have any further questions, please don't hesitate to call or email us.

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



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**From:**  
**To:**  
**Subject:**  
**Date:**

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-----Original Message-----

From: Ontario Line  
Sent: September 4, 2020 2:04 PM  
To: [REDACTED]  
Subject: RE: Construction at Bruce Mackey Park/Jimmie Simpson Park

Hi [REDACTED],

We have some more details to share with you. We can confirm that the noise you heard the last few nights was associated with the Metrolinx Rail Corridor maintenance team, and that the work is now complete. The team identified in a regular inspection defects that had to be corrected immediately. Unfortunately, this type of work occurs immediately following discovery for safety reasons and typically cannot be planned. If this is regularly scheduled maintenance, residents can sign up for the Toronto East e-newsletter which shares weekly updates of planned work and maintenance.

We apologize for the significant amount of disturbance the work caused, as we understand that many people are coping with unique challenges due to the ongoing public health situation. We are committed to being good neighbours to you and your fellow residents, and will continue to improve how we carry out work in your community.

Thank you again for bringing this to our attention, and let us know if we can assist you with any further questions.

Sincerely,  
The Ontario Line Community Relations team

-----Original Message-----

From: [REDACTED]  
Sent: Thursday, September 03, 2020 5:56 PM  
To: Ontario Line  
Subject: Re: Construction at Bruce Mackey Park/Jimmie Simpson Park

Hello,

I am located on De Grassi Street, near the Queen West intersection.

> On Sep 3, 2020, at 3:05 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hello [REDACTED],

>

> Thank you for reaching out to us and for bringing this to our attention.

>

> We are looking into this and will share some more information with you once we are able. To be able to pinpoint the noise more accurately, would you able to share your address?

>

> Sincerely,

>

> The Ontario Line Community Relations team

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: Thursday, September 03, 2020 1:33 AM

> To: Ontario Line

> Subject: Construction at Bruce Mackey Park/Jimmie Simpson Park

>

> Hello,

>

> I have been woken up the past 3 nights due to construction noises coming from the railway between Bruce Mackey Park and Jimmie Simpson Park.

>

> This noise pollution is not healthy and has disrupted my sleep. I was woken the previous two nights (Sept 1st and 2nd) around 4 or 4:30am. Today the noises began around 1:30am.

>

> Can anything be done to reduce the noise, and how long is it expected to last?

>

> Thanks,

> [REDACTED]

>

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**Date:**  
**Attachments:**

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**From:** Ontario Line  
**Sent:** September 8, 2020 5:51 AM  
**To:** TorontoEast <TorontoEast@metrolinx.com>  
**Subject:** RE: 3rd night of Construction on line in Jimmie Simpson park

Hi [REDACTED],

We have some more details to share with you. We can confirm that the noise you heard the last few nights was associated with the Metrolinx Rail Corridor maintenance team, and that the work is now complete. The team identified defects that had to be corrected immediately. Unfortunately, this type of work occurs immediately following discovery for safety reasons and typically cannot be planned.

We apologize for the significant amount of disturbance the work caused, as we understand that many people are coping with unique challenges due to the ongoing public health situation.

Thank you again for bringing this to our attention, and let us know if we can assist you with any further questions.

---

**From:** [REDACTED]  
**Sent:** Thursday, September 03, 2020 5:59 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]; Councillor Paula Fletcher  
**Subject:** RE: 3rd night of Construction on line in Jimmie Simpson park

Hi Vanessa.

I appreciate your taking the time to send me an update.

And while your sympathy is nice, we do not have an answer about the work of the past three nights or possible commencement of work tonight or thereafter. It's a very basic question. While it's not related to OL, MX should be able to very quickly know where, when and why maintenance is taking place as a matter of record.

Is there someone else within MX that should be engaged? Last night/this morning am I did send a "please contact me" notice through the MX website (see attached). No one has contacted me from that. In fact, I expected to receive some kind of basic acknowledgement # from MX indicating that



my inquiry had been received. Nothing has been received.

This is basic customer service. Is there anyone, anyone at all that can address this?

....best,

[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, September 3, 2020 5:27 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Councillor Paula Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>  
**Subject:** RE: 3rd night of Construction on line in Jimmie Simpson park

Hi [REDACTED],

Thanks for following up.

We can confirm that the overnight work the last few nights was not related to the Ontario Line project, but we are looking into where the work originated from and if it is related to another Metrolinx project or unscheduled maintenance. We will share more information with you as soon as we have it.

We recognize that much of the work we do to improve transit can be disruptive, and are happy to share our community notice process with you. Once we have confirmed a work site location and duration, we create a community notice that is posted on our [website](#) and emailed to the area MPP, City Councillor and community groups such as the Lakeshore East CAC, at least 48 hours before the work begins. In cases where we know that work is very localized or expected to be disruptive, we will hand-deliver a community notice to area residents and businesses around the work site. Each notice includes information about the location of the work site, nature of the work, duration of the work, and timing details.

I will get back to you with more information shortly. Thank you for your patience.

Sincerely,  
Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



---

**From:** [REDACTED]  
**Sent:** Thursday, September 03, 2020 3:38 PM  
**To:** Ontario Line; [REDACTED]  
**Cc:** [REDACTED]; Councillor Paula Fletcher  
**Subject:** RE: 3rd night of Construction on line in Jimmie Simpson park

Hi Vanessa:

I was anticipating that I'd have we'd have been provided an answer by now about any further night time (1-5AM) maintenance or construction activity on the line.

It's been three wakeful nights in a row with no notifications from MX or a subcontractor. Knowing the duration of the activity allow us to get a hotel room or find other accommodations. The activity has lasted a few hours at a time, so it is a serious problem if it continues.

In the meantime, I do have some other questions:

1. Is there a notification process in place for these events?
2. If so, what is it?
3. Does the notification process provide guidance on the information is required to provide (e.g. timing, nature of the event, duration of the event)?
4. Is MX acting within it's obligations when it does not properly notify the community? i.e. Are you living by the Act that guides MX?
5. Is this activity on the line tied to the Ontario Line in any way?

I'd appreciate a response by the end of the day. I've cc'd Councilor Fletcher here. In the past she has interceded on behalf of the neighbourhood when a similar issues have occurred.

All the best,

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, September 3, 2020 11:26 AM  
**To:** [REDACTED]  
**Subject:** RE: 3rd night of Construction on line in Jimmie Simpson park

Hi [REDACTED],

We received your message from [REDACTED] and appreciate you for bringing this to our attention.

We are looking into this, and we will be in touch soon with more details as soon as we are able.

In the meantime, don't hesitate to let us know if you have any other questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



----- Forwarded message -----

From: [REDACTED]  
Date: Thu., Sep. 3, 2020, 1:51 a.m.  
Subject: 3rd night of Construction on Mx line  
To: [REDACTED]

Hi [REDACTED]:

Here's a note I just sent to "Mx Contact is".

"Hello,

For the third successive night, some kind of construction or maintenance is occurring behind my house on the Mx tracks. I am at [REDACTED].

It is 1:36 am. For the last 21 minutes decibel levels exceed 79 and the house is shaking.

Can you tell me what activity is taking place and the anticipated number of nights that the activity will last?"

Thought you should know and wondering if it is some kind of maintenance or testing or early "Early Works". Do you have any insight?

[REDACTED]

--

[REDACTED]

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**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Ontario Line  
**Sent:** September 4, 2020 2:04 PM  
**To:** [REDACTED]  
**Cc:** Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>  
**Subject:** RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your prompt response and for elaborating on your concerns.

We have and continue to take into account the feedback from residents and businesses in the Thorncliffe Park area as part of the design and planning process. In the coming months, we will be sharing further information about the Ontario Line, including details about the alignment through Thorncliffe Park.

We will continue to provide updates through our [website](#). If you haven't already, through the website you may also wish to sign up for our electronic newsletter where we will share updated information as it becomes available.

Sincerely,  
The Ontario Line Community Relations team



**From:** [REDACTED]  
**Sent:** Thursday, September 03, 2020 12:36 PM  
**To:** Ontario Line  
**Cc:** Wynne-CO, Kathleen  
**Subject:** Re: Contact Ontario Line Submission

Thank you but, your response is taken directly from the articles I have already read. What I am saying clearly is that I am against the Ontario Line as proposed. My email to Ms Wynne's office was to inquire as to what her stance is on the Ontario Line running right through our neighbourhood - Neither your response nor Ms. Wynne's has addressed my concerns as outline above.

You haven't told me what is going to happen to the median lined with trees that runs along Ovelea blvd; the whole notion of a subway running along Overlea Blvd and the valley is one that I will fight against as will my neighbours. No one seems to want this - yet, it is being driven down our throats.

On Thu, Sep 3, 2020 at 10:58 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

Thank you for reaching out to us and for your feedback. MPP Kathleen Wynne also contacted us on your behalf.

In Thorncliffe Park, an elevated guideway running along Overlea Boulevard will take advantage of a wider street layout that can accommodate a new structure and avoid the need for digging. We are committed to making any new infrastructure fit with the community it will serve. Using modern construction techniques and design principles, the visual and environmental impacts of the structure will be minimized. We look forward to sharing initial designs and more information as the project advances.

Due to the geography in this area of the city, we would need to tunnel very deeply to get in and out of these areas. To get under the Don Valley by the Leaside Bridge and an offshoot of the valley that wraps around Thorncliffe Park, we would have to build the deepest station in Toronto's transit network, making for very long connections for passengers to buses at street level. This would also mean longer construction timelines.

We will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

Sincerely,

The Ontario Line Community Relations team



**From:** Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]

**Sent:** Wednesday, September 02, 2020 7:12 AM

**To:** Ontario Line

**Subject:** Contact Ontario Line Submission

**Hello Ontario Line,**

Submitted on Wednesday, September 2, 2020 - 07:11

Submitted by anonymous user: 70.48.163.65

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line - Overlea Blvd

Message: I am strongly against the Ontario Line running anywhere near or on Overlea Blvd and the valley. This is a beautiful stretch of land, with trees, grass, wide open spaces, surrounded by places of worship and residences. I bought my condominium because of the green space, trees and wide streets that around my building - the very idea that I would be staring out my window at a subway is an abomination. You will have push back - and I will continue to lobby against the Ontario Line Team..

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/567/submission/16881>



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**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Wednesday, September 30, 2020 4:02 PM  
**To:** Muir, Kelsey <kelsey.muir@aecom.com>  
**Subject:** [EXTERNAL] FW: Metrolinx Community Notice: Pape Avenue near Withrow Avenue and Cavell Avenue starting September 3

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**From:** Ontario Line  
**Sent:** September 1, 2020 8:16 AM  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice: Pape Avenue near Withrow Avenue and Cavell Avenue starting September 3

Hello [REDACTED],  
I hope you are well. Just wanted to let you know that a crew will be returning to your area briefly, starting later this week.

Let us know if you have any questions about the attached. We'll be in touch later this month with some more info on the overall project.

Stay safe,

Josh

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**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Ontario Line  
**Sent:** September 1, 2020 12:15 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Metrolinx Community Notice: cleanup work starting September 3

Hi [REDACTED],

Hope this message finds you well.

Just wanted to let you know that a crew will be returning to your area briefly, starting later this week to carry out some cleanup work to retrieve casings and repair the surface. My colleague dropped off a printed copy of the attached notice this morning, but I wanted to check in to see if you had any questions about the upcoming work. We will be monitoring the work conditions and in touch with the contractor throughout Thursday and Friday.

We'll also be in touch with an update on the Ontario Line plan as soon as we finalize some details.

Stay safe,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



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**From:** [Ontario Line](#)  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Ontario Line  
**Sent:** September 24, 2020 5:04 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: October Education

Hi [REDACTED],

Just following up on the Barrie GO Expansion Line questions – you can reach out to Sam Bugos, Community Relations and Issues Specialist (York Region and Simcoe County) directly at [sam.bugos@metrolinx.com](mailto:sam.bugos@metrolinx.com) with any questions you may have.

-Vanessa

---

**From:** Ontario Line  
**Sent:** September 23, 2020 1:54 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: October Education

Hello [REDACTED],

Thanks for following up. We can connect you and your Barrie team with our colleagues on the Barrie GO Expansion Line to answer questions, but I did want to mention that it will likely not be a presentation similar to the one we've set up in October to share some details and updates about the Ontario Line, as it isn't a brand new project.

On a separate note – let me know once you have the RSVP list available to share with us, so we can ensure that we share the meeting invite link with all attendees ahead of time.

-Vanessa

---

**From:** [REDACTED]  
**Sent:** Wednesday, September 23, 2020 10:07 AM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Re: October Education

Hi Vanessa,

I know the subject of our upcoming class will focus on the Ontario Line. We have a partnered brokerage based out of Barrie that has expressed an interest in learning about the upcoming plans for the line to Barrie. Is that something we could schedule separately from this info session or schedule at the same time? Let me know, as there would be definite interest in learning about that.

On Thu, Sep 10, 2020 at 2:59 PM [REDACTED] wrote:

Hi Vanessa,

Ok great! I will drum up our RSVP list and if we reach more than 15 people I will let you know so that we can make alternative arrangements. We take a list of all attendee contact info beforehand so I will also be able to send you that.

On Wed, Sep 9, 2020 at 8:51 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Hope you had a great long weekend!

I wanted to share a few more details about how we hope to structure this meeting. This 45-minute session will offer you and your Keller Williams team working in and around the Riverside area an opportunity to learn about the Ontario Line and of recent public updates. For this meeting we will provide a brief presentation, which can run between 20-35 minutes and thereby provide 10-25 minutes of Q&A time.

From our experience with hosting these sessions before, we would recommend setting up an RSVP for your team ahead of time and limit the attendance numbers. Our experience is that 15 people is the ideal number for a session like this. If it turns out there are additional people wishing to participate we can discuss additional sessions. We would also ask that you provide us with the list with contact details for your team, for our records and to follow up with attendees if necessary.

Let us know if that works for you and your team.

-Vanessa

---

**From:** [REDACTED]  
**Sent:** Tuesday, September 08, 2020 12:52 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Re: October Education

Hi Vanessa,

Ok great, thank you for this info. Some of our agents are not the most tech savvy so we'll ensure to have them download this program beforehand.

It depends - usually we have about 20 people attend our classes give or take. We can ask them to RSVP though to get a better idea!

On Fri, Sep 4, 2020 at 8:45 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

At Metrolinx, we use Teams as it is a more secure platform than Zoom. Much like Zoom, it has the ability to display presentations, and similarly will provide a link to access the meeting or dial-in details if you're away from your computer. You should find both details in the calendar invite sent over yesterday afternoon.

On a related note, can you advise how many people you expect to join the session?

Thanks,  
Vanessa

**From:** [REDACTED]  
**Sent:** Thursday, September 03, 2020 4:57 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Re: October Education

Hi Vanessa,

Ok thanks. We use Zoom for our meetings - is it possible we could set it up that way instead of Teams? We just find it easier to invite both our brokerages and share.  
Let me know!

On Thu, Sep 3, 2020 at 4:28 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

That time works well. We will send you and [REDACTED] a Teams meeting invite shortly.

I believe you have the deck that Josh shared with [REDACTED], but I am reattaching it here for your reference. Should we have further updates, we will share those with you in advance of the meeting.

-Vanessa

**From:** [REDACTED]  
**Sent:** Thursday, September 03, 2020 1:53 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Re: October Education

Hi Vanessa,

Wed Oct 21st at 3pm would be great! Would you like me to set up the Zoom call or will your team?  
Is there anything we can share with our agents to promote the info session?

On Wed, Sep 2, 2020 at 3:29 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for following up.

Let me know if any of the following Wednesdays work for you and your colleagues:

-October 14<sup>th</sup> at 1pm

-October 21<sup>st</sup> at 3pm

-October 28<sup>th</sup> at 1pm

I will share a calendar invite once we find a time that works for you and your team.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** Tuesday, September 01, 2020 4:22 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Re: October Education

Hi there,

We would definitely be interested in setting up an info session with your team to share with our agents. Is there a Wednesday in October that would suit your schedule? Let me know!

On Mon, Aug 31, 2020 at 9:47 AM [REDACTED] wrote:

Hey guys -

cc'd is Metrolinx (Josh and his team).

I've been speaking with them over the last couple months about the Ontario Liine and what is going on. Attached is the latest deck from them.

It looks like there should be quite a few updates during the month of September, so I thought it might be a good idea to get Josh, or someone from his team, to either come to our office or do a Zoom meeting (whatever we are doing at that point) and give us an update as to what is going on.

I'll leave it to the group to find a time for the calendar.

Cheers,



--



Sales Representative  
Keller Williams Advantage Realty



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**From:** Ontario Line  
**Sent:** August 31, 2020 5:42 PM  
**To:** [REDACTED]  
**Subject:** RE: drilling Portland st

Hello [REDACTED],

Thanks for following up.

The work has now been postponed as there are some conflicts with existing utilities in the area.

When the work does begin, the contractors will not begin work until 9pm, which will should give you and your fellow residents time to secure parking spots. We have also worked with the contractors to minimize their equipment footprint on the street, and will only be occupying 5m north and south of the drill rig. If you run into any problems, you can contact us again.

We will be sure to follow up with you when we have new details available.

Sincerely,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** Saturday, August 29, 2020 1:39 PM  
**To:** Josh Vandezande; Ontario Line  
**Subject:** Re: drilling Portland st

Josh

I hate to be persistent. My question is, if we are unable to find a space at some point, as all the spaces

have permit holders, what are we to do? Will you provide alternative parking spaces?

[REDACTED]

August 26, 2020 2:06 PM, "Josh Vandezande" <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hello [REDACTED],

Thanks for your question. The drill rig will actually be positioned just off the street, in a small lot to the north of 127 Portland. The work zone will likely extend one or two car lengths north and south of the drill rig. This leaves quite a few on-street parking spaces still available.

If you have any further questions, you can contact us at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** Wednesday, August 26, 2020 1:56 PM  
**To:** Josh Vandezande; [Anthony.MacMahon@toronto.ca](mailto:Anthony.MacMahon@toronto.ca)  
**Subject:** drilling Portland st

Josh and Anthony

I received a notice re drilling for the Ontario Line on the east side of Portland between Richmond and Adelaide streets. We have permit parking on that section of Portland. What will happen to our parking privileges during the drilling? If you can't answer this, who should we contact?

Best

[REDACTED]

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**From:** Ontario Line  
**Sent:** September 23, 2020 11:14 AM  
**To:** [REDACTED]  
**Subject:** RE: Queen Spadina Corridor and Small Businesses

Hello [REDACTED],

Thank you for your additional questions.

Detailed design and planning work is still underway to determine exact station entrance locations. We will be sharing more details about station locations in the fall.

Regarding property impacts, Metrolinx will only be acquiring properties that are absolutely necessary to get transit built. As mentioned below, some outreach has begun, and we will be notifying affected property owners directly once that information becomes available to us.

Don't hesitate to let us know if you have any further questions.

Sincerely,  
Vanessa

---

**From:** [REDACTED]  
**Sent:** Tuesday, September 22, 2020 9:23 AM  
**To:** Ontario Line  
**Subject:** Re: Queen Spadina Corridor and Small Businesses

Where will the station entrances be located? And will there be any buildings torn down to build the entrances?

On Sep 22, 2020, at 9:10 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

---

Hello [REDACTED],

Thanks for following up with us.

You may have already seen this, but last Thursday, we released details about the west segment of the alignment from Exhibition through Queen/Spadina on our website. If you haven't already seen it, you can find the map with the proposed location of the Queen/Spadina station on the [Metrolinx Engage website](#).

We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed. Some outreach has already begun. Metrolinx endeavours to provide early notice and commence discussions with owners to allow ample time for any negotiations or considerations.

Sincerely,  
Vanessa

Vanessa Cheng  
Team Lead, Community Relations - Ontario Line

-----Original Message-----

From: [REDACTED]  
Sent: Sunday, September 20, 2020 6:54 PM  
To: Ontario Line  
Subject: Re: Queen Spadina Corridor and Small Businesses

Hi Vanessa,

There has been a report/update released regarding the Ontario Line project. I can't seem to find any information on where exactly the Spadina Queen subway is being proposed and what buildings will be impacted/demolished in that area. Can you share these details?

Thanks,  
[REDACTED]

> On Aug 20, 2020, at 3:41 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

>

> Hi [REDACTED],

>

> Thanks for following up.

>

> We don't have those details at this time, as we are currently still developing the Ontario Line project plan and schedule. We will be providing an update on the Ontario Line plans in the coming weeks and the Preliminary Design Business Case is anticipated to be released in the Fall that will outline more details.

>

> Sincerely,

> Vanessa

>

> Vanessa Cheng

> Team Lead, Community Relations - Ontario Line

>

> -----Original Message-----

> From: [REDACTED]

> Sent: August 20, 2020 12:47 PM

> To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

> Subject: Re: Queen Spadina Corridor and Small Businesses

>

> Hi Vanessa,

>

> Do you have any proposed maps of the Queen/Spadina area where there will be demolition of buildings above ground?

>

> Thanks.

>

>> On Aug 20, 2020, at 11:16 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

>>

>> Hi [REDACTED],

>>

>> Thanks for reaching out to us and for your message regarding the Ontario Line project.

>>

>> We know how important it is to support businesses and jobs in the GTA, especially now as we are dealing with the difficulties of the global COVID-19 pandemic and focussing on recovery. At this time, we are in the process of finalizing the precise alignment of the Ontario Line. Our teams are currently gathering more information, including details on ground conditions, community and environmental impacts. The work we are carrying out to evaluate the aforementioned conditions will inform station locations and impacts to area businesses.

>>

>> We understand that businesses have many questions about the impacts on their neighbourhoods and businesses, which is why we are sharing updates and seeking feedback throughout the development of the project. We expect to be able to share an update on the plan and timelines for the Ontario line later this summer and into early fall.

>>



>> For more information and to stay updated on upcoming work, please visit our website ([Metrolinx.com/OntarioLine](http://Metrolinx.com/OntarioLine)) and sign up for our e-newsletter.

>>

>> Don't hesitate to let us know should you have any further questions.

>>

>> Sincerely,

>> Vanessa

>>

>> Vanessa Cheng

>> Team Lead, Community Relations - Ontario Line

>>

>> -----Original Message-----

>> From: [REDACTED]

>> Sent: August 19, 2020 8:31 PM

>> To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

>> Subject: Queen Spadina Corridor and Small Businesses

>>

>> Hi,

>>

>> I own a small business at Queen and Spadina and would like to understand the impact to businesses along this corridor with the build of the Ontario Line.

>>

>> 1. Has the impact of small businesses been taken into consideration? With road closures and construction my sales will be greatly impacted. And during a time where COVID has already had devastating effects on businesses these plans will only make the situation worse.

>>

>> 2. Where do you plan on building the new spadina/queen station?

>>

>> 3. Will there be compensation and relief packages for small businesses who have leases?

>>

>> Thanks.

>> [REDACTED]

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**From:** Ontario Line  
**Sent:** August 19, 2020 1:19 PM  
**To:** [REDACTED]  
**Subject:** RE: Upcoming Metrolinx work in your area

Hi [REDACTED],

Thanks for confirming receipt of the notice.

At this time, we only have the notice in English and French – I've attached the French notice to this email for your reference. We do appreciate the feedback about having it accessible in more languages, and will keep this in mind for any future notices.

Don't hesitate to let me know if you have any further questions.

-Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**From:** [REDACTED]  
**Sent:** August 19, 2020 12:29 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Upcoming Metrolinx work in your area

Hi,

Do you happen to have this document translated in Chinese?

We have a high percentage of tenants who only read and speak Chinese. Can you send us a translated version so we can post this also?

Thanks

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** Wednesday, August 19, 2020 12:13 PM

**Subject:** Upcoming Metrolinx work in your area

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business starting Wednesday, August 19. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants as they may experience loud noises and some traffic interruptions during work hours over the next few weeks.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

Please confirm receipt of this email once you have reviewed it.

Thank you.

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



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**From:** Ontario Line  
**Sent:** August 20, 2020 8:18 AM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line - Sustainability & Ridership Question

Hi [REDACTED],

Thanks for following up.

The work on assessing and calculating the reduction in auto-related GHG emissions is underway, and we expect to have more details available as part of the Ontario Line Preliminary Design Business Case to be released this Fall 2020.

As soon as we have more specific timelines, we will provide updates through our e-newsletter and [website](#).

Sincerely,

Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



---

**From:** [REDACTED]  
**Sent:** August 19, 2020 10:52 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line - Sustainability & Ridership Question

Hi Vanessa,

I appreciate the response. However, I don't think it answers my questions. I do recognize this is a living document of sorts and the iterative and progressively more detailed nature of the work.

Setting aside the development implications, is it not possible to give more concrete answers on the other two questions? Specifically, how is a 1 million tonne annual auto GHG reduction determined? And how many riders does that case assume convert from driving to taking transit on the new line?

It seems to present the case that the project is lowering GHG emissions. However, it doesn't talk about the operating carbon of the line, the energy-use of the stations, the significant upfront embodied carbon of the materials (ie. concrete). That info in the report doesn't seem to square with a number of research papers on the upfront embodied carbon impact of transportation infrastructure. The report you referenced doesn't really seem to make it much clearer, and in fact on pg 109, makes clear that the full carbon picture is not accounted for.

I'm not looking for a 'gotcha' just trying to determine the carbon impact.

Keen to hear more.

Thanks in advance,



On Wed, Aug 19, 2020 at 1:46 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi ,

Thanks for your patience as we gathered more information.

Business case analysis is used by Metrolinx as an established method for evaluating potential transportation investments in a comprehensive manner. The Ontario Line [Initial Business Case \(IBC\)](#) is considered a 'living document' throughout the entire decision-making lifecycle. This lifecycle – the transition from options analysis to planning and design on a preferred option and finally to delivery and operations – relies on a progression of decisions to guide an investment's advancement. These decisions are supported by a series of progressively detailed business cases. The next document, the Preliminary Design Business Case (PDBC), is under development and will be released this Fall 2020.

More information regarding the reduction in auto-related GHG emissions is being updated as part of the Ontario Line PDBC. Similarly, more information on Transit Oriented Communities will be captured in the Ontario Line PDBC.

For information on how GHG calculations are carried out, please view the [Metrolinx Business Case Guidance](#) where more information can be found on pages 106 – 111. The Metrolinx Business Case Guidance also outlines more details about the reduction in auto-related GHG emissions from projected riders converting from driving to the new Ontario Line.

Don't hesitate to let us know if you any further questions.

Sincerely,

Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** August 7, 2020 8:20 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line - Sustainability & Ridership Question

Thanks Josh.  
I really appreciate it.

- [REDACTED]

On Fri, Aug 7, 2020 at 7:40 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],  
Thanks for your email. We're working on getting some information together and we'll get back to you as soon as possible.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



**From:** [REDACTED]  
**Sent:** Tuesday, August 04, 2020 1:25 PM  
**To:** Ontario Line; Sustainability  
**Subject:** Ontario Line - Sustainability & Ridership Question

Hello,

I am an architect and urban planner doing some research on transit and carbon. I wanted to follow-up on a few points cited in the 2019 Initial Business Plan for the Ontario Line.

1. On pg 11 it notes, "reduction in auto-related GHG emissions of 1,012,000 tonnes

annually (3.2% reduction) compared to BAU." Can you provide further information on this? How was it calculated? Related to this, do you have any information on the carbon from the energy use generated by the system and buildings, ie. stations? What is the net carbon emissions of the line?

2. I am not able to determine from the report, how many of the projected riders are riders who are assumed to be converting from driving to the new line? I assume this would be the riders who contribute to the reduction in auto-related GHG emissions as anyone else would be already taking other modes.

3. There are numerous references to Transit Oriented Development opportunities noted. Does Metrolinx have any projections on what the sqm potential would be?

My research interest in this is with respect to embodied carbon at the urban scale. There is carbon generated from the operation and energy use, but the materials also have a carbon footprint all of which is offset by getting people out of cars and into transit. Some papers have shown this can be multi-decade 'payback' on the upfront or embodied carbon emissions. Being a Toronto resident, I'm curious how it plays out on a project that I'm reasonably familiar with.

Kind regards,

[REDACTED]

[REDACTED]

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-----Original Message-----

From: Ontario Line  
Sent: August 19, 2020 1:52 PM  
To: [REDACTED]  
Subject: RE: Project Plan

Hi [REDACTED],

Thanks for following up.

We are still in the process of finalizing details while project design work continues for the Ontario Line. We look forward to sharing more details, including an update on the plan and timelines in the next few weeks, and will be in touch once we have updated information.

Thank you for your continued patience.

Sincerely,  
Vanessa

Vanessa Cheng  
Team Lead, Community Relations - Ontario Line

-----Original Message-----

From: [REDACTED]  
Sent: August 17, 2020 9:26 PM  
To: Ontario Line <ontarioline@metrolinx.com>  
Subject: Re: Project Plan

Hi Vanessa, hope you are well. Do you happen to have an update on the project plan? Thanks, [REDACTED]

[REDACTED]

> On Jul 21, 2020, at 4:16 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi [REDACTED],

>

> Thanks for reaching out to us and for your message regarding the investigation work that Metrolinx is undertaking to support planning for the Ontario Line.

>

> At this time, significant investigation and initial design work is still underway, and we are in the process of finalizing the precise alignment of the Ontario Line. Our teams are currently gathering more information, including details on ground conditions, community and environmental impacts. The construction notice you received is a part of the work we have been carrying out to evaluate the aforementioned conditions.

>

> We expect to be able to share an update on the plan and timelines for the Ontario line later this summer. If you



haven't already, you may also wish to visit our website where you can review the Initial Business Case for the project released in July 2019, and also sign up for our electronic newsletter where we will share updated information as it becomes available.

>  
> Let us know if you have any further questions we can assist with.

>  
> Sincerely,  
> Vanessa

>  
> Vanessa Cheng  
> Team Lead, Community Relations - Ontario Line

>  
>  
>  
> -----Original Message-----

> From: [REDACTED]  
> Sent: July 20, 2020 9:34 AM  
> To: Ontario Line <ontarioline@metrolinx.com>  
> Subject: Project Plan

>  
> Hi there, I received a notice for drilling today in my mailbox with respect to the Ontario Line. This is the first communication I've received. Please share your project plan outlining the work for the entire project.

>  
> Regards,

>  
> [REDACTED]  
> [REDACTED]

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**From:** Ontario Line  
**Sent:** August 19, 2020 8:32 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: [REDACTED] - Ontario Line

Hi [REDACTED],  
Vanessa let me know about your message and I just wanted to check in to see if things were a bit less disruptive last night. This is obviously not quiet work, particularly at night, and the acoustical characteristics of the valley don't work in our favour. We're going to be out tonight to monitor noise levels, but please let us know if conditions were more manageable.

We're still working on finalizing some details to share an update on the Ontario Line plan and I'll circle back with you as soon as I can.

Take care,  
Josh

---

**From:** Ontario Line  
**Sent:** Tuesday, August 18, 2020 5:18 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Councillor Paula Fletcher; Tabuns - CO, Peter  
**Subject:** RE: [REDACTED] - Ontario Line

Hi [REDACTED],

We are currently conducting investigate nighttime drilling work on the Don Valley Parkway, which is likely the source of what you heard and felt. This drilling work is to assess the ground conditions in support of future Ontario Line bridge piers. Please find attached the notice attached which was also posted on our website.

We regret the significant amount of disturbance the work caused. Unfortunately, the work had to be scheduled overnight, based on advice from City of Toronto staff. We have asked our contractor to try and reduce noise levels, where possible.

Let us know if you have any further questions.

Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]

**Sent:** August 18, 2020 2:20 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED] Councillor Paula Fletcher  
<[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>; Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>

**Subject:** Re: [REDACTED] - Ontario Line

Hi Josh and Metrolinx,

Last night my family was woken up (and kept up for quite some time) at one am by the repeated pounding of not one, not two but three drilling rigs just beyond our backyard down in the valley. I would say the closest was about 50 meters from our house. The pounding was loud enough to not only hear but feel in our beds.

I'd like to know if they were for the Ontario Line. Can you let me know, please?

Thanks,

[REDACTED]

On Fri, Jul 10, 2020 at 9:00 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for reaching out to us and for your message regarding the investigation work that Metrolinx is undertaking to support planning for the Ontario Line. It was a pleasure to meet you and your wife yesterday afternoon, and I appreciated hearing your concerns.

We understand that many people are coping with unique challenges due to the ongoing public health situation and, accordingly, we are taking steps to minimize the impact of our investigation work while continuing to move this important project forward. There was a scheduling issue that resulted in the crew proceeding with the geotechnical work in your neighbourhood out of sequence and before we could provide appropriate notice to the community. The work on Minton Place has been paused and will not resume until after we have had an opportunity to provide the community with further information about the project.

As we discussed yesterday, Metrolinx is looking forward to sharing further information about the project this summer. We recognize that people want to better understand the plans for the Ontario Line and how it will impact them and their community. Because large public gatherings are likely not going to be possible this summer, we will be providing a range of options for people to get information, provide feedback and ask questions. Details will be provided through elected

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**From:** Ontario Line  
**Sent:** August 19, 2020 1:52 PM  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED]

Hi [REDACTED],

Thanks for following up and for your message.

At this time, we are in the process of finalizing the precise alignment of the Ontario Line. Our teams are currently gathering more information, including details on ground conditions, community and environmental impacts. We understand that residents want specific details about impacts to their property, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed.

We expect to be able to share an update on the plan and timelines for the Ontario line later this summer and into early fall. For more information and to stay updated on upcoming work, please visit our [website](#) and sign up for our e-newsletter.

Don't hesitate to let us know should you have any further questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**From:** [REDACTED]  
**Sent:** August 17, 2020 1:12 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** [REDACTED]

Good afternoon,

I'm the owner of the house located at [REDACTED], I have put my house on the market for sale now. Since my property was on the relief line and supposed to be demolished, just wondering if I can sell the property and if yes should I disclose it to potential buyer?  
I'd appreciate your fast response.

Regards,



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**From:** Ontario Line  
**Sent:** August 17, 2020 4:36 PM  
**To:** [REDACTED]  
**Subject:** RE: Please help

Thanks for the speedy reply, [REDACTED]. Looking forward to speaking with you at 5pm today.

-Vanessa

**From:** [REDACTED]  
**Sent:** August 17, 2020 4:29 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Please help

Yes, I will be available at that time. Please call [REDACTED]. Thanks so much, Vanessa. I look forward to speaking to you.

Sincerely,  
[REDACTED]

On Mon, Aug 17, 2020 at 4:22 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for following up, and for your continued patience.

Would you be available for a call today at 5pm? If so, let us know the best number to reach you on.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** August 17, 2020 1:35 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Please help

Hello Vanessa,

I have written to you before concerning timelines for possible expropriation around the North Contract line of the Ontario Line project.

The last piece of information that you provided was that Metrolinx would start contacting affected homeowners within the next 2 months (based on your email of July 24th).

Since then, both my husband and I have been informed by our employer (we both work for the same employer) that the latest we can make a retirement decision before the start of the upcoming work year is **this Friday August 21**. The letter of resignation would need to be in their hands by Friday in order to be approved.

***Whether or not our house will be expropriated greatly factors into our decision of whether to keep working, particularly in a financial sense, but also importantly from a timing perspective.***

If at all possible, we are asking that you provide us with the most recent update on expropriation dates concerning our property, so that we can make the most informed and prudent decision for our family.

More specifically:

- 1) **Will** [REDACTED] **be expropriated** for the North Contract of the Ontario Line?
- 2) If so, **when** and **how** will we be informed (in person, phone, email, letter, etc.)?

We really appreciated your honest, transparent and quick response last time and are looking forward to any information that you can provide **as soon as possible within the next few days** so that we can weigh all options when making this essential decision impacting the next part of our lives.

Sincerely,

[REDACTED]

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**From:** Ontario Line  
**Sent:** August 7, 2020 3:19 PM  
**To:** [REDACTED]  
**Subject:** New Metrolinx Community Notice - night drilling work at Queen Street W near Spadina Avenue

Hi [REDACTED],

We wanted to give you a heads up about some more upcoming work in your neighbourhood. We know that the work has been disruptive in the past and reminded our contractors of the importance of minimizing disruption, recognizing of course that the work they are doing is by its nature quite disruptive.

We expect that work on the borehole on Queen Street, across from Cameron, will begin on August 12<sup>th</sup>, and will last for up to three weeks.

Please don't hesitate to contact us if you have any questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



**From:**  
**To:**  
**Subject:**  
**Date:**

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**From:** Ontario Line  
**Sent:** August 7, 2020 2:23 PM  
**To:** [REDACTED]  
**Subject:** RE: eNewsletter response

Hi [REDACTED],

We have spoken to our contractor crews and confirmed that drilling has been completed for this area. We apologize again for the fact that you didn't receive advance notice and will update our website so that information is easier to find.

Don't hesitate to reach out if you have any further questions.

-Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

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**From:** [REDACTED] >  
**Sent:** August 6, 2020 2:46 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Fwd: eNewsletter response

Thanks so much for explaining what's going on. Just to let you know, I emailed 5 neighbours this morning to ask if they received the notice, and not one of them did - so they were very grateful to get an update from me! (This is own on-going problem. There have been other times in the past as well when construction notices somehow miss too many mailboxes.) The last Ontario Line E-Newsletter emailed to me on June 23'20 contained drilling info on Queen St, so I'm surprised that I didn't get the current drilling list emailed to me, which includes my area.

The easiest and most reliable way to cover missed mailboxes and no new E-Newsletters would be to at least have a sign at the construction site explaining what's being done & the time frame, especially if it could "last for up to three weeks".

[REDACTED]

Begin forwarded message:

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: eNewsletter response

**Date:** 5 August, 2020 7:04:14 PM EDT

**To:** [REDACTED]

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Hi [REDACTED],

Sorry about the disturbance! Please see the attached notice. We delivered hard copies of this to residents on Eaton Avenue and posted it on our [website](#) but it appears we may have missed your house in our deliveries.

I am checking with our contractor crews to see if they can provide an updated timeline for the work. We'll get back to you soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

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**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Ontario Line  
**Sent:** July 31, 2020 12:45 PM  
**To:** [REDACTED]  
**Subject:** RE: 301-484465-B3C4M1 > Customer Service > General Inquiry EM0002365705

Hi [REDACTED],

Thanks for reaching out to us.

The Initial Business Case did contemplate a station at Cosburn and Pape. The precise alignment, or route, of the Ontario Line continues to evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We expect to be able to share an update on the plan and timelines for the Ontario line later this summer.

A recent update by Infrastructure Ontario regarding procurement activities mentioned that the Request for Qualifications for the northern segment of the line, which includes the area near Cosburn Station, will not be issued until early 2022. As soon as we have more specific timelines, we will provide updates through our newsletter and [website](#).

Don't hesitate to let us know if you have any further questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** Metrolinx Customer Relations <[CustomerRelations@metrolinx.com](mailto:CustomerRelations@metrolinx.com)>  
**Sent:** July 28, 2020 2:07 PM  
**To:** Catherine Mais <[Catherine.Mais@metrolinx.com](mailto:Catherine.Mais@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** 301-484465-B3C4M1 > Customer Service > General Inquiry EM0002365705

### For Your Information

The following customer concern requires your attention. Response is not required.

If you have access to the Contact Management system you may access the case directly by clicking on the following link.

[Case Number: 301-484465-B3C4M1](#)

**If you are responding to this case via email please do not change subject line.**

---

Case Number: [301-484465-B3C4M1](#)

Channel Received: **E-comment**

Date of Receipt: **7/27/20 10:21 PM**

Incident Date: **7/27/20**

Incident Time: **N/A**

Service Category: **Customer Service**

Complaint Code: **General Inquiry**

Office: **Community Relations - Ontario Line**

---

CSR Name: **Lisa Hughes**

CSR Comment:

**Hi Team**

**May your group engage with this potential resident?  
Thanks in advance**

**Lisa**

[REDACTED]

**Hello! I'm looking to move into a place at Cosburn and Pape, is the Ontario line planned to be drilled around that area within the next year?**

---

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

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## **Customer Comment**

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Subject: **Hello! I'm looking to move into a place at Cosburn and Pape, is the Ontario line planned to be drilled around that area within the next year?**

**Kind regards,**

Message:

**Hello! I'm looking to move into a place at Cosburn and Pape, is the Ontario line planned to be drilled around that area within the next year?**

**Kind regards,**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** [EXTERNAL] FW: Supporting our local businesses near De Grassi and Queen  
**Date:** Friday, July 31, 2020 7:56:29 AM  
**Attachments:** [REDACTED]

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** July 30, 2020 4:48 PM

**To:** [REDACTED]

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: Supporting our local businesses near De Grassi and Queen

Hi [REDACTED]

A few updates to further address the concerns you raised:

- The only current drilling location in Riverside is on the north sidewalk of Queen Street, just east of the rail corridor bridge. We are changing out equipment for a smaller, quieter drill rig in order to be less disruptive and still ensure we are leaving space on the sidewalk for pedestrians to safely pass and not impeding cycle and vehicle traffic.
- There will no longer be any service trucks parked at the south end of De Grassi on the east side, but we still brought in a parking barricade so that there aren't any concerns with getting [REDACTED] patio setup on the west side of the street.
- We have also shortened drilling hours so we will end at 4pm each day.
- We will continue to work with [REDACTED] to immediately address any issues. [REDACTED] is similarly welcome to contact me directly at any time or email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) for assistance.

Once the borehole mentioned above is complete in the second week of August, we do not have drilling planned at or near Queen and the rail bridge for at least the next month. We appreciate the patience that area businesses have afforded us over the last couple months. Time for us to give you all a break and enjoy some of these expanded patios! Please stay in touch.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Josh Vandezande  
**Sent:** Wednesday, July 29, 2020 2:27 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Supporting our local businesses near De Grassi and Queen

Hi [REDACTED]  
Good to hear from you. [REDACTED] and I connected this afternoon and we are working on his immediate concerns to ensure that he is able to get the Bonjour Brioche CafeTO permit asap. I was down at the site today to check on things and am working with the contractor to get an update on the schedule. [REDACTED] has my contact information and we will continue working with him this week manage any issues.

We recognize there has been a lot of disruptive geotechnical work in your area over the last few months. I have asked my team for an update on the plan for the next 4-6 weeks so that we can discuss with you and local businesses to address some of the concerns you have raised.

I'll be back in touch soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** [REDACTED]  
**Sent:** Wednesday, July 29, 2020 2:01 PM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
**Subject:** Supporting our local businesses near De Grassi and Queen

Hi Josh - hope you are well.

I think you may have already had a call from [REDACTED] at Bonjour Brioche (copied) but I

am also copying [REDACTED] from Tabule, and our Board Chair [REDACTED] and Director [REDACTED].

I am connecting us all as we are looking for collaboration with Metrolinx to help ensure businesses who have outdoor patios on or nearby De Grassi Street are still able to operate.

Both Bonjour Brioche and Tabule have been long time anchor businesses in this community for well over a decade and, as mentioned in previous discussions with your team, our businesses are all experiencing extreme hardship due to COVID and the resulting downturn in business.

The continued investigative work by Metrolinx for the Ontario Line is exacerbating this downturn as these businesses are currently experiencing issues due to noise from the drilling/ other investigation activities which have trucks on De Grassi and Queen in this area.

Both restaurants are operating with outdoor dining only and will most likely continue to do so in Phase 3. As outdoor patios represent one of the very few lifelines for our local businesses to get through the next couple of months and beyond, we want to discuss how Metrolinx can modify its activities to enable the continued operation of these outdoor patios, without noise and dust driving away customers.

Could you please assist with moving this discussion forward?

[REDACTED]

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** [EXTERNAL] FW: timeline for letters of expropriation  
**Date:** Friday, July 24, 2020 2:47:26 PM  
**Attachments:** [image001.png](#)

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**From:** Ontario Line  
**Sent:** July 24, 2020 2:39 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: timeline for letters of expropriation

Hi [REDACTED]

Thank you for following up.

Property requirements are still under consideration while project design work continues. Metrolinx will begin contacting impacted property owners within the next two months. While many properties required for the North contract won't be needed until 2023, Metrolinx will endeavour to provide early notice and commence discussions with owners to allow ample time for any negotiations or considerations.

Thank you for your continued patience.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** July 23, 2020 12:13 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** timeline for letters of expropriation

Hello Vanessa,

A few weeks ago I emailed you to express our anxiety/stress related to the Ontario Line work happening around Minton Place and hoping that we could get more specific information for ourselves and our neighbours regarding timelines for possible expropriation.



You replied that affected homeowners could expect to receive a letter this summer.

Since receiving your response, I have found out that work on the North Contract (our area) of the Ontario Line is not scheduled to start until 2023/24.

My questions are:

- 1) Should we still be expecting letters of expropriation this summer given that work is not scheduled to start until 2023/2024?
- 2) Should we receive a letter, how much time is given for us to move?

Your honest, transparent, and specific answers would be greatly appreciated, and would help to relieve some of our stress as we try to plan accordingly for the next stage of our lives.

We look forward to hearing from you.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** [EXTERNAL] FW: [REDACTED] contact info  
**Date:** Friday, July 24, 2020 2:42:49 PM  
**Attachments:** [image001.png](#)

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**From:** Ontario Line  
**Sent:** July 23, 2020 12:39 PM  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] contact info

Hi [REDACTED]

Thanks for your message. We will be providing an update on the Ontario Line plans in the coming weeks and the Preliminary Design Business Case is anticipated to be released in the Fall. Outreach to impacted property owners will occur prior to the end of 2020.

The work on Transit Oriented Communities is just beginning and we expect to be able to share an update on how those projects fit with the overall Ontario Line plans as more information is available. For more information and to stay updated on upcoming work, please visit our [website](#) and sign up for our e-newsletter.

Don't hesitate to let us know should you have any further questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



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**From:** [REDACTED]  
**Sent:** July 21, 2020 5:21 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: [REDACTED] contact info

Hi there,

My name is [REDACTED]. We communicated a while back regarding spray paint along De Grassi. Thanks again for being so responsive.

I've just read the summation of the Transit-Oriented Communities Act and Ministry of Infrastructure Act, and I have questions regarding the use of private developers to build Metrolinx stations in exchange for land to develop on.

Important disclaimer (I believe I covered this off last time, but important to reiterate): I believe in building transit, I know we need more of it, and I completely agree with the logic of needing to build communities around hubs.

A Toronto Star article posted on January 20, referenced the cost of building a station at \$500 million dollars. The article goes on to say that to recoup the cost and gain 15-20% profit, a developer would have to build the equivalent of 8 to 13 Aura towers.

[https://www.thestar.com/news/city\\_hall/2019/01/20/experts-call-scarborough-subway-funding-proposal-far-fetched.html](https://www.thestar.com/news/city_hall/2019/01/20/experts-call-scarborough-subway-funding-proposal-far-fetched.html)

Even if these numbers are inflated, it would appear that land assembly is going to play a very large role in your early works. It also appears as though the mandate of a transit-oriented community would not be served by one or two buildings but instead by a significantly larger development that utilizes enough land to build retail and a lot of housing - including desperately needed affordable housing.

So my questions are:

- What is the anticipated scope and borders of the proposed transit-oriented community surrounding the Leslieville Station? How much land are you going to assemble?
- When will homeowners who are slated to be expropriated be notified?
- When will the community see the next business case?

Appreciate any insights you can share with me.

Thanks very much,



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Project Plan  
**Date:** Tuesday, July 21, 2020 4:16:00 PM

---

Hi [REDACTED],

Thanks for reaching out to us and for your message regarding the investigation work that Metrolinx is undertaking to support planning for the Ontario Line.

At this time, significant investigation and initial design work is still underway, and we are in the process of finalizing the precise alignment of the Ontario Line. Our teams are currently gathering more information, including details on ground conditions, community and environmental impacts. The construction notice you received is a part of the work we have been carrying out to evaluate the aforementioned conditions.

We expect to be able to share an update on the plan and timelines for the Ontario line later this summer. If you haven't already, you may also wish to visit our website where you can review the Initial Business Case for the project released in July 2019, and also sign up for our electronic newsletter where we will share updated information as it becomes available.

Let us know if you have any further questions we can assist with.

Sincerely,  
Vanessa

Vanessa Cheng  
Team Lead, Community Relations – Ontario Line

-----Original Message-----

From: [REDACTED]  
Sent: July 20, 2020 9:34 AM  
To: Ontario Line <ontarioline@metrolinx.com>  
Subject: Project Plan

Hi there, I received a notice for drilling today in my mailbox with respect to the Ontario Line. This is the first communication I've received. Please share your project plan outlining the work for the entire project.

Regards,

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Version française svp.  
**Date:** Friday, July 17, 2020 4:42:00 PM  
**Attachments:** [image001.png](#)

---

Salut [REDACTED],

Merci pour votre message. Si vous pouviez nous faire savoir quel avis de construction vous cherchez, nous pouvons vous envoyer la version française.

Au plaisir d'avoir de vos nouvelles.

**Vanessa Cheng**  
Chef d'équipe, Relations communautaires – Ontario Line



**From:** [REDACTED]  
**Sent:** July 17, 2020 3:26 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Version française svp.

**From:** [REDACTED]  
**To:** [TorontoEast](#)  
**Cc:** [Toronto West](#); [York Region](#); [Peel](#); [Halton Region](#); [Durham Region](#); [Simcoe County](#); [Ontario Line](#); [Crosstown](#); [Yonge Subway Ext](#)  
**Subject:** Update  
**Date:** Friday, July 17, 2020 5:49:59 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image001.png](#)  
[Screenshot\\_2020-07-17\\_174712.jpg](#)

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Hi James,

The Metrolinx East and West emails reached my inbox but the Ontario Line email landed in spam. Maybe it was because the date was "XX" in the subject.

Have a good weekend,

[REDACTED]

On Wed., Jul. 15, 2020, 9:43 a.m. TorontoEast, <[TorontoEast@metrolinx.com](mailto:TorontoEast@metrolinx.com)> wrote:

Perfect !!

Thanks

James

**From:** [REDACTED]  
**Sent:** July-15-20 9:42 AM  
**To:** TorontoEast  
**Cc:** Toronto West; York Region; Peel; Halton Region; Durham Region; Simcoe County; Ontario Line; Crosstown; Yonge Subway Ext  
**Subject:** Re: Further feedback Re: Metrolinx Toronto West Weekly Update - May 8th

Hi James,

Happy to help. Will keep an eye on it and let you know. Good news. The Durham newsletter just reached my inbox this morning.

-----

[REDACTED]

[REDACTED]

On Wed, Jul 15, 2020 at 8:58 AM TorontoEast <[TorontoEast@metrolinx.com](mailto:TorontoEast@metrolinx.com)> wrote:

Good morning, [REDACTED].

I am pleased to hear that the Toronto East Regional eBlast is making its way to you as it should. I was wondering if you would be so kind to indicate which regional eBlasts remain in spam. You are indeed a valued asset in how Metrolinx tests its technical improvements. Very much appreciated.

Be safe, be well.

James

**James Burchell**

Community & Stakeholders Relations Specialist

Toronto East

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

[torontoeast@metrolinx.com](mailto:torontoeast@metrolinx.com)



**From:** [REDACTED]

**Sent:** July-10-20 3:30 PM

**To:** Toronto West; TorontoEast; York Region; Peel; Halton Region; Durham Region; Simcoe County; Ontario Line; TorontoEast; Crosstown; Yonge Subway Ext; Crosstown

**Subject:** Re: Further feedback Re: Metrolinx Toronto West Weekly Update - May 8th

Hi All,

Good news. The Toronto East - eBlast - Week of July 6 - 10, 2020 email reached my inbox. The bad news is that other Metrolinx emails are still going to spam despite taking all of the recommended steps (screenshot below).

Just wanted to see if the below suggestion I made was looked into.

Also, for the email from Crosstown received at 2:59PM today, the link at the bottom for "add us to your address book" only works I believe if you are using Outlook. When I clicked on it using my gmail account, it opened the Windows Explorer pop up for attachments. If you are using Gmail you have to manually add [crosstown@metrolinx.com](mailto:crosstown@metrolinx.com). The emails come from [no-reply@community.metrolinx.com](mailto:no-reply@community.metrolinx.com) so people may need to add both to their contacts.

Have a great weekend!

Thanks,



image.png



On Mon, May 11, 2020 at 10:34 PM [REDACTED] wrote:

Hi Metrolinx Team,

In case it's helpful for your IT team, I mentioned this email issue to a friend who works in IT and here is his perspective:



This probably isn't a Google issue. Google is doing what it should be doing and saying something is suspicious. This seems like something on their newsletter or mass email tool not being correctly verifiable to send on behalf of the Metrolinx domain. This is typically done through SPF and DKIM entries on a domain's DNS registration.

Doing a cursory scan of the SPF entries on their domain (all publicly available DNS entries), it looks like there's a resolving error on the SPF entry.

<https://tools.sparkpost.com/spf/inspector/metrolinx.com>

Assuming they are sending that newsletter using one of the tools that is authorized by SPF record (and if it isn't, they should add that record), then it's possible that the lookup error is the cause. The easy fix is to use an SPF shortener/flattener since the SPF record itself has a hard limit. I've used AutoSPF in the past to get around the 10 lookup limit since you can only have one actual SPF DNS entry.

My friend works at an IT company at Church and The Esplanade so many of his colleagues are GO Transit riders. I've been telling some of them about projects underway that'll improve their commutes, like one person who takes the train in from Bradford. So I let him know about the Davenport Overpass.

All the best,

[REDACTED]

On Fri., May 8, 2020, 4:04 p.m. [REDACTED] wrote:

Hi Metrolinx Team,

I really enjoy receiving your emails but I want to flag an issue I'm having.

I know this has been a challenge in the past, but is there any update contacting Google and asking for help at getting your emails into people's inbox instead of spam folders? I've done everything I can. I've added all Metrolinx accounts to my contacts, I always mark it as not spam, I have a "Metrolinx" filter with a label set up, etc. Nothing seems to work. Metrolinx's email newsletters are some of the only ones

where this happens. I'm on lots of other mailing lists and this isn't happening. I highly encourage you to reach out to Google Canada for assistance. There is a [Google Canada Waterloo office](#) ((519) 880-2300) that looks [directly onto](#) the Kitchener Line, the and the WRLRT which Metrolinx was involved in through the LRVs.

I'm sure I'm not the only person this is happening to.

Thank you,



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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Marcia Elie](#)  
**To:** [Ontario Line](#)  
**Subject:** RE: Resident Complaint - Vibrations  
**Date:** Thursday, July 16, 2020 4:11:34 PM  
**Attachments:** [image001.png](#)

---

Hi Vanessa,

Thank you for the quick response.

Much appreciated.

Marcia

---

**From:** Ontario Line  
**Sent:** July-16-20 4:09 PM  
**To:** Marcia Elie  
**Subject:** RE: Resident Complaint - Vibrations

Hi Marcia,

Thanks for reaching out to us with these details.

We can confirm that we are not conducting drilling work in this area at this time and over the past week.

Let us know if you have any further questions we can assist with.

-Vanessa

Vanessa Cheng  
Team Lead, Community Relations – Ontario Line



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**From:** Marcia Elie <[Marcia.Elle@metrolinx.com](mailto:Marcia.Elle@metrolinx.com)>  
**Sent:** July 16, 2020 12:44 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Resident Complaint - Vibrations

Good Day,

Customer Relations has received the following comments and it was suggested this may be related to the Ontario Line project. Please advise.

Resident Comments: address: [REDACTED] Floyd Avenue, Toronto, [REDACTED]

has been feeling strong vibrations in home for past 2 days (july 14/15), but has been going on for the past 4 months. Normally stops around 11pm and from July 14 at 11pm - July 15 at 9am vibrations has not stopped. contacted 311 spoke with a representative name Danielle and contacted the water projects in the area and contacted site managers. the site managers stated there was no underground work that would affect her area. however did mention that that Metrolinx/TTC could be working on the Ontario Relief line project in this area. is concerned that the vibrations could cause property damage.

Regards,

Marcia Elie  
Customer Service Representative, Customer Relations, Customer Care  
Metrolinx  
20 Bay St | Toronto | Ontario | M5J 2W3  
T: 416-202-1505

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [caroline.mulroney@pc.ola.org](mailto:caroline.mulroney@pc.ola.org); [premier@ontario.ca](mailto:premier@ontario.ca); [eastendtransitalliance@gmail.com](mailto:eastendtransitalliance@gmail.com); [CEO \(Metrolinx\)](#)  
**Subject:** RE: Metrolinx Ontario Line  
**Date:** Tuesday, July 14, 2020 4:47:00 PM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED],

Thank you for your questions regarding the Ontario Line. Significant investigation and initial design work is still underway but we anticipate sharing an update with the public this summer, including seeking public feedback on the Environmental Conditions Report which lays out the existing conditions along the line and against which anticipated impacts will be measured. Further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts, including robust mitigation strategies.

We agree that public input is vital to the project and ask for your patience as we complete the necessary studies and investigations to support informed discussions with the community. We will be posting more details in our enewsletter and on our website and we will also reach out to [eastendtransitalliance@gmail.com](mailto:eastendtransitalliance@gmail.com) to let you know about upcoming opportunities.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** July 9, 2020 8:29 AM  
**To:** CEO (Metrolinx) <[CEO@metrolinx.com](mailto:CEO@metrolinx.com)>  
**Cc:** [caroline.mulroney@pc.ola.org](mailto:caroline.mulroney@pc.ola.org); Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [premier@ontario.ca](mailto:premier@ontario.ca); [eastendtransitalliance@gmail.com](mailto:eastendtransitalliance@gmail.com)  
**Subject:** Metrolinx Ontario Line

Dear Mr. Verster,

I have serious questions and concerns about Metrolinx's plans for the above-ground section of the Ontario Line running between Gerrard Street and Eastern Avenue.

These concerns were not addressed at the Ontario Line open house in my community. At this

event, your staff were unwilling or unable to answer my questions with any level of detail.

At the open house on January 28th, members of my community gave your staff a list of our top questions that - so far - you and Metrolinx have failed to answer:

- Why is Metrolinx doing the bare minimum possible to assess the environmental impact of the Ontario Line in our neighbourhood and without any community consultation?
- There are five parks and community green spaces along the 2 km corridor between Gerrard and Eastern. How will Metrolinx protect these areas?
- Why won't Metrolinx tell us the total number of trains per hour, including Ontario Line, VIA, and GO, that are expected to run along the 2 km corridor?
- How will Metrolinx protect the health of children and community members subjected to the noise, vibration, and air pollution of so many trains?
- What will Metrolinx do to protect local businesses and preserve the economic viability of our community?
- Why won't Metrolinx do a full cost-benefit analysis that addresses the reconstruction of six bridges, affecting accessibility to Toronto's East End for years?

I am calling on you and Metrolinx to commit to a clear and transparent consultation process with my community.

This consultation must start with a community meeting in my neighbourhood where Metrolinx officials who can provide clear information about the proposed design – including alignment, vibration impacts, and expropriations – will answer local people's specific and urgent questions.

This meeting needs to take place immediately, before any further planning is done. The communities of South Riverdale, Riverside, and Leslieville want safe transit, done right.

This cannot be accomplished without real public consultation, and we will not stand for anything less.

I look forward to your response,

A black rectangular redaction box covering the signature of the sender.

Sent from my Samsung Galaxy smartphone.

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: flyer re drilling Adelaide Place; response to vm  
**Date:** Monday, July 13, 2020 11:12:20 AM  
**Attachments:** [image001.png](#)

---

HI Vanessa, thanks for the offer, I am not interested in a hotel room for 5 hours, nor is that health wise. I will move a bed into the back of my house, leave the radio and AC on and cross my fingers.

Kind regards,

[REDACTED]

----- Original Message -----

Subject: RE: flyer re drilling Adelaide Place; response to vm

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Date: Fri, July 10, 2020 11:00 am

To: "[REDACTED]" >

Hi [REDACTED],

Thanks for reaching out to us and for your message regarding drilling work in your neighbourhood.

We understand that many people are coping with unique challenges due to the ongoing public health situation and, accordingly, we are taking steps to minimize the impact of our investigation work while continuing to move this important project forward.

At this time, we aren't able to delay the drilling work at Adelaide Place, but we do understand how crucial rest is for a frontline worker during these unique times. As such, we would like to arrange a one-night hotel stay for you on Monday, July 13<sup>th</sup> in order for you to get the rest you need ahead of your second night shift.

Is there a number we can best reach you on in order to make the appropriate arrangements?

Looking forward to hearing back from you.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**From:** [REDACTED] >

**Sent:** July 10, 2020 10:06 AM

**To:** Ontario Line <[ontarioline@metrolinux.com](mailto:ontarioline@metrolinux.com)>

**Subject:** flyer re drilling Adelaide Place; response to vm

Hello, I left a vm after receiving a flyer about drilling startng today for 3 weeks on my street, Adelaide Place. I received a reply to send this email. I called because I would like to ask that you please consider my request to not be drilling or creating significant noise on this street (lane) on July 14th. I am a RN and I work a 12 hour night on the 13th and then again on the 14th. If I am not able to sleep during the day to at least 1 pm I will not be able to function for a second night shift. I hope you understand how important that is right now.

Please have some compassion and not schedule noisy work on the 14th.

Kind regards,

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Proposal Manager reaching out for assistance  
**Date:** Monday, July 13, 2020 9:11:00 AM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED],

Thanks for reaching out to us and for your request. At this time, we recommend that you utilize the formal RFI process for your inquiry on the RRSOM procurement.

Don't hesitate to let us know should you have any further questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**Sent:** July 10, 2020 1:20 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Proposal Manager reaching out for assistance

Afternoon,

[REDACTED]

“I'm a Proposal Manager from Aecon Group Inc. and require the Metrolinx logo for the Ontario Line RSSOM RFQ. We confirm that the logo will only be used for org charts which will be included in our technical submission. We'd appreciate either the logo is either an .eps, .ai or .spg file for high resolution quality. Thank you in advance for your time.”

**From:** [Josh Vandezande](#)  
**To:** [Kaufman, Rob](#)  
**Cc:** [Tabuns - QP, Peter](#)  
**Subject:** RE: 15 Minton Place - Ontario Line  
**Date:** Monday, July 13, 2020 10:48:24 AM  
**Attachments:** [image004.png](#)  
[image005.png](#)

---

Hi Rob,

We have engaged additional project management resources to coordinate the significant amount of investigation work currently underway to support Ontario Line planning. A regular discussion of progress and upcoming deliverables has helped us make adjustments to schedules and expedite work in sensitive areas, e.g. Bruce MacKey Park. Crews are better connected to my team and have copies of community notices on hand if residents have questions.

Exactly how the recent work proceeded at Minton Place without fulsome awareness across our coordination team has not yet been determined, but me and my community relations team are responsible for it happening without proper community notice. We will continue to look into the scheduling and communication error that occurred here and will address it to prevent future instances. I also wanted to let you know that we dropped a note to the residents of Minton Place this weekend to apologize for the oversight and disruption.

Please let me know if you have any further questions.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Kaufman, Rob [<mailto:KaufmanR@ndp.on.ca>]  
**Sent:** Friday, July 10, 2020 11:45 AM  
**To:** Josh Vandezande  
**Cc:** Tabuns - QP, Peter  
**Subject:** FW: 15 Minton Place - Ontario Line

Josh,

Have there been any new systems put in place or considered to track the work of your contractors/subcontractors work schedule?

MPP Tabuns need to be able to get a sense that the work locally has some oversight. What changes

have been made?

Is it possible to tell if this 'scheduling issue' you wrote of was the fault of the subcontractor, Metrolinx, or the system that was in place to lessen the chance of surprises occurring?

Rob Kaufman  
Assistant to Peter Tabuns, MPP  
Toronto-Danforth

---

**From:** Ontario Line  
**Sent:** Friday, July 10, 2020 9:01 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: 15 Minton Place - Ontario Line

Hi [REDACTED],

Thanks for reaching out to us and for your message regarding the investigation work that Metrolinx is undertaking to support planning for the Ontario Line. It was a pleasure to meet you and your wife yesterday afternoon, and I appreciated hearing your concerns.

We understand that many people are coping with unique challenges due to the ongoing public health situation and, accordingly, we are taking steps to minimize the impact of our investigation work while continuing to move this important project forward. There was a scheduling issue that resulted in the crew proceeding with the geotechnical work in your neighbourhood out of sequence and before we could provide appropriate notice to the community. The work on Minton Place has been paused and will not resume until after we have had an opportunity to provide the community with further information about the project.

As we discussed yesterday, Metrolinx is looking forward to sharing further information about the project this summer. We recognize that people want to better understand the plans for the Ontario Line and how it will impact them and their community. Because large public gatherings are likely not going to be possible this summer, we will be providing a range of options for people to get information, provide feedback and ask questions. Details will be provided through elected officials, community groups including PACCT and through our newsletter. You can sign up on our [website](#).

Please reach out to us at any time if you have questions or concerns.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



**From:** [REDACTED] >

**Sent:** July 9, 2020 9:23 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** 15 Minton Place - Ontario Line

Hi Metrolinx,

We were told at a 'community meeting' earlier this year (one that we had to fight for) that you would be meeting with residents during the late spring after an environmental assessment had been completed. Has that been done yet? We have not heard or met with anyone yet. Is this typical for your organization? If so, it deeply troubles us that this is the level of communication we can expect moving forward.

Furthermore there is, once again, another drill rig sitting in front of our house this week. Doing what, I don't really know because no one from your organization has told us a single thing (we've asked the workers but they can't speak beyond 'doing more investigation'- why? Is there a problem? Do we need to know something here?). This despite complaining once already about not hearing from you when the first one began digging up our street.

Now, more than ever, having this work communicated to us would be very helpful as, due to Covid, we are working from home. Having an extremely loud house-vibrating noise go on for a number of days is the kind of information we'd like to know in advance. It has affected meetings and calls we make every day. It also affects our child's ability to be outside and play on our property. Making alternate arrangements is impossible if we're finding out on the day what's happening (not by being told but by looking out our window).

I can't emphasize or underestimate how stressful your lack of communication adds to the already monumental stress of not knowing if we are going to be expropriated. Will it happen? When will it happen? How will it happen? How will our child's education be affected? Will we have to change schools? Will we be able to stay in the neighbourhood? You know, the big life decisions.

Your lack of communication and keeping us in limbo on the process affects our relationship as a family, as employees and personal mental well being at a time when, again due to Covid, security is exactly what we need.

If someone could respond to this email I would greatly appreciate it. Preferably with some real information and not platitudes.

Thanks,

[REDACTED]

--

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: expropriation details  
**Date:** Wednesday, July 08, 2020 3:32:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thanks for reaching out to us and for your message.

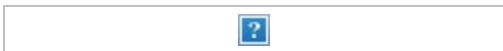
At this time, we are in the process of finalizing the precise alignment of the Ontario Line. Our teams are currently gathering more information, including details on ground conditions, community and environmental impacts. The drilling and surveying work you mentioned in your message is a part of the work we have been carrying out to evaluate the aforementioned conditions. We understand that residents want specific details about impacts to their property, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed.

We expect to be able to share an update on the plan and timelines for the Ontario line this summer. For more information and to stay updated on upcoming work, please visit our [website](#) and sign up for our e-newsletter.

Don't hesitate to let us know should you have any further questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** July 7, 2020 11:31 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** expropriation details

Hello,

In looking at your website, you state that "your opinion matters".

Here is our opinion.

We live at [REDACTED] west of Minton Place. Almost every day we see the core sampling drilling going on at Minton Place. We have utility markers up and down our street including in front of our home. This action is causing us stress and worry about the unknown.

We would like to know 2 things please:

1) Will [REDACTED] be expropriated for the Ontario Line?

2) If so, when we will be formally informed of this decision?

We are currently trying to plan for our future since we will be retiring within the next year. This information will greatly help us to plan the next chapter of our life.

We look forward to hearing from you soon.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Stations  
**Date:** Monday, July 13, 2020 9:59:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

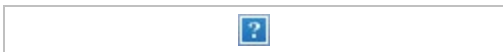
Thanks for reaching out to us and for your feedback.

Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations. The current Ontario Line plan with 15 stops, including Exhibition at King/Bathurst, is the one being advanced. Your suggestion will be shared with the project team.

Don't hesitate to let us know should you have any further questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** J [REDACTED] >  
**Sent:** July 8, 2020 11:53 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Stations

There should be a stop at Strachan near Fort York/Garrison or the adjacent new pedestrian bridge to catch the thousands of new riders in the new condo buildings in the area. A number of tall towers have gone up within 300 metres of this area and there is no immediate transit stop for these passengers.

The distance between Exhibition Stn and King/Bathurst St is just too great.

[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [Michael Black](#)  
**Subject:** RE: Ontaro Line....  
**Date:** Monday, July 06, 2020 4:35:00 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)

---

Hi Michael,

Thanks for sending over these details – we reached out to [REDACTED] today to provide an update.

Keep us posted if there are any further comments or inquiries you receive that we can assist with.

Thanks,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**From:** Michael Black <[Michael.Black@metrolinx.com](mailto:Michael.Black@metrolinx.com)>  
**Sent:** July 2, 2020 3:32 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Ontaro Line....

Hi Team,

Would you please be able to follow-up with this customer regarding their comments/inquiry?

*Ontario Line tunnel start north of Gerrard*

*Talking with one of your engineers at the Riverdale community event in January, they said ground zero (grade) was the NoFrills store in Riverdale Plaza. The tunnel will be 25m below grade, descending from ground zero at 4%? or 4 degrees. This means  $25m / 0.04 = 625m$  till the tunnel is at 25m below grade. This works out to 523 Pape Avenue.*

*My question, based on your current data, where will the tunnel start (i.e. where it will change from daylight to a dark tunnel) going north? Using the Queens Quay tunnel going east as an example, where will grade change to descending, how many meters will be needed to reach the tunnel start and what depth will that be?*

*Thanks*

[REDACTED]

Thanks,



**Michael Black**

Customer Relations Representative | Customer Relations | Customer Care  
Metrolinx

20 Bay Street | Toronto | Ontario | M5J 2W3

T: 416-202-1506



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Vanessa Cheng](#)  
**Subject:** Re: REVISED community notice regarding work in laneway  
**Date:** Monday, July 06, 2020 6:04:32 PM

---

Of course, thanks for your consideration.

On Mon, Jul 6, 2020 at 6:01 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

Please see attached.

Hard copies will be distributed tomorrow morning to Tiverton laneway residents with laneway access. I'll be by on Thursday morning to check on things.

Thanks for your help with the coordination.

Josh

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

--

Sent from a device

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Leslieville Subway Project  
**Date:** Thursday, July 02, 2020 12:28:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thanks for reaching out to us and for your message.

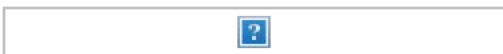
The precise alignment of the Ontario Line continues to evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We understand that residents want specific details about impacts to their property, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed.

We will have more information about construction timelines once we complete necessary procurement work and get detailed market feedback on plans.

We expect to be able to share an update on the plan and timelines for the Ontario line this summer. For more information and to stay updated on upcoming work, please visit our [website](#) and sign up for our e-newsletter.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** June 29, 2020 12:41 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Leslieville Subway Project

Good afternoon,

I am willing to purchase a small house at [REDACTED].

[REDACTED] Because Ontario line map shows that track line in this street will be expanded due to the Ontario line project I wonder if you can help me to find out

- if this house will be demolished
- when this project is scheduled to be ready, I found some data regarding 2027. is it correct?
- In case of not being demolished is it going to be so close to the subway that vibrate would be felt?

thank you in advance for your help,

regards,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Alignment  
**Date:** Monday, June 29, 2020 3:20:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thanks for reaching out to us and for your message.

The precise alignment of the Ontario Line continues to evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We understand that residents want specific details about impacts to their property, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed.

We expect to be able to share an update on the plan and timelines for the Ontario line this summer. For more information and to stay updated on upcoming work, please visit our [website](#) and sign up for our e-newsletter.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



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**From:** [REDACTED]  
**Sent:** June 26, 2020 3:17 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Ontario Line Alignment

Hello,

I live at [REDACTED], Toronto, which is located [REDACTED] intersection. [REDACTED].

I'm interested in more information about the precise alignment of the proposed Ontario line in this area. I'm specifically wondering how close the line and/or construction works will be to my property, and whether there is any chance that Metrolinx would like/need to acquire my lot for construction purposes or siting of the subway line itself.

I can be reached by reply email or at the phone at [REDACTED].

Thanks,  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: eNewsletter response  
**Date:** Monday, June 29, 2020 3:23:00 PM

---

Hi [REDACTED],

Thanks for your message.

The precise alignment, or route, of the Ontario Line continues to evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We expect to be able to share an update on the plan and timelines for the Ontario line this summer.

A recent update by Infrastructure Ontario regarding procurement activities mentioned that the Request for Qualifications for the northern segment of the line, which includes the area near Pape Station, will not be issued until early 2022. As soon as we have more specific timelines, we will provide updates through our newsletter and website. Thank you for your patience.

Sincerely,  
Vanessa

Vanessa Cheng  
Team Lead, Community Relations – Ontario Line

-----Original Message-----

From: [REDACTED]  
Sent: June 28, 2020 3:20 PM  
To: Ontario Line <ontarioline@metrolinx.com>  
Subject: eNewsletter response

We live on [REDACTED] Can you tell us when construction is expected to begin in this area, and how many years it may last? Will the new line be running directly under Pape, or to the west side of Pape, or to the east side of Pape?

Many thanks,

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Crocktown station - Ontario Line  
**Date:** Monday, June 29, 2020 5:06:07 PM  
**Attachments:** [image001.png](#)  
[image003.jpg](#)  
[image003.jpg](#)

---

That's great info!

Thank you Vanessa!

[REDACTED]

On Mon, 29 Jun 2020, 15:20 Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for reaching out to us and for your message.

Currently, teams are analyzing the 15 stations identified in the [Initial Business Case](#) to see how they would perform, looking at factors like the potential number of users, ease of construction, and cost, to name a few. Findings will be presented in the Preliminary Design Business Case, which we are aiming to complete by summer 2020.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available.

Sincerely,

Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** June 27, 2020 1:01 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Croktown station - Ontario Line

Dear admin,

Am contacting regarding a current city street sign project. How do I find out the building address for future Croktown Station? Info will use for estimate arriving time.

Thanks and regards.

[REDACTED]

[REDACTED]



[REDACTED]

|

|

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Sent:** Thursday, February 20, 2020 9:14 AM  
**To:** Mathieu Goetzke  
**Cc:** Franca Di Giovanni  
**Subject:** Re: Ontario Line - More information

Thank you Mathieu -

I look forward to hearing from you Franca!  
Hoping you can find a day in April that you can come to our office.

Many thanks,

[REDACTED]

On Thu, Feb 20, 2020 at 9:12 AM Mathieu Goetzke <[Mathieu.Goetzke@metrolinx.com](mailto:Mathieu.Goetzke@metrolinx.com)> wrote:

Hello [REDACTED],

Thanks for reaching out. I made the connection with our Director of Community Relations for Toronto, Franca Di Giovanni (cc'd).

We can definitely provide you with some talking points to help you understand the implications of this transformational subway project on the neighbourhood and its real estate.

Best,

MathieuG.

-----  
Mathieu Goetzke  
Chief Planning Officer (A)  
Planning and Design  
97 Front Street West | Toronto | Ontario | M5J 1E6  
T: (416) 202-0900 C: (647) 284-2069

[REDACTED]

**From:** [REDACTED]

**Sent:** February-19-20 4:55 PM  
**To:** Mathieu Goetzke  
**Subject:** Ontario Line - More information

Hi Mathieu -

I am a Toronto Real Estate Agent and my office is in Leslieville. Because I do a lot of work in the area, my clients are always asking me for updates and implications of the Ontario line on their home's value. I've spoken to my office and there are numerous agents in the same boat as me, especially those agents who door knock in the neighbourhood and speak to the residents 1:1 frequently.

I'm reaching out to see if someone from your office could come to our office ( [REDACTED] [REDACTED] one day in April for an informal/formal update on the Ontario line and provide us with some verbiage / talking points that we can use when speaking to the neighbourhood.

Your help is much appreciated as I believe we can both help each other!

[REDACTED]

--

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

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[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: [REDACTED] contact info  
**Date:** Wednesday, June 24, 2020 9:22:53 AM

---

That's terrific, thanks Vanessa!

[REDACTED]

Sent from my iPhone

> On Jun 24, 2020, at 9:16 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi [REDACTED],

>

> Someone was on your street yesterday to remove some utility locate markings which were no longer required, including in front of your house. The markings are part of ongoing surveying work for the Ontario Line, and they will wash off over time. This is typical for utility locate work in any municipal right-of-way, including sidewalks. We have reminded the companies that are performing this work on behalf of Metrolinx, that they should not be marking more than a few feet beyond the right-of-way and asked them to take care when working near gardens.

>

> If you have any questions, please let us know.

>

> Sincerely,

> Vanessa

>

> Vanessa Cheng

> Team Lead, Community Relations - Ontario Line

>

> -----Original Message-----

> From: Ontario Line

> Sent: Friday, June 19, 2020 3:57 PM

> To: Greg Gray

> Subject: RE: [REDACTED] contact info

>

> Hi [REDACTED],

>

> Thank you for reaching out to us. We are in the process of following up regarding the surveying markings in your area, and will get back to you as soon as we have more details.

>

> Stay tuned, and don't hesitate to reach out should you have further questions.

>

> Sincerely,

> Vanessa

>

> Vanessa Cheng

> Team Lead, Community Relations - Ontario Line

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: June 19, 2020 2:49 PM

> To: Ontario Line <ontarioline@metrolinx.com>

> Subject: [REDACTED]

>

> Hi there,

>

> I reached out via twitter on the surveying markings along De Grassi, Wardell and Cummings. I was told to email with contact info.

>

> This is my email.

>

> [REDACTED]

> [REDACTED]

> [REDACTED]

> [REDACTED]

>

> This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: [REDACTED]  
**Date:** [REDACTED], June 19, 2020 1: [REDACTED] 42 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

It's great to e-meet you. Thanks for connecting us, [REDACTED].

At this time, the work we are conducting in and around your neighbourhood is part of efforts to evaluate the underground conditions of the area where the subway will be built, in order to determine the approach for the construction, foundation designs and other structural plans. We will continue to refine the exact alignment of the Ontario Line as more design work is done as part of the Initial Business Case, which will allow us determine property requirements. Property owners will be notified of any property impacts later this year, in advance of any public disclosure of detailed designs.

Reducing and mitigating noise, vibration, community and environmental impacts is a key focus for our team. We are currently doing environmental field studies and will be sharing existing conditions reports this summer and follow by reports of anticipated impact assessments, as design details are confirmed. On our call with the BIA, Malcom MacKay shared some information about the range of measures under consideration to reduce noise and vibration for those living along the line, such as you. This was also discussed in a recent [blog post](#) which you may find helpful.

We look forward to continuing to work with the BIA and residents who have questions about the Ontario Line. Please let me know if you have any further questions.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

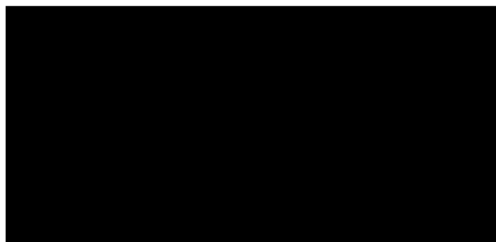
**From:** [REDACTED]  
**Sent:** Friday, June 19, 2020 10:44 AM  
**To:** [REDACTED]  
**Subject:** [REDACTED]

Hi Josh,

Is there any information you can give me on how much closer the tracks are going to come to my building at [REDACTED] st it already so close and loud. I also live down the street with my

sisters and [REDACTED] My neighbours to the west side of the street I don't think have been contacted about what is going to happen to their land and if it is going to be expropriated.

Kindest Regards,



*"The highest compliment my clients can give me is the referral of their family, friends and business associates. Thank you for your trust."*

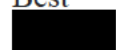
On Thursday, June 18, 2020, 09:37:46 p.m. EDT, [REDACTED] wrote:

[REDACTED] 'd like to put you in touch.

[REDACTED] - as I mentioned, Josh is our community liaison from Metrolinx for the Ontario Line [REDACTED].

Josh - [REDACTED] is on our Board of Directors and also the local business owner of [REDACTED] (and local resident) on McGee.

Best



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Proposed Line Shapefile  
**Date:** Wednesday, June 17, 2020 8:43:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thanks for reaching out to us.

At this time, the precise alignment of the Ontario Line is still in the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case.

We expect to be able to share an update on the plan and timelines for the Ontario line this summer. For more information, please visit our [website](#) and sign up for our e-newsletter.

In the meantime, don't hesitate to let us know if you have any other questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**From:** [REDACTED]  
**Sent:** June 15, 2020 5:41 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Proposed Line Shapefile

Hi,

Is there shapefile of the proposed line? We would like to do some analysis of the traffic patterns of the new line.

Thanks!

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Your reply is ridiculous  
**Date:** Friday, June 12, 2020 4:25:26 PM

---

As I pointed out in my communication, these people were standing around for two hours and I saw them on and off during that time.

No further equipment was delivered and the extras continued to stand around.

I  
I was not complaining about noise. I was raising the issue of wasteful city spending at a city when the city is constantly raising our taxes.

Better oversight is required of spending in this city. Perhaps if Mr Tory did less profiling of himself on tv and looked to the finances we would all be better off.

Sent from my iPhone

On Jun 12, 2020, at 3:11 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

[REDACTED]

311 forwarded your inquiry and the concerns you raised about the contractors working in your neighbourhood to us. We believe this is related to planning for the Ontario Line and the community notice about this work is attached for your information.

We do recognize the disruption that the drilling work is causing for residents and are doing our best to expedite it while continuing to advance the planning work necessary for the Ontario Line. While we can't comment on the specific situation you observed, crews are sometimes idle when they are waiting for equipment to arrive to begin a next phase of drilling.

We appreciate your patience. In the meantime, don't hesitate to let us know if you have any other questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



<image001.png>

-----Original Message-----

From: [REDACTED]  
Sent: June 11, 2020 11:49 AM  
To: Mayor Tory <[Mayor\\_Tory@toronto.ca](mailto:Mayor_Tory@toronto.ca)>  
Subject: This is atrocious

Mr Mayor,

I have been watching these workers who are doing something with a Hydro Excavator. In the past two hours, one has been working and the other three have been standing around.

In these days, this is a an abomination. Why are three people standing around and receiving paychecks but not doing anything for it.

This has been going on since 9 this morning in front of

[REDACTED].

This has to stop.

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.**

<OLine-Wellington-Tecumseh-April-20-2020.pdf>

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Request for more information about Ontario Line  
**Date:** Friday, June 12, 2020 4:07:00 PM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

Thanks for reaching out to us with your request to be added to our Ontario Line e-newsletter.

Investigatory work for the Ontario Line is continuing as teams gather more information, including details on ground conditions, community and environmental impacts. Our goal is to deliver the most service possible with the least construction impact and within the parameters and budget of the [Initial Business Case](#).

We will know more about precise environmental and community impacts as the project moves through further design stages, which will inform environmental studies. Metrolinx has a number of measures it can take to reduce and manage impacts to residents and communities, both during and after construction.

We have added your contact details to our mailing list, where you will receive the latest updates, news and events.

Very best,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** June 12, 2020 10:39 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Request for more information about Ontario Line

Dear Metrolinx,

I would like to be added to the list of notifications related to public consultation and additional information for the Ontario Line. I am concerned about the noise impacts to local communities along the above-ground sections of the Ontario Line, as well as the impacts to parks along the route.

I am a new home owner in the [REDACTED] area, and I have only recently become aware of this project. As such, I was not able to participate in the January public consultations, but I would like to participate in the upcoming consultations.

Please add me to your mailing list related to this project.

Thank you

[REDACTED]

--

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** [REDACTED]  
**Date:** Friday, June 12, 2020 2:51:42 PM  
**Attachments:** [image002.png](#)

---

Can you help me understand what is creating the urgency?

Surely you have explored this, but the initial thought of a Monday start. Can you hit it earlier than scheduled?

Otherwise, I'm not sure how this resolves.

On Fri, Jun 12, 2020 at 2:43 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Unfortunately delaying drilling beyond next week is not possible due to the urgency for us to complete all municipal right-of-way and on-corridor boreholes as a priority. Let us know if you have heard anything back from your contractors. Sorry that this is creating challenges for your work!

Josh

**From:** [REDACTED]  
**Sent:** June 12, 2020 9:36 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** [REDACTED]

Still trying to get the reschedule. This will be a lot cleaner if you can push drilling this site for three weeks or so. Is there a reason this can't happen?

On Thu, Jun 11, 2020 at 2:50 PM [REDACTED] wrote:

| Will do. Thanks for the heads up.

| On Thu, Jun 11, 2020 at 2:48 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

| Yes, we confirmed with the crew again this morning. Thank you again for working with us on this. Let us know what's possible.

**From:** [REDACTED]  
**Sent:** Thursday, June 11, 2020 2:29 PM  
**To:** Ontario Line  
**Subject:** [REDACTED]

Can you let me know if the timing is confirmed? There is a great deal of scheduling difficulty. If I move things around I could end up with a fall start date, and I am obviously not good with that.

On Thu, Jun 11, 2020 at 2:23 PM [REDACTED] > wrote:

I'll see what I can do. It's a solvable problem.

On Thu, Jun 11, 2020 at 2:15 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

That's fine, we will be out Wednesday by 5pm.

**From:** [REDACTED]  
**Sent:** Thursday, June 11, 2020 2:14 PM  
**To:** Ontario Line  
**Subject:** [REDACTED]

Even if I were to be able to get a Thursday start it would be first thing in the AM

On Thu, Jun 11, 2020 at 2:05 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

OK, let us know what you find out about delaying to Thursday and we will see what is possible on our end. I don't think having both crews back there at the same time is going to be feasible based on the amount of equipment and tight space.

Josh

[REDACTED]  
**Sent:** Thursday, June 11, 2020 1:55 PM  
**To:** Ontario Line

**Subject:** Re: next wee [REDACTED]

I have a crew in here Wednesday morning until Thursday evening. This is the only portion of our project that I don't think is flexible. Will the drill team be prepared to allow entrance and egress to my people?

If not, we have a problem.

In the mean time I will see what I can do, but the timing is poor.

On Thu, Jun 11, 2020 at 12:25 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi Mr [REDACTED],

We're working on firming up the schedule for next week. The work will start on Tuesday, June 16 with equipment arriving that morning, after 7:30am. The crew will work until 5pm Tuesday and then return the next morning to finish things off, likely wrapping up in the afternoon, but it won't extend into Thursday. We'll confirm these times tomorrow and get the community notices out on the weekend but I wanted to give you an early heads up.

Let me know if you have any questions,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

**From:** [311Escalations](#)  
**To:** [Ontario Line](#)  
**Subject:** Re: Noise and disruption  
**Date:** Thursday, June 11, 2020 2:26:18 PM  
**Attachments:** [image001.png](#)

---

Thank you Vanessa, much appreciated.

Have a great day.




311 Toronto

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** June 11, 2020 2:07 PM  
**To:** 311Escalations  
**Subject:** RE: Noise and disruption

Hi 

Thanks for sending this over.  reached out to us directly yesterday, and we reached out directly to her. Please find attached an email thread for your reference.

Let us know if you have any further questions!

Thanks,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**From:** 311Escalations <[311Escalations@toronto.ca](mailto:311Escalations@toronto.ca)>  
**Sent:** June 11, 2020 8:27 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Fw: Noise and disruption

Good morning Metrolinx,

Would you be able to follow up with the writer and Mayor Tory's office about the concerns listed in the email below? If you are not the correct office for this would you know who this can be forwarded to for response?

Thank you,

311 Toronto

---

**From:** Mayor Tory  
**Sent:** June 10, 2020 2:09 PM  
**To:** 311Escalations  
**Subject:** FW: Noise and disruption

Hello!

Kindly forward to staff for review and follow up directly with the writer with a copy to our office at [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca).

Thanks,

Mayor's Administration  
416.338.3308

**From:** [REDACTED]  
**Sent:** June 10, 2020 10:11 AM  
**To:** [Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com); [Phil.Verster@metrolinx.com](mailto:Phil.Verster@metrolinx.com); Councillor Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>; Mayor Tory <[Mayor\\_Tory@toronto.ca](mailto:Mayor_Tory@toronto.ca)>; [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca); [tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)  
**Subject:** Noise and disruption

Hello,

I am a resident of South Riverdale and I live on [REDACTED] I would just like to send a note to you to express my shock at the level of disruption and noise in my neighbourhood as of late.

I am attaching a video that shows the behaviour of the drilling contractor in Jimmy Simpson park a few days ago. The park was filled with children and families enjoying a much needed break during this pandemic and the workers were driving through the park in their truck with very little regard for the people around them. The disrespect for people enjoying a break outside with their family and complete disruption to our neighbourhood is unacceptable. The crew outside my house has been digging for 3 days which have been the hottest days we have had this year and we can't even open the window because it is so loud. Continuing exploration for the Ontario Line during the pandemic is callous and inconsiderate at best and this type of behaviour should not be tolerated.

Sincerely  
[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** RE: Ontario Line News June 9 2020  
**Date:** Thursday, June 11, 2020 8:12:11 AM  
**Attachments:** [image005.png](#)  
[image006.jpg](#)  
[image007.jpg](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.jpg](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)  
[image015.png](#)  
[image016.png](#)  
[image017.png](#)  
[image018.png](#)  
[image019.png](#)  
[image020.png](#)  
[image021.gif](#)

---

Hello [REDACTED]

It's good to hear from you and I'm sorry to hear that we are frustrating you.

You have my assurance that as soon as we have more detailed information to share about the project, you will be the first to know. We will be providing updates through our electronic channels, including the e-Newsletter, but in the meantime are continuing to share information to help people who are still learning about the Ontario Line. The Ministry of Transportation is the lead for Bill 171. Metrolinx would not typically comment on draft legislation, but I am glad your husband was able to participate in the hearings.

We know that many people are eager to learn more about plans for the Ontario Line and we are looking forward to sharing those details this summer.

Take care and stay cool,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** [REDACTED]  
**Sent:** Wednesday, June 10, 2020 6:26 PM  
**To:** Metrolinx; Josh Vandezande; Ontario Line  
**Subject:** Re: Ontario Line News June 9 2020

I received another Blog from Metrolinx just before 5 pm yesterday.

This after a couple of weeks with nothing relating to the Ontario Line.

On June 1st I received a note from Paula Fletcher regarding Bill 171. We were told we had to register by June 4th if we wished to make a presentation during the hearings regarding this bill. My husband was able to register - despite a challenging website - and did make a presentation yesterday.

No mention of this ahead of time at all from Metrolinx of course!

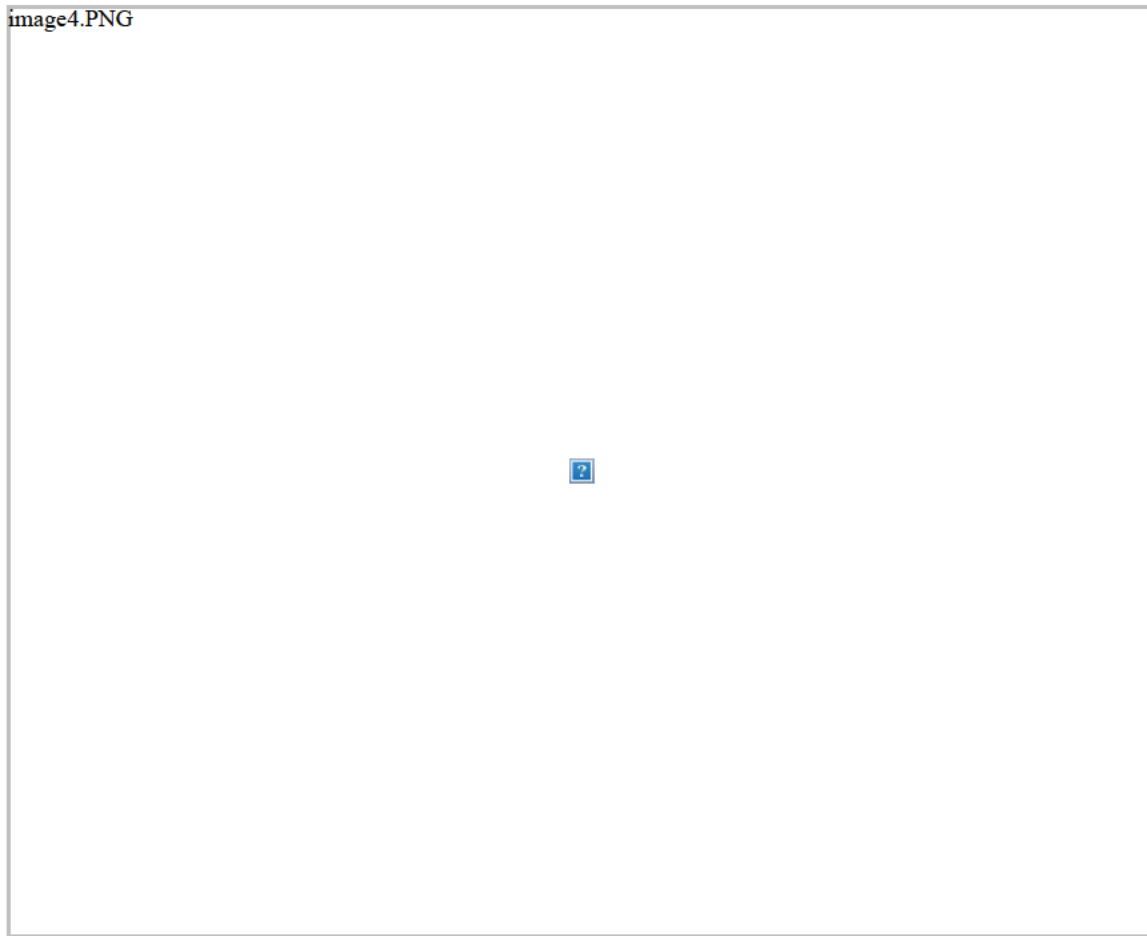
I did read last night's note, and clicked on all the salient sections regarding my area of [REDACTED] just north of Riverdale.

Number 1:

I see from the map below that Metrolinx is still showing the above grade [REDACTED] which is

exactly where my house is. After a number of conversations I was told that this is not yet decided ..... In which case, why keep showing me this disturbing image?

image4.PNG



Number 2:

Again showing significant work taking place exactly where the school is on the west side of Pape .... See the black and yellow block just south of Riverdale

image5.PNG



The suggestion is that work is scheduled to start April 13 and will last approximately six months..... And we can expect noise, trucks, traffic delays and detours. The hours and days when construction could take place are detailed.

However the last point states that "Work could be rescheduled and delayed due to weather conditionsn any unforeseen circumstances."

Basically ignore everything that went before ...

AND the final insult to my intelligence!

THANK YOU FOR YOUR PATIENCE

I am already out of patience, and am puzzled, disappointed, irked, and frustrated, by the vagueness of actual details on this project.

I am annoyed with all the "Look what a wonderful job we are doing" writings, full of "Bafflegab" and the paucity of real information. And yet I dare NOT wade through all of the Blogs etc that are sent my way, in case some really important information is buried in there.

Did I miss a notification of the hearings on Bill 171 for example.

From my point of view, the approach to the Ontario Line appears to be rather like those Sunday Afternoon drives of long ago .... When folks would set out with a firm destination in mind, but once they have started their journey, they discover that a river has overflowed its banks and a road is closed, or the vehicle blows a gasket, someone is car sick .... Or a billboard catches their attention and they deviate from their original plan, and THEN find they are stranded out in the middle of the countryside, out of gas on a Sunday night.

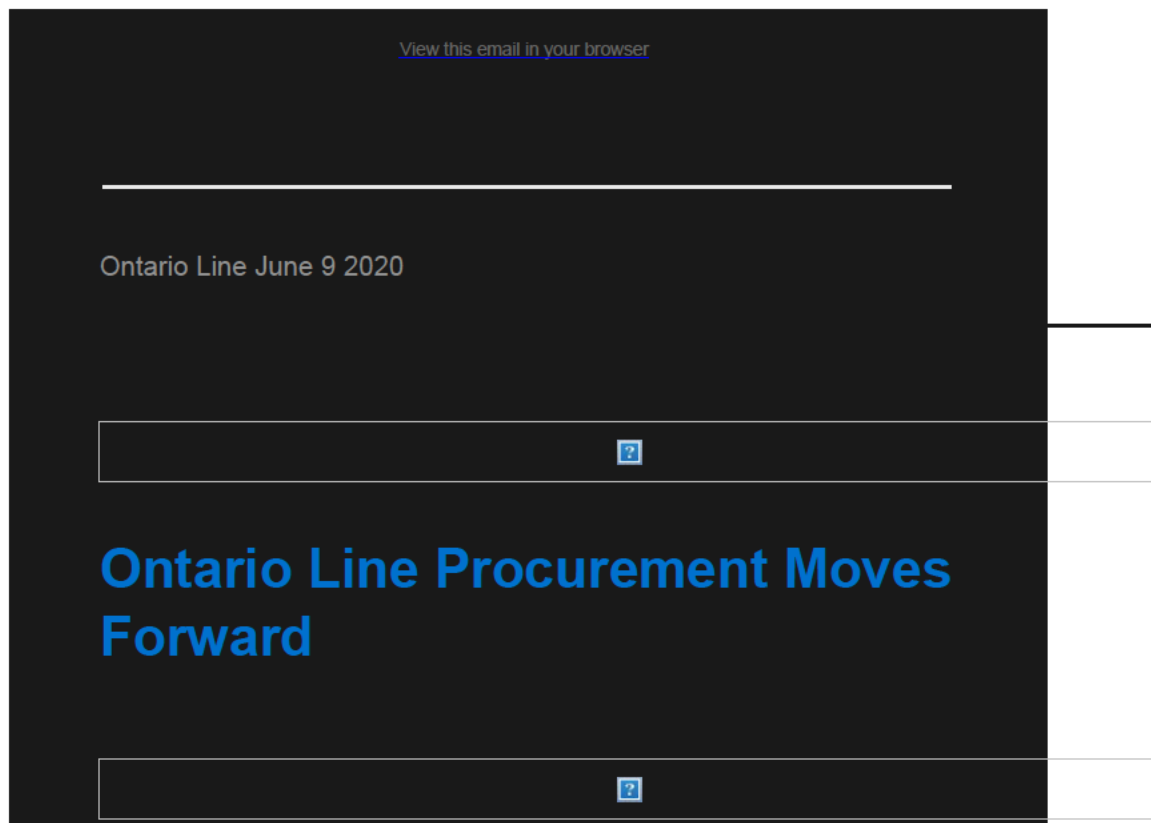
Before you set off on a journey you really should have a MAP. Preferably an up to date one.

And a question - how many people actually receive this Ontario Line News Letter?



Sent from my iPad

On Jun 9, 2020, at 4:44 PM, Metrolinx <[no-reply@metrolinx.com](mailto:no-reply@metrolinx.com)> wrote:



On June 2, 2020 the Ontario government announced it is moving forward with the next step in building the Ontario Line. The government is issuing the first two public-private partnership (P3) Requests for Qualifications (RFQs) to identify and qualify those who will design, build and maintain the subway line. For more information about this announcement please click [here](#)



## Investigation Work Continues

Geotechnical drilling and surveying continues at several points along the Ontario Line route. We are gathering more information on ground conditions to support the development of foundation designs and other structural plans.

You can find community notices with local details [here](#).



## Ontario Line initial design and planning continues

In our continuing series, experts explain how the route was carefully designed to accommodate more homes and employment areas within walking distance of the subway. We will build lines that fit into their surroundings right from the start, while meeting 21st century transit needs.

This ongoing work will be shared with the public this summer.

---

## Now that's different – What GO Transit

# and UP Express customers can expect as they return to using buses and train

COVID-19 has changed the face of almost every habit and daily pattern, in seeing more people wearing face coverings as they jump on public transit are some of the health and safety measures riders will notice as they begin return to their seats. Think of it as a check-list for safe and [healthy transit travelling](#).

---

## Recent Metrolinx News

[Building up Bramalea GO – major expansion milestone brings revamped station one step closer to reality](#)

Jan 01, 2020

[Transit tour continues – Metrolinx town hall coming to Burlington today](#)

Jan 01, 2020

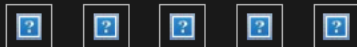
[Inside one of our locomotives – Opening doors to the best seats on the GO train](#)

Jan 01, 2020

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## Contact Us: Feedback

You can reach the Ontario Line Community Relations Team by email: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com) or by calling 416-202-5100.



You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

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### Our mailing address is:

Metrolinx  
97 Front Street West,  
Toronto, ON M5J 1E6  
Canada

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

**From:** [CEO \(Metrolinx\)](#)  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** FW: Bill 171 Building Transit Faster - Resident Concerns  
**Date:** Thursday, June 11, 2020 8:22:52 AM  
**Attachments:** [Bill 171 letter from residents Gerrard Street East Final signed.pdf](#)

---

Good morning, FYI please see attached letter addressed to Minister Mulroney re: Ontario Line.

**From:** [REDACTED]  
**Sent:** June-10-20 5:38 PM  
**To:** Mayor\_Tory@toronto.ca; Councillor Paula Fletcher; Tabuns - QP, Peter; JBell-QP@ndp.on.ca; caroline.mulroney@pc.ola.org; CEO (Metrolinx); julie.dabrusin@parl.gc.ca; marc.garneau@parl.gc.ca; ministre.infc@canada.ca; nfc.minister-ministre.infc@canada.ca  
**Cc:** J [REDACTED]  
**Subject:** Bill 171 Building Transit Faster - Resident Concerns

Dear all,

We the residents of [REDACTED] reside adjacent to the proposed Ontario Line transit corridor. We have submitted a letter to the Standing Committee in regards to concerns with Bill 171 and in particular the Ontario Line.

Please see attached letter.

Thank you kindly for your time and consideration of this matter.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Your message sent on June 9-links don't work  
**Date:** Wednesday, June 10, 2020 1:02:00 PM  
**Attachments:** [Ontario Line News June 9 2020.msg](#)  
[image001.png](#)

---

Hi [REDACTED],

Thanks for reaching out to us.

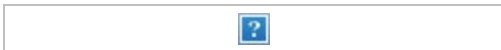
I've attached our e-newsletter to this email – it might prompt you to download pictures in order for all the links to be active. You can also find the Ontario Line stories on the Metrolinx website at <https://blog.metrolinx.com/category/ontario-line/>.

The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case and we will be sharing more information with the public this summer.

In the meantime, don't hesitate to let us know if you have any other questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** June 10, 2020 10:31 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Your message sent on June 9-links don't work

Hello,  
Thank you for your email. I would like to read more about how you explain how the route was carefully designed (as per your paragraph), but none of the links in your email work. They don't link out to anything. Can you please resend the email but with working links?

As I mentioned, NONE of the links in your email are active.

As a member of the community, I would like to get more information and this seems to be the only way.

If you could please respond.

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** RE: Ontario Line Drilling in Jimmie Simpson park now  
**Date:** Wednesday, June 10, 2020 9:21:03 AM  
**Attachments:** [image003.png](#)

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Correct, I live on [REDACTED] street and this loud drilling is right behind my home on [REDACTED] street and it is very, very loud. If you move north on [REDACTED] you will still be behind my home. There is nothing there that is blocking the noise from dozens and dozens of homes in the area. This is not a big area...it is very, very small and gets very, very loud.

Thank you

On Jun 10, 2020, at 9:05 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello Rob, MPP Tabuns and [REDACTED]

Thanks for your message. We do recognize the disruption that the drilling work is causing for residents and are doing our best to expedite it while continuing to advance the planning work necessary for the Ontario Line.

It's my understanding from previous exchanges with [REDACTED] that he actually lives on De Grassi Street. The contractors working in the parks in this area are moving through the boreholes at the expected pace of two to three days per location. They finished at Jimmie Simpson last week and have begun working in Bruce MacKay this week. They are almost done with the southernmost of the three boreholes in the Bruce MacKay park and the crew should be moving north today.

The work captured in the video is actually on Wardell Street, as shown in the attached notice, and should be completed by the middle of next week. We appreciate residents' patience.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
<[image003.png](#)>



---

**From:** [REDACTED]  
**Sent:** Tuesday, June 09, 2020 4:14 PM  
**To:** Josh Vandezande  
**Cc:** Ontario Line; [REDACTED]  
**Subject:** RE: Ontario Line Drilling in Jimmie Simpson park now

Josh the posted notice mentioned ' a few days at each location'. When can MPP Tabuns assure the constituent that the crews will be out of Jimmie Simpson Park, today or tomorrow and is it also correct that crews won't be expected back at Bruce Mackey Park?

Robin Kaufman  
Assistant to MPP  
Peter Tabuns  
Toronto-Danforth  
923 Danforth Ave,  
416-461-0223

---

**From:** [REDACTED]  
**Sent:** June 9, 2020 1:53 PM  
**To:** [Phil.Verster@metrolinx.com](mailto:Phil.Verster@metrolinx.com); [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca);  
[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com); [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca);  
[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Re: Ontario Line Drilling

This is what we have been subjected to for 2 straight days now.  
How are people supposed to be in their homes while this is taking place in their backyards. We are in isolation and having to deal with this noise all day.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

---

*External Email: Please use caution when opening links and attachments / Courriel externe: Soyez prudent avec les liens et documents joints*

<OLine - Queen St E and Degrassi - May 14 2020.pdf>

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Drilling in Bruce Mackey Park  
**Date:** Wednesday, June 10, 2020 1:50:00 PM

---

Hello [REDACTED],

Thank you for reaching out to us and the concerns you raised about the contractors working on behalf of Metrolinx in your neighbourhood.

While we are carrying out the drilling work in your neighbourhood, a limited number of service vehicles are needed on-site at Bruce Mackay Park to carry out testing, as they include environmental testing materials. However, all personal vehicles have been moved off the park, and the contractors carrying out the work have been reminded of the need to minimize vehicle traffic in the park for the duration of the work.

We do recognize the disruption that the drilling work is causing for residents. We have taken steps to expedite the drilling while continuing to advance the planning work necessary for the Ontario Line, and have staggered our work in the two parks (Jimmie Simpson last week and Bruce Mackey this week) so that area residents have an alternate area nearby for exercise and quiet.

We are committed to being good neighbours to you and your fellow residents, and alongside our contractors, will continue to improve how we carry out work in your community.

We appreciate your patience. In the meantime, don't hesitate to let us know if you have any other questions.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, June 10, 2020 11:45 AM  
To: Phil Verster; Josh Vandezande  
Cc: minister\_mto@ontario.ca; mayor\_tory@toronto.ca; councillor\_fletcher@toronto.ca; tabunsp-qp@ndp.on.ca; 311@toronto.ca  
Subject: Ontario Line Drilling in Bruce Mackey Park

Good morning Phil and Josh,

I hope this email finds both of you well.

I understand that Walker Drilling Ltd. has been contracted by Metrolinx to carry out drilling in or around Bruce Mackey Park in connection with the Ontario Line project.

I was extremely disappointed this morning to see that Walker Drilling Ltd. is directing its employees to park their personal vehicles on the grass in Bruce Mackey Park in contravention of Toronto Bylaw 608. A picture of the vehicles is attached for reference.

Walker Drilling Ltd.'s actions are particularly concerning and disappointing because they suggest that Walker, and by implication Metrolinx, will not hesitate to take a shortcut, even if that shortcut contravenes a municipal bylaw,

harms the environment, or blatantly disregards community interests by using green space that would otherwise be used by residents to get outside safely during the pandemic for their physical and mental health.

We look forward to hearing from you as to how Metrolinx will do better moving forward to ensure its actions in relation to the Ontario Line project reflect its mandate to “provide an integrated transportation system that contributes to a high quality-of-life, a strong, prosperous and competitive economy, and a protected environment - now and in the future” and to ensure its contractors, like Walker, comply with municipal bylaws and take all reasonable steps to protect community interests and the environment.

Regards,

[REDACTED]

Sent from my iPhone

**From:** [Josh Vandezande](#)  
**To:** [Tabuns - OP, Peter](#)  
**Cc:** [Phil Verster](#); [Ontario Line](#); [Paula Fletcher \(councillor\\_fletcher@toronto.ca\)](#)  
**Subject:** RE: Ontario Line Drilling in Bruce Mackey Park constit - copy to all who received the original email  
**Date:** Wednesday, June 10, 2020 7:53:19 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)

---

Hello MPP Tabuns,

Thank you for forwarding [REDACTED]'s email to our us. We responded to her directly this morning. As you are aware, several Riverside residents have raised concerns about the drilling work underway in Jimmie Simpson and Bruce MacKey Parks. Working with our contactors, we have taken steps to ensure that the geotechnical work in this area does not cause too much disruption or inconvenience and is done in way that is consistent with our commitment to contribute the communities we serve. We have:

- Expedited the drilling work in the parks and on Wardell Street to ensure that the length of the disruption is as short as possible.
- Reduced the number of vehicles in the parks and provided information to help residents understand why service vehicles need to be parked close to the drill sites for environmental testing.
- Staggered the work in the two parks so that residents have an alternate area nearby for exercise and quiet.
- Emphasized the importance of safety when working in the parks, especially when children are present.

We know that green space is a precious and important part of the city and understand residents will have concerns seeing and hearing equipment in the parks. Our community relations team has been visiting the parks regularly and talking with area residents. We will there again for the next two mornings to monitor the work and answer any questions that may arise. We are committed to being good neighbours, and, with our contractors, will continue to improve how we carry out work in the community.

Please let us know if you have any further questions.

Sincerely,  
Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Kaufman, Rob [mailto:KaufmanR@ndp.on.ca] **On Behalf Of** Tabuns - QP, Peter  
**Sent:** Wednesday, June 10, 2020 6:49 PM  
**To:** [REDACTED]  
**Cc:** Phil Verster; Josh Vandezande; Ontario Line; minister.mto@ontario.ca; mayor\_tory@toronto.ca; Paula Fletcher (councillor\_fletcher@toronto.ca); 311@toronto.ca  
**Subject:** FW: Ontario Line Drilling in Bruce Mackey Park constit - copy to all who received the original email

Dear Mr. Verster and Mr. Vandezande,

The problem of contractors not respecting regulations or private property at this stage of the project does not bode well for the actual construction phase.

In future meetings with the community there will be great scepticism that works will actually be managed well and that the needs of residents will be respected.

I echo my constituent and ask, what will you do to actually ensure ongoing supervision of contractors so that problems are minimized?

I would appreciate a prompt answer as would my constituent.

Sincerely,

Peter Tabuns  
MPP  
Toronto-Danforth

---

**From:** [REDACTED]  
**Sent:** June 10, 2020 11:45 AM  
**To:** [Phil.Verster@metrolinx.com](mailto:Phil.Verster@metrolinx.com); [Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)  
**Cc:** [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca); [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; [311@toronto.ca](mailto:311@toronto.ca)  
**Subject:** Ontario Line Drilling in Bruce Mackey Park

Good morning Phil and Josh,

I hope this email finds both of you well.

I understand that Walker Drilling Ltd. has been contracted by Metrolinx to carry out drilling in or around Bruce Mackey Park in connection with the Ontario Line project.

I was extremely disappointed this morning to see that Walker Drilling Ltd. is directing its employees to park their personal vehicles on the grass in Bruce Mackey Park in contravention of Toronto Bylaw 608. A picture of the vehicles is attached for reference.

Walker Drilling Ltd.'s actions are particularly concerning and disappointing because they suggest that Walker, and by implication Metrolinx, will not hesitate to take a shortcut, even if that shortcut contravenes a municipal bylaw, harms the environment, or blatantly disregards community interests by using green space that would otherwise be used by residents to get outside safely during the pandemic for their physical and mental health.

We look forward to hearing from you as to how Metrolinx will do better moving forward to ensure its actions in relation to the Ontario Line project reflect its mandate to “provide an integrated transportation system that contributes to a high quality-of-life, a strong, prosperous and competitive economy, and a protected environment - now and in the future” and to ensure its contractors, like Walker, comply with municipal bylaws and take all reasonable steps to protect community interests and the environment.

Regards,

[REDACTED]

Sent from my iPhone



Sent from my iPhone

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line Drilling  
**Date:** Tuesday, June 09, 2020 8:28:58 AM  
**Attachments:** [image001.png](#)

---

Thanks for replying Vanessa. To be honest i live downtown i understand the noise its not a big deal this is more lockdown frustration than anything else which has nothing to do with Metrolinx.

You have to understand though the site of city workers not social distancing or wearing masks on a playground deemed too dangerous for children is pretty rich. Anyway I appreciate your reply. If you have any pull with the premier or mayors office, let them know that your workers have been in close quarters on the Jimmie Simpson playground and didn't die. My daughter would like to go down a slide before the summer ends.

Thanks  
[REDACTED]

On Mon, Jun 8, 2020 at 9:40 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Mr. [REDACTED],

Thank you for your message regarding the investigation work that Metrolinx is undertaking to support planning for the Ontario Line. We understand that many people are coping with unique challenges due to the ongoing public health situation and, accordingly, we are taking steps to minimize the impact of the work while continuing to move this project forward.

The drilling sites in the park are located as close to the rail corridor as possible or within amenities that are currently closed or inactive. Our contractors will be minimizing the space they cordon off and reducing vehicle ingress/egress in order to maintain a safe space and leave as much of the park as possible for the community to enjoy. While the drilling can be noisy at times, the contractors know to minimize disruption and no work will be happening in the evening or night. Our community relations staff will be visiting the neighbourhood regularly to ensure these conditions are maintained.

You may have already noticed that the work in Jimmie Simpson was completed on Friday. There will be drilling underway in Bruce MacKay Park next week but it will be expedited. We appreciate your patience and will continue to monitor the work planned in your neighbourhood.

We expect to be able to share an update on the plan and timelines for the Ontario line this

summer. For more information and to stay updated on upcoming work, please visit our [website](#) and sign up for our e-newsletter.

Sincerely,

Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** Friday, June 05, 2020 8:18 AM  
**To:** Phil Verster; [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca); Josh Vandezande; [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca); Councillor Fletcher; Tabuns - CO, Peter  
**Subject:** Ontario Line Drilling

I am writing to voice my objection to the drilling being done outside my window for the Ontario Line. For the last two months I have dealt with constant drilling, constant noise. First Dundas/Carlaw, now Jimmie Simpson Park. I have a family of four locked in 2-bedroom house trying for some normalcy and we cannot relax in our own house.

Are these essential services during a lockdown? Is it essential to continue with a project of transporting millions of people in small rail cars to a congested downtown core. We are being told there is a new normal. Shouldn't we at least think over a multi generational legacy project like rail when we're headed for a new normal. Noone knows what the future holds but we're going to spend tens of billions on it anyway?

In addition to this there is a hydro installation happening simultaneously on my street. Not only is this noise unrelenting but work crews have been on and around my property consistently for 2 months without PPR. Has there been testing of these crews? Has there



been an increase in infections? Why are they so cavalierly working steps from me and my locked down family without masks?

How should i explain to my 5 year old that she can't go to the playground because of a virus but the men drilling in the same playground without masks, gloves or social distancing are fine?

You need to sympathize with families who are doing what they are told and following guidelines only to watch Metrolinx and city crews flaunting these guidelines. It is quite the mixed message.

[REDACTED]

[REDACTED]

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Incoming Inquiry | May your group engage  
**Date:** Tuesday, June 09, 2020 9:16:00 AM

---

Hi Mr. [REDACTED],

The last e-newsletter went out May 19<sup>th</sup>, and our latest one will go out this week with the latest news and updates. Our emails might also be going into your junk folder – we’d encourage you to add our email to your “safe” addresses so you can receive them directly in your inbox.

Sincerely,  
Vanessa

**From:** [REDACTED]  
**Sent:** June 8, 2020 7:24 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Incoming Inquiry | May your group engage

Hello Vanessa

Thank you for your quick reply.  
I have visited your website and I have signed up. To this point I have not received any information or newsletter.

I will revisit and register once again if necessary.

I look forward to receiving your update later this summer.

Best Regards

[REDACTED]

On Mon, Jun 8, 2020, 7:18 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for following up with your additional concerns. We understand that receiving up-to-date information directly is important to you. We expect to be able to share an update on the plan and timelines for the Ontario line this summer, but for the latest updates and information, please visit our [website](#) and sign up for our e-newsletter. You can also email us at any time and request an update.

Don’t hesitate to let us know should you have any further questions.

Sincerely,  
Vanessa

**From:** [REDACTED]  
**Sent:** June 8, 2020 10:00 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Incoming Inquiry | May your group engage

Dear Vanessa

I appreciate your early response.

I am planning to go overseas for my annual visit. I am semi retired and I stay for an extended period in my native Greece. I am not a member of the Pape Area Concerned Citizens for Transit and I do not receive any information or email updates from this group and I have not had any opportunity to provide input into their actions and proposals. I am the owner of [REDACTED] and I will be immediately affected and likely expropriated. We are not all going to be affected equally. I understand fully the need for and support public transit. I also appreciate that all planning is done on an evidence based science basis with public consultation especially those more immediately affected.

I am a realtor and know full well both the uniqueness of my property and the location, and the difficulty of the current real estate market in replacing my home if that is needed.

My plan after the loss of my lifelong partner was to retire here and have made considerable investment in my home. I need time to plan my future without the home and place I love and meets my social and other needs, as well as the financial security it provides being an integral part of my financial advisors proposal for my long term retirement plan.

I cannot rely on the PACCT and I prefer not to wait to find out from the media or from an expropriation notice. It is obvious given your postings on the site and the recent work and surveying in and around Minton place and the valley how and where this project is going. I would appreciate any updates or request for comments that concern my property be provided to me directly via email as opposed to through PACCT. The time frame is as important to me as the scope and location of the project in long term planning and short term maintenance work on the property.

Thank you for your kind attention. I look forward to hearing from you in reference to further developments.

Sincerely

[REDACTED]  
[REDACTED]



On Mon, Jun 8, 2020, 9:22 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi 

Thanks for reaching out to us.

Since December 2019, Metrolinx has been evaluating the underground conditions of the area where the subway will be built. The crews are collecting soil and rock samples for further testing by using a small drill to determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans.


The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case and we will be sharing more information with the public this summer. We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners as soon as we can once we have a firm understanding of what's needed.

We have also been working with the Pape Area Concerned Citizens for Transit to understand the concerns of your community and have committed to providing regular updates.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line

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In recent posting you state  
in reference to the Ontario Line: "It will emerge from the southern embankment of the

Don Valley, west of the Leaside Bridge, on an elevated structure that will connect it to Thorncliffe Park and Flemingdon Park, ultimately terminating at the Ontario Science Centre. There, it will connect to the new station being built for the Eglinton Crosstown LRT. "My home is located on [REDACTED] on the south Bank. Where is the portal to be located? Is the platform to be constructed on our street? Will we be expropriated? if no what noise and other pollution will we face during construction and during operation? This is a unique cul de sac close to downtown and parklands, private and exclusive as well as irreplaceable? Metrolinx has provided little or no information to date on design and location yet the provincial government is proceeding with the Building Transit Faster Act which avoids review of expropriations and environmental assessment. I and my neighbours need a full and transparent account of what awaits us. We all have been here for long time and all of us were planning to spend our retirement years here. We need to know the scope, location, and design of the work that may end our neighbourhood that we love. It is a citizen and a human right.

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Municipalities in Northern Ontario  
**Date:** Monday, June 08, 2020 9:30:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

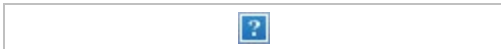
Thanks for reaching out to us.

We are looking into your query, and someone from the PRESTO team will be in touch soon with more details.

In the meantime, don't hesitate to let us know if you have any other questions.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



---

**From:** [REDACTED]  
**Sent:** June 4, 2020 12:30 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Municipalities in Northern Ontario

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

Are municipalities in Northern  
Ontario eligible to use PrestoCard  
services?

Respectfully, [REDACTED]

|

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Information about Ontario Line  
**Date:** Monday, June 08, 2020 9:21:00 AM

---

Hi [REDACTED],

A portal is a point at which a train transitions from below-ground to the surface; entrances and exits from the tunnels. The exact location and depth of the portal at Minton Place is not yet known but initial plans for the Ontario Line envisaged the line emerging in a portal on the cliff side and crossing the Don Valley on a new bridge, before continuing on elevated guideway along Overlea Boulevard, to a station at Thorncliffe Park Drive.

Since December 2019, Metrolinx has been evaluating the underground conditions of the area where the subway will be built. The crews are collecting soil and rock samples for further testing by using a small drill to determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans.

We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners as soon as we can once we have a firm understanding of what's needed.

Further details will be shared this summer.

Thank you,  
Vanessa

**From:** [REDACTED]  
**Sent:** June 5, 2020 1:08 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Information about Ontario Line

Hi Vanessa,

Thank you for your response.

Can you give me a sense of what you mean by portal?

Is it going to involve tearing down houses at the top of the hill along Hopedale Ave and Minton?

Will it emerge onto the bridge at the elevation of the road at Minton, or will it exit a portal below that grade in the cliffside and cross the Don valley on a bridge from there?

If so, how far below the road level on Minton will the portal be located?

It's confusing because the map shows "at grade" but there is a large cliff there and the grade could mean grade level of Minton or grade level of the valley below.

Thanks,



On Fri, Jun 5, 2020, 09:23 Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi



A decision was made for a portal at Minton Place over other possible locations. This location was chosen to create a more direct path for trains. Fewer curves ultimately ensure shorter travel times and less noise and vibration.

The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case and we will be sharing more information with the public this summer.

Hope that helps answer some of your questions. Feel free to reach out if you have any additional questions.

Sincerely,  
Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



**From:**



**Sent:** June 2, 2020 10:21 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Information about Ontario Line

Hi,

I was wondering if you could provide some information about where the Ontario line will exit north of Cosburn station. Previously, it has been indicated that the track would exit from a portal on the side of the hill near Minton Place, but I was wondering if you could provide more detailed information about where exactly the tunnel would be located and where it exits.

Thanks,



**From:** [311Escalations](#)  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line Exploratory Drilling - Queen St. E Park Impacts  
**Date:** Monday, June 08, 2020 11:14:56 AM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)

---

Thanks Team!!!



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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** June 8, 2020 9:25 AM  
**To:** 311Escalations  
**Subject:** RE: Ontario Line Exploratory Drilling - Queen St. E Park Impacts

Hi



Thanks for sending this request over. We have reached out to directly – see attached the copy of our response.

Let us know if you have any additional questions.

-The Ontario Line team

---

**From:** 311Escalations <311Escalations@toronto.ca>  
**Sent:** June 5, 2020 9:25 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Fw: Ontario Line Exploratory Drilling - Queen St. E Park Impacts

Good morning Metrolinx,

Would you be able to follow up with the writer and Mayor Tory's office about the concerns listed in the email below?

Thank you,



311 Toronto

---

**From:** Mayor Tory  
**Sent:** June 4, 2020 4:44 PM  
**To:** 311Escalations  
**Subject:** FW: Ontario Line Exploratory Drilling - Queen St. E Park Impacts

Hello!

Kindly forward to staff for review and follow up directly with the writer with a copy to our office at [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca).

Thanks,

Mayor's Administration  
416.338.3308

---

**From:** [REDACTED]  
**Sent:** May 25, 2020 9:54 AM  
**To:** Councillor Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>; 'peter tabuns' <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); Mayor Tory <[Mayor\\_Tory@toronto.ca](mailto:Mayor_Tory@toronto.ca)>  
**Cc:** [REDACTED] 'Josh Vandezande' <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** RE: Ontario Line Exploratory Drilling - Queen St. E Park Impacts

Why is this drilling allowed to take place while we, the residents of Riverdale/Riverside, are in lockdown?

The residents here have been very mindful of following the COVID rules and guidelines. We are staying home, working from home, the majority of us are at HOME all day. Now we are to be subjected to at least 4 weeks of noise 5 days a week 7am to 7pm.

This is NOT essential work. It may be essential to the project, but it is not essential to do it now. Please defer this to a time when we will be able to get some relief by leaving our homes for at least part of the day.

Premier Ford is begging us all to play our part in fighting COVID; this is a breach of trust in our agreement.

(copied to Premier Ford on his website form).

Respectfully

[REDACTED]

----- Forwarded message -----

**From:** Councillor Paula Fletcher <>  
**Date:** Fri., May 22, 2020, 7:04 p.m.  
**Subject:** Ontario Line Exploratory Drilling - Queen St. E Park Impacts  
**To:** <[REDACTED]>

|

Metrolinx Exploratory Drilling Notice - Queen Street East Parks - [View this email in your browser](#)

[Image removed by sender.](#)



## Metrolinx Exploratory Drilling Notice - Queen St. E Parks

Dear Friends,

I hope you are staying safe and taking care of each other in these difficult times.

I am writing to let you know that Metrolinx has informed me that they will be undertaking exploratory drilling adjacent to the rail corridor in **Jimmie Simpson Park, Bruce Mackey Park, McCleary Playground, and the Saulter Street Parkette** beginning on Monday May 25th.

You can see the notice [here](#) and I have copied it below.

I also wanted to share that on a recent conference call Metrolinx indicated that they will be sharing their detailed designs for the Ontario Line in June or July. They also said that they are not currently considering any underground designs between Eastern Avenue and Gerrard, and they believe that they have a design that does not impact Jimmie Simpson.

As soon as I have more detailed information I will be sure to share it with you.

If you have questions or concerns about the work in the park you can be in touch with Metrolinx at [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com), [Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com), or 416-202-5100.

Working for you,



Paula Fletcher  
City Councillor  
Ward 14, Toronto-Danforth

*Copyright © 2020 Councillor Paula Fletcher, All rights reserved.*

Councillor Fletcher sends community updates and news from City Hall to interested Torontonians.

**Our mailing address is:**

Councillor Paula Fletcher  
100 Queen Street West  
Suite C44  
Toronto, ON M5H 2N2  
Canada

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).



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**From:** [REDACTED]  
**To:** [Josh Vandezande](#)  
**Cc:** [REDACTED] [Ontario Line](#)  
**Subject:** RE: vehicle blocked by drilling equipment  
**Date:** Monday, June 08, 2020 12:34:23 PM  
**Attachments:** [image001.png](#)

---

Thanks so much for responding, Josh. I will convey your apologies to our tenant. I'm grateful that this is being resolved. Have a good day!

[REDACTED]

|

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

|

---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** June 8, 2020 12:14 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Ontario Line <ontarioline@metrolinx.com>  
**Subject:** vehicle blocked by drilling equipment

Hi [REDACTED],

I wanted to connect with you and apologize on behalf of our contractors who left equipment blocking a [REDACTED] vehicle. Your message was forwarded to me by Councillor Fletcher's office. We've got someone on the way to move the barrels right away.

I also wanted to virtually introduce you to Vanessa Cheng, one of the Community Relations Team Leads for the Ontario Line. You can reach out to Vanessa anytime. Because we are working remotely, it's best to email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) so that one of us can respond and take appropriate action quickly.

Again, please share our apologies with the tenant. We've reminded our contractors of the importance of being good neighbours and minimize inconvenience .

Sincerely,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line project- A few questions  
**Date:** Monday, June 08, 2020 9:49:04 AM  
**Attachments:** [image001.png](#)

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Thanks very much. I appreciate your response.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** June 8, 2020 9:44 AM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line project- A few questions

Hello Ms. [REDACTED],

Thank you for your email regarding the Ontario Line. In July 2019, Metrolinx released the Ontario Line [Initial Business Case](#) and a description of the proposed alignment or route, which includes the following:

*North of Gerrard, the Ontario Line drops into tunnel, with an interchange station with Line 2 Bloor-Danforth at Pape Avenue and Danforth. It continues north under Pape Avenue with a station at Cosburn Avenue. The line emerges in a portal on the cliff side above the Don Valley Parkway, west of the existing Leaside (Millwood) Bridge, approximately under Minton Place. The line crosses the Don Valley on a new bridge, and then continues on elevated guideway along Overlea Boulevard, to a station at Thorncliffe Park Drive.*

The precise alignment of the Ontario Line will evolve throughout the design and procurement as teams gather more information, including details on community and environmental impacts. Since December 2019, Metrolinx has been evaluating the underground conditions of the area where the subway will be built. The crews are collecting soil and rock samples for further testing by using a small drill to determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans.

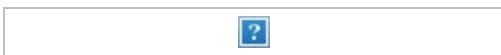
In a recent update on Ontario Line procurement, [Minister Mulroney announced](#) that The Ontario

Line is being delivered as three separate P3 contracts procured on a staggered basis to encourage active participation from the market and ensure the right teams are in place to successfully deliver the line. An RFQ for the design-build-finance contract for the northern segment of the Ontario Line, from Gerrard Station to the Ontario Science Centre is expected to be issued in early 2022.

We expect to be able to share an update on the plan and timelines for the Ontario line this summer. For more information, please visit our [website](#) and sign up for our e-newsletter.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** June-05-20 3:29 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line project- A few questions

Hi [REDACTED],

Long time, no see! How are things?

I am working with a school in [REDACTED], and they are located [REDACTED] Overlea Blvd Bridge. It came up in a discussion today that construction of the Ontario Line will impact traffic around their school, and I decided to do a bit of reading and research to find out what that might look like.

I was reading this [article](#) and saw your name mentioned, and I thought I would reach out to see if you can answer a couple of questions for me.

- It looks like the Ontario Line route will follow Overlea Blvd across the bridge. Will the train be elevated here or at grade with the rest of the bridge?
- Right now, what kind of timelines are anticipated for construction to begin in the Don Mills/Overlea area?

Don't worry, I'm not looking to organize any fight against this project. Just looking to align other traffic-related requests from this school community with major construction projects in the area. I understand the Overlea Blvd bridge is also due for rehabilitation, so trying to piece the timelines of these different pieces together.

Thanks, and looking forward to hearing from you!



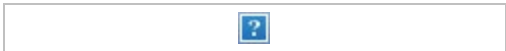
[REDACTED]

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Hi [REDACTED]

The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case and we will be sharing more information with the public this summer.

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



Are more detailed maps available that illustrate the proposed route of the Ontario Line? In particular, I'm most interested in understanding more where the Thorncliffe Park to Science Centre corridor is planned to be situated.

Age Group	Percentage
18-24	85%
25-34	75%
35-44	65%
45-54	55%
55-64	45%
65-74	35%
75-84	25%
85+	10%

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Tiverton update  
**Date:** Monday, June 08, 2020 10:37:00 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Thanks for your speedy response. The work will be happening at the southern end of the laneway so we don't think we'll be blocking too many parking spots. The rig is a bit smaller and the crew know it's a tight fit which is why we're going to do a site visit in advance. They are going to park non-essential vehicles elsewhere and they won't need the same amount of drums etc because the hole will not be as deep.

As far as noise, it will be less because there is not pavement to drill through and the drill doesn't have to go down as far.

Thanks for your help and I'll call you tomorrow when I'm out back.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



**From:** [REDACTED]  
**Sent:** Monday, June 08, 2020 10:14 AM  
**To:** Ontario Line  
**Subject:** Re: Tiverton update

Hi Josh -

Thanks for this. Will a similar drilling rig be used in the lane way? I'm not confident it will fit!

This is right behind our sons bedroom, what is the expected noise level?

Beyond that, we have ongoing work happening at the rear of our property, and the lane way is the only entrance or egress for the contractors.

I'll try to chat with some of the neighbours this afternoon and identify any particular issues they may have. About two dozen families have their parking to the rear, and it sounds like

they are going to be blocked. Not sure where they will find supplemental parking for a day?

I can probably come chat at 4:30 tomorrow.

Hoping all is well,

[REDACTED]

On Mon, Jun 8, 2020 at 9:42 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

I'm sure you noticed that our work at the end of Tiverton wrapped up last week. The crew will return periodically to check a monitor that was placed at the bottom of the borehole but that shouldn't be disruptive. Thank you again for your patience and support that helped to make the work go as smoothly as possible.

A much shorter piece of drilling work, approximately 1 day, is needed in the laneway between your home and the rail corridor. We expect to be ready to drill late this week or early next. Given the tight space back there, we want to make sure we understand residents' parking and access needs. If it's convenient, I'd like to meet you in the laneway at 4:30pm Tuesday to discuss. I will also be reaching out to a couple of your other neighbours but thought I'd check with you first.

Thanks,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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Sent from a device

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: Ontario Line Drilling  
**Date:** Monday, June 08, 2020 6:10:27 PM  
**Attachments:** [image001.png](#)

---

Thank you for your response. I don't travel over to Jimmie Simpson park. I find the streets and the park too crowded and I don't feel safe over there with my dogs and I need to be extra careful with my health.

Unfortunately, Bruce Mackey is the only park in our neighborhood that is manageable for someone in my position at this time.



On Jun 8, 2020, at 5:49 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Mr. [REDACTED],

Thank you for your follow-up email regarding drilling that contractors, working on behalf of Metrolinx, are conducting in the parks in your neighbourhood. I recognize that this work is disruptive and inconvenient. We have taken steps to expedite the drilling and have staggered our work in the two parks (Jimmie Simpson last week and Bruce MacKay this week) so that area residents have an alternate area nearby for exercise and quiet.

We have reinforced with our contractors that only company vehicles should be in the park but please note that there are equipment and materials that need to be kept on site during the day for environmental sampling. We have also reminded them of current public health advice regarding physical distancing and wearing face coverings.

We are on site regularly to monitor the work in the area and will continue to work with our contractors to minimize disruptions.

Sincerely,

Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

<[image001.png](#)>

---

**From:** [REDACTED]

**Sent:** Monday, June 08, 2020 11:21 AM

**To:** Phil Verster; 'minister.mto@ontario.ca'; Josh Vandezande; 'mayor\_tory@toronto.ca'; 'councillor\_fletcher@toronto.ca'; 'tabunsp-qp@ndp.on.ca'

**Subject:** Ontario Line Drilling

Good Morning,

There is a lot of drilling and a lot of noise happening at Bruce Mackey park on Degraffi street. We are in isolation and working from home and the constant noise is very disruptive. I also don't have a place to take my dogs today – this park was quiet, out of the way and allowed us to social distance. This is incredibly inconvenient and very frustrating. The noise is making it impossible to work from home, which is something that is already very difficult and very stressful for all of us to be doing.

The entire neighbourhood asked to delay this work. It is not essential and could happen at a better time when we are not all forced to stay home.

All we hear today are loud motors and loud banging not to mention many cars parked illegally all over the park, which are not permitted to be there - destroying the grass, blocking sidewalks and have taken over the entire park.

Living in this neighbourhood today is impossible. This is not putting Toronto citizens and their health and safety first and our neighbourhood is very disappointed and frustrated with Metrolinx, Mayor John Tory and the provincial government.

[REDACTED]

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*External Email: Please use caution when opening links and attachments / Courriel externe: Soyez prudent avec les liens et documents joints*

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: FW: Riverside update  
**Date:** Sunday, June 07, 2020 10:04:09 PM  
**Attachments:** [image003.png](#)

---

Thanks for sharing this.

[REDACTED]



[REDACTED]

On Fri, Jun 5, 2020 at 4:44 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Sharing an update that I just sent to Lynne in case you also receive questions.

Thanks,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



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**From:** Ontario Line  
**Sent:** Friday, June 05, 2020 4:01 PM  
**To:** [REDACTED]  
**Subject:** Riverside update

Hello [REDACTED]

It was so great to meet you in person today. I look forward to connecting again in the parks. I wanted to circle back right away on a couple specific things that we discussed so that you can get an update to your networks.

In terms of the work underway in the parks in your neighbourhood, I can report that we are nearly finished with the geotech work in Jimmie Simpson and will be removing remaining equipment by the middle of next week. We have started on the borehole at the south end of Wardell today and will begin work at the three drilling locations in Bruce MacKey Park early next week.

You mentioned receiving questions about spray paint markings on Degrassi and Booth. MPP Tabuns' office also forwarded an inquiry to us about this. As described in the attached Ontario Line notice, surveying and utility locate work is continuing along the entire line. As we are developing plans for the Ontario Line, it is important that we understand the broader context of the neighbourhood, especially underground utilities. The markings identify where utilities are located and do not mean that construction will be occurring on the street or sidewalk outside people's homes. As previously noted, we are making every effort to minimize property impacts beyond the existing transit corridor.

While utilities are located within the right of way, the crew may also be marking the lines (e.g. gas and water) that run towards individual homes and some markings may extend on to people's property. We apologize if these markings were left on people's gardens and will come out to investigate and remove any markings that went more than a metre beyond the sidewalk. Please have anyone with concerns contact us at 416-202-5100 or email: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com).



Have a good weekend and I look forward to staying in touch!

Josh

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## Reply

Metrolinx

Oct 8, 2020 - 10:58

We expect the line to feature modern, automated trains like the ones used in Vancouver, London, Paris and Singapore. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They stop in precise spots and can line up with platform screen doors that open and close in sync with a train's doors, keeping customers away from tracks and giving them predictable locations where they can board the trains. The trains are operated and monitored from sophisticated control centres. We will be able to cycle these through the system faster, meaning we can run up to 40 trips an hour with as little as 90 seconds in between trains. The use of lighter, smaller (12-ton axle load per train) and fully automated electric rail technologies will allow for significant reduction in energy spent per train as well.

The Ontario Line will use all industry best practices to deliver a safe and quick journey for the GTHA. Ontario Line elements that are different to Lines 1, 2 and 4 are technical differences which meet similar safety and technical standards, but take advantage of modern practices and techniques that otherwise wouldn't be available to a line that would have to take into consideration legacy infrastructure, some which was originally constructed in the 1950's.

More details will be available as procurement advances.

3 13

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**From:**  
**Sent:** May-29-20 6:12 PM  
**To:** Ontario Line  
**Subject:** Ontario Line

To Whom it May Concern:

Good Day,

Just heard of the announcement to extend Line one up to Richmond Hill on the same standardized system on Line 1 which runs from Vaughan City Centre down to Union up to Finch and now you are continuing this standardized approach up to Richmond Hill. ISO standard approach is the best way to go. So you have Line 1 standardized approach and Line 2 [REDACTED] the same standardized approach extension west to City of Mississauga Centre and east to City of Oshawa Centre.

Yes you will run parallel to the GO line but so will you do the same with the extension to line

1. Anyways wanted to learn more about what system are you using for the Ontario Line?

Will you be using the same standardized approach that is well established for Line 1 and Line 2? Hopefully you will be using ISO Standardized system approach.

Please let me know.

In Closing you folks are doing a great job. I appreciate staying with the same standardized approach that is well established for Line 1 and 2.

Please don't get off track like the elevated system that is being replaced from Kennedy to Scarborough Town Centre and hopefully will be extended to Sheppard and eventually to City of Oshawa Centre one day in the future.

Please let me know what system you will be using and if you are using ISO Standardization guidelines.

Appreciate any information geared to the layperson on my request. Please keep it super simple ( kiss method)

All the best.

Respectfully yours.

A solid black rectangular box used to redact the signature of the sender.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: question's and recommendation.  
**Date:** Friday, June 05, 2020 9:23:00 AM  
**Attachments:** [image001.png](#)

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Hi Mr. [REDACTED],

Thank you for reaching out to us. We appreciate your suggestions and will take them into consideration.

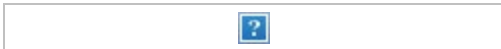
Teams are analyzing the 15 stations identified in the Initial Business Case to see how they would perform, looking at factors like the potential number of users, ease of construction, and cost, to name a few. Findings will be presented in the Preliminary Design Business Case, which we are aiming to complete by summer 2020.

-

Thank you again for your email.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



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**From:** [REDACTED]  
**Sent:** May 31, 2020 10:17 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** question's and recommendation.

My name is [REDACTED] and I am writing because I have two recommendation's/  
1. I was wondering if the Exhibition/Ontario Place station would be located south of the current Go station. Also, I would recommend a station around Strachan/Fleet st to help serve the growing delvelopment like CentreCourt and other economic and residential growth in the area.  
2. I was also wondering sense the Ontario in the east part of the segement, between Corktown and East Harbor, if there could be a station at Cherry street to help serve the Distillery District  
3.) One recommendation I have is that King/Bathurst becomes Fashion District; and Queen/Spadina becomes Chinatown-Alexandria Park (Spadina South)  
I hope you find these recommendations useful.  
[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [EastEnd Transit Alliance](#)  
**Subject:** RE: update  
**Date:** Friday, June 05, 2020 10:02:58 AM

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Hello

Thank you for your response.

It would appear from the verbage used that the above ground portion of this line is a done deal and the only things Metrolinks will actually be doing is addressing impact concerns.

It is a frank reminder that we are moving towards a country that does not seriously value its citizens and their rights.

When we move to areas of the city with likely the largest financial commitment for most and then to be told to sit down and not make any noise when the government decides it wants to change the rules without due process. Not a government I would support.

We are your employers and as residents we are becoming increasingly concerned that you seem to have forgotten this.

Constructive dialogue is a process that is fundamental to a healthy place to live. Many times messy but necessary. This process is an affront to community consultation on so many levels.

The same solution you used in the west end corridor is not the solution for the east end.

Regards

[REDACTED]

Sent from my Bell Samsung device over Canada's largest network.

----- Original message -----

From: Ontario Line <ontarioline@metrolinx.com>  
Date: 2020-06-05 9:22 a.m. (GMT-05:00)  
To: [REDACTED]  
Cc: EastEnd Transit Alliance <eastendtransitalliance@gmail.com>  
Subject: RE: update

Hello [REDACTED],

Thank you for your follow-up email regarding the Ontario Line.

The Ontario Line is being delivered as three separate P3 contracts procured on a staggered basis to encourage active participation from the market and ensure the right teams are in place to successfully deliver the line.

This procurement and packaging strategy was developed following extensive consultation with potential partners. Creating three separate contracts makes the size and risk of the packages more manageable and removes the need for one consortium to consist of multiple, specialized skillsets (e.g., vehicle provider and tunnel contractor) that would make forming integrated project companies more difficult.

While we expect to proceed with the issuance of RFPs for the Ontario Line this fall as planned, we will continue to review the situation and re-assess our procurement schedule as the situation continues to evolve.

Thank you for your questions and suggestions regarding the design of the Ontario Line. We will be sharing details about the plans for the Ontario Line in July and notification will be sent out through our e-bulletin and by direct email to interested parties. Further information will be shared as environmental studies and procurement activities continue. We will also be sharing more details on plans to address community impacts, including robust mitigation strategies, as planning continues.

-

Thank you again for your interest in the Ontario Line. We look forward to further conversations with you.

Sincerely,

Vanessa

**Vanessa Cheng**

Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** June 2, 2020 11:33 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** EastEnd Transit Alliance <[eastendtransitalliance@gmail.com](mailto:eastendtransitalliance@gmail.com)>  
**Subject:** Re: update

Hello

I see the Province is moving forward with the legislation B 171 to allow for steamrolling this project thru the city with little or no recourse for the taxpaying residents.

Do you have any further design details to offer at this time. If not can you provide the timeline for this?

I see the request for contractors has been called.

On a design note. The people in this downtown corridor that will have minimal use of this system are going to have the biggest environmental impact and are being given no consideration. The above ground section will have a lasting and detrimental effect on the vibrant neighbourhood. This rush to get it done mentality will set us down the same path we are with our current power grid. A complete mess with stopped projects wasted money and still costing us a lot of money for hydro.

Please the design and environment process is required regardless if some find it distasteful or time wasting. Something we are all proud of is better mandate to go forward.

You seem to waste a lot of money on the surface structures and limit the commercial development around these access points. How many places along the ECT have you wasted the space above the stairs. All we need are stairs and an elevator.

Look forward to your response.



Regards

On Mon, May 11, 2020 at 8:23 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Thank you for your email regarding the Ontario Line and other Metrolinx projects.

Investigatory work for the Ontario Line is continuing as teams gather more information, including details on ground conditions, community and environmental impacts. Our goal is to deliver the most service possible with the least construction impact and within the parameters and budget of the Initial Business Case.

We recognize residents' interest in providing input and learning more about what the project will mean for them throughout its lifecycle. Over the next several months, we will be sharing environmental studies and reports for review and comment throughout the formal EA process and creating other engagement opportunities. Details will be shared as soon as we have firm timelines.

Thank you again for your interest in the Ontario Line. We look forward to further conversations with you.

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities



**From:** [REDACTED]  
[REDACTED] Wednesday, May 06, 2020 2:27 PM  
**To:** Ontario Line; EastEnd Transit Alliance  
**Subject:** update

Hello

In a recent e-mail you indicated that work on the Ontario line would be proceeding. I can see from the Gerrard to Eastern corridor that yes indeed there is activity.

You previously indicated the design work has not been completed. When do you feel you will be sharing with the community the plan?

This all I have been able to find so far and I think it does sum up what we all think is coming down the tracks.

"Planning work is still underway for matters such as this, but once known, they would form the basis of engagement materials we would present to communities in subsequent rounds of consultations," states an email from a Metrolinx spokesperson on several occasions.

Metrolinx talks a lot about noise and vibration along the route, but is silent on the physical and visual intrusion saying only that they will “ensure designs are sensitive and respectful of communities.” Requests for information about heights and massing of structures such as noise walls, stations, and elevated ways brought come-back-later responses.

Although the IBC claims that the line’s alignment will “evolve throughout design development and procurement,” it’s quite clear that major changes are not in the cards.

Affected communities put their hope in the Transit Project Assessment Process (TPAP) and Environmental Assessments (EA), but these are toothless tigers. The TPAP will not assess alternatives, and the EA will look only at environmental effects, not the larger question of community impacts.

The effects of that will be compounded when the Ford government amends the expropriation and other processes later in 2020 to [streamline project approval and construction](#).

The construction process itself will bring upheaval. The Eglinton-Crosstown project shows what can happen. Metrolinx has yet to explain how (or if) this can be avoided. They have not selected a tunnelling method or design, and yet this will have a major effect on surface structures and construction access.

The new line is supposed to be fully accessible, and Metrolinx plans “to exceed accessibility standards for all our stations, including vertical access standards.” They plan to use a mixture of escalators and elevators. How convenient these will be will depend on station designs, which Metrolinx has yet to release.

Design and engineering studies for the elevated portion of the line are proceeding, and the options “are focussed on how the project can best be delivered under that plan.” Although further consultation will occur later in 2020, this will almost certainly be to ratify the detailed plans, not to change them.

I have read the meeting summary report and have a few thoughts. It does seem to indicate that all parties want to know what you are thinking in greater detail to be able to consider the plus /minus equation. This will be a monumental disruption to the downtown core and we have seen this to hold true when we look at EC Project.

Looking at the economic impact of that makes me very concerned that this will be even worse. We are also the ones that are going to get the bill!

One wonders why you are not considering using Richmond Street to traverse the city? Its proximity to Queen and King Streets make it viable. What are your expectations to the disruption to the summer snow plows ( streetcars) will be. Now with the longer new trains we are already seeing increased difficulty in using the roads. Diversions on all lines in the core for 7 to 10 years as the Leslie Street barns seem to house much of the stock.

The other point that did not seem to get any notice is the report are mausoleums you construct at most station stops. When I travel in other major centres New York, London Paris, you get a set of stairs or an elevator and a small sign indicating it is below you. Look at the wasted air space above the mausoleums. Downtown central cores often with 2 stations per stop and nothing above. Lost revenue and increased construction costs. The elevator at Dupont Station on the south east corner is an example of small. We will not go into the construction timeline on that one.

Having things underground keeps them running better. Ottawa could provide a good look into this condition. It would also assist in not completely altering existing established neighbourhoods. The Gerrard to Easter corridor looks like there will be significant disruption to property owners and the surrounding business. The western corridor was constructed long ago and significantly more space was already there. I am sure they would like to electrification happen asap as we all would.

The compatibility issue is also of great concern, had the TTC not gone with their private gauge this city may have been much further ahead with its master plan. How does this mesh with the lakeshore transit plan and existing systems? Further increased costs for dedicated equipment are to be expectation?

I look forward to the next round opportunity for the community to get involved. You also have to wonder going forward how the Covid situation may effect the planning of mass transit systems in the future. I watch the deserted streetcars travelling the city and wonder what is transits future. I am buying a kick scooter.

Regards

Expand

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: June 2/20 meeting at [REDACTED]  
**Date:** Thursday, June 04, 2020 7:31:40 PM

---

Hello [REDACTED]

Thank you for your follow up email and the opportunity to visit with you this week. We appreciated the opportunity to respond to your questions and look forward to continuing a conversation about the Ontario Line.

Here's an update on the grass repair and some proposed next steps, in sequential order:

1. The drilling company that conducted the work at the end of First Ave expects to have a quote from a landscaper for a fulsome remediation of the turf, including grading, by the middle of next week. Once that is in hand, we will quickly arrange a time to meet (you, me, driller, landscaper) to confirm scope and timelines. We will then ask the landscaper to conduct the work as quickly as possible.

2. Please go ahead and reach out to your sprinkler contractor regarding the repairs. We may want them to wait to actually execute all the repairs until after the landscaping company is done their grading work and I suggest that after step 1 is complete we put the two companies in touch for coordination purposes. This will be particularly important so that the new grass is well watered from Day 1. Can you let me know what forms of payment the sprinkler company accepts as this will be billed separately and we want to make sure it is taken care of promptly.

3. We are looking at alternatives to the geotech borehole that was previously requested on your condo property and understand that, should no alternatives be available, you will require answers in writing to the questions you raised previously before any further consideration of access to the property. We can also setup a meeting with the (other) drilling company so they can talk about the specific location of the equipment while work is underway and after hours to minimize impacts on your property and preserve safety.

4. We are developing some further information to address residents' questions regarding noise mitigation solutions currently in use at other locations, including any that have been implemented near your area so that residents can visit to see (hear) for themselves. We will share this information in the next few weeks

5. We will look for another opportunity to meet with you again, in advance of public engagement, to share further details about Ontario Line plans, particularly in your area.

We look forward to continuing the dialogue.

Sincerely,  
Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, June 03, 2020 12:36 PM

To: Josh Vandezande; Ontario Line

Cc: [REDACTED]

Subject: June 2/20 meeting at First Ave. townhouses (TCECC 2001j)

Josh,

Thanks for the meeting yesterday afternoon on site.

I wanted to confirm that the water line repair will take place ASAP and that the landscaping (ground levelling and sod installation) will be managed by Metrolinx and installed shortly.

You have also agreed to look at alternatives for the location of the one bore hole you want to drill other than on condominium property.

More details will also be forthcoming on noise and vibration mitigation.

There was some clarification as to how and where and within what structure the subway lines will head north towards Pape Ave. on the east side of the Gerrard and Carlaw bridges and through the Riverdale Plaza site.

Metrolinx has agreed to share these plans with us in the near future as the design stage progresses.

Our community is happy to meet with your team (Including [REDACTED] on site when you are ready to share this information.

Regards,

[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Start date?  
**Date:** Wednesday, June 03, 2020 8:39:37 AM

---

Thanks Josh.

Sent from my iPhone

On Jun 3, 2020, at 7:38 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

Thanks for your question about the timelines for Ontario Line construction. As part of yesterday's announcement regarding next steps on the Ontario Line, the government signaled that the Ontario Line is being delivered as three separate P3 contracts procured on a staggered basis to encourage active participation from the market and ensure the right teams are in place to successfully deliver the line.

The procurement for the northern segment of the Ontario Line, from Gerrard Station to the Ontario Science Centre will begin a bit later than the southern portions. The RFQ is expected to be issued in early 2022. Staggering the procurement timing for the northern and southern contracts will help mitigate market capacity issues to ensure the right teams are in place to successfully deliver the line.

The Rolling Stock, Systems, Operations and Maintenance (RSSOM) package is a 30-year-term contract to design-build-finance-operate-maintain the entire Ontario Line. The RFQ was issued on June 2, 2020.

The Southern Civil, Stations and Tunnels package is a design-build-finance contract for the southern segment of the Ontario Line, from Exhibition/Ontario Place to the Don Yard portal (west of the Don River). The RFQ was issued on June 2, 2020.

Planning is still underway to determine the exact alignment of the line, including the depth of tunnels. Further information will be shared with the public once studies have been completed. If you haven't already, you may also wish to [visit our website](#) where you can sign up for our newsletter and where we will share updated information as it becomes available.

Sincerely,  
Josh



Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

<image001.png>

**From:** [REDACTED]  
**Sent:** Tuesday, June 02, 2020 2:34 PM  
**To:** Ontario Line  
**Subject:** Start date?

Hello,

Can we basically forget about this project starting any time soon?

Also, How deep are the tunnels proposed?

I live [REDACTED] of Pape above Danforth and would hope my home would not be shaking with tunneling for months while the construction is underway given that it would likely take at least a year.

thanks you

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Tuesday June 2 meeting at 3PM  
**Date:** Tuesday, June 02, 2020 8:54:00 AM

---

Hi [REDACTED],

I was just sending you a message!

My email address has been copied here and my cell phone number is below. I am aiming to be at First Ave by 2:45pm and will call you when I arrive.

By the way, you can't miss me, I'm 6'9".

Looking forward to meeting you gentlemen.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Tuesday, June 02, 2020 8:40 AM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Tuesday June 2 meeting at 3PM

Josh,

We will see you on site this afternoon.

Please forward your e-mail address.

Regards,

[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: Upcoming Metrolinx work in your area  
**Date:** Tuesday, June 02, 2020 5:11:25 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

---

Thank you for confirming Vanessa. Have a great day.

[REDACTED]



---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Tuesday, June 2, 2020 5:08 PM  
**To:** [REDACTED]  
**Subject:** Re: Upcoming Metrolinx work in your area

Hi [REDACTED],

Thanks for following up. To confirm, the construction on Queen St. near James and Victoria will be taking place from 9 p.m. to 5 a.m. as outlined on the notice.

Let me know if you have any additional questions.

-Vanessa

---

**From:** [REDACTED]  
**Sent:** June 2, 2020 3:54 PM  
**To:** Ontario Line  
**Subject:** RE: Upcoming Metrolinx work in your area

Hi Vanessa,

Thank you very much for the email below. I wanted to confirm one small detail in the attached press release before sending this information to our staff. It says construction on Queen St. near James and Victoria is taking place from **9 p.m. to 5 a.m.**, and I'd like to double check that that is in fact the time, and not 9 a.m. – 5 p.m.?

Thank you for your time and clarification.

[REDACTED]



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Tuesday, June 2, 2020 2:48 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Upcoming Metrolinx work in your area

Hello,

Metrolinx will be conducting some work in the neighbourhood of your businesses. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants as they may experience loud noises and some traffic interruptions during work hours should they be attending the office over the next few weeks.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

Thank you.

Vanessa Cheng  
Team Lead of Community Relations - Ontario Line  
Metrolinx: connecting our communities



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[REDACTED]

[REDACTED]

---

**From:** Josh Vandezande  
**Sent:** June-01-20 9:10 AM  
**To:** Ontario Line  
**Subject:** RE: Ontario Line

Hi Jessica,

We've got our two team leads in place now so we'll take care of the day-to-day monitoring and responding and reach out to you if we need some backup support, ok?

Thanks again for your help!  
Josh

---

**From:** Ontario Line  
**Sent:** Monday, June 01, 2020 9:08 AM  
**To:** Josh Vandezande  
**Subject:** FW: Ontario Line

Hi Josh,

Hope you had a nice weekend. Please let me know if this is a response I can work on with your input, or if someone on your team is more suited to reply.

Thanks!  
-Jessica

**From:** [REDACTED]  
**Sent:** May-29-20 6:12 PM  
**To:** Ontario Line  
**Subject:** Ontario Line

To Whom it May Concern:

Good Day,

Just heard of the announcement to extend Line one up to Richmond Hill on the same standardized system on Line 1 which runs from Vaughan City Centre down to Union up to Finch and now you are continuing this standardized approach up to Richmond Hill. ISO standairzed approach is the best way to go. So you have Line 1 standardized approach and Line 2 which i hope you folks will take the same standardized approach extension west to City of Mississauga Centre and east to City of Oshawa Centre.

Yes you will run parallel to the GO line but so will you do the same with the extension to line

1. Anyways wanted to learn more about what system are you using for the Ontario Line?

Will you be using the same standardized approach that is well established for Line 1 and Line 2? Hopefully you will be using ISO Standardized system approach.

Please let me know.

In Closing you folks are doing a great job. I appreciate staying with the same standardized approach that is well established for Line 1 and 2.

Please don't get off track like the elevated system that is being replaced from Kennedy to Scarborough Town Centre and hopefully will be extended to Sheppard and eventually to City of Oshawa Centre one day in the future.

Please let me know what system you will be using and if you are using ISO Standardization guidelines.

Appreciate any information geared to the layperson on my request. Please keep it super simple ( kiss method)

All the best.

Respectfully yours.

A black rectangular box used to redact the signature of the sender.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: follow up on our conversation regarding Metrolinx surveying work and the Ontario Line  
**Date:** Friday, May 29, 2020 12:19:00 PM

---

Thanks, [REDACTED]. Due to security concerns re: Zoom we aren't able to access it on government laptops but we can use Microsoft Teams which has similar functionality. I can bring my laptop and a speaker so we can connect with the broader team.

You can share the following call in details with participants so they can participate by phone as well.

T [REDACTED]  
[REDACTED]  
[REDACTED]

Our participants will be:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, May 28, 2020 2:36 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Re: follow up on our conversation regarding Metrolinx surveying work and the Ontario Line

Josh,

Further to your follow-up note, I recommend you come to the site and we can conduct a Zoom-style teleconference with the rest of your Metrolinx group from here in South Riverdale.

Current attendees at our property would include [REDACTED]  
[REDACTED]

The attendees have been invited to attend the June 2 meeting at 3 PM subject to individual time and work constraints.

Regards,

[REDACTED]

Sent from my iPad

On May 28, 2020, at 10:22 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

I am certainly willing to come and meet with you at the condo property but for the meeting on Tuesday I will have staff participating from home offices across the GTA. I have shared detailed photos of the area with them, as well as the photos you provided to [REDACTED] in your April correspondence. Sorry for the confusion about the teleconference but an in-person meeting with the broader group is not possible at this time.

Josh

---

[REDACTED] Thursday, May 28, 2020 10:09 AM

**To:** Ontario Line

**Subject:** Re: follow up on our conversation regarding Metrolinx surveying work and the Ontario Line

Josh,

When you say "teleconference", do you mean we won't be meeting on site with social distancing?

That was my understanding given that the actual site is the specific topic under discussion.

Regards,

[REDACTED]

Sent from my iPad

On May 28, 2020, at 9:58 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

I hope this finds you well. I am just following up to confirm the attendees for our meeting with you next week. Could you please share the names of your board members who will be attending? Not sure if [REDACTED] will be included or if I should follow up with him separately.

I am confirming attendees on our side and will share that info plus the teleconference coordinates tomorrow.

Thanks



Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image002.png>

---

**From:** Ontario Line  
**Sent:** Friday, May 22, 2020 1:52 PM  
**To:** [REDACTED]  
**Subject:** follow up on our conversation regarding Metrolinx surveying work and the Ontario Line

Hello [REDACTED],

Thank you for taking the time to speak with me yesterday regarding the surveying work that a contractor working on Ontario Line plans for Metrolinx conducted on your condo's property.

Please find a notice regarding our plans for surveying work along the Ontario Line with my apologies that this information was not made more broadly available prior to the commencement of activity. Now that I have your email address, we will share information with you as it is available. We are also expanding our distribution efforts in the community and appreciate your patience while we scale up.

I know that your condo association has a number of other questions regarding the Ontario Line project. We would appreciate the opportunity to have a meeting with your board to provide an update on the project and answer some of your questions. Because planning is still underway, we may not have definitive answers to every question yet. **Would most of your board be available on the afternoon of June 2<sup>nd</sup>? 3pm looks like a good timeslot on our end.**

Oh and Bell should be out to secure the phone box on your front lawn soon. They weren't able to provide a timeline.

Thanks again. Talk soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image001.png>

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: follow up on our conversation regarding Metrolinx surveying work and the Ontario Line  
**Date:** Thursday, May 28, 2020 2:26:44 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Josh,

Yes, please include [REDACTED] in this note.

I have spoken to him this afternoon.

Regards,

[REDACTED]

Sent from my iPad

On May 28, 2020, at 9:58 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

I hope this finds you well. I am just following up to confirm the attendees for our meeting with you next week. Could you please share the names of your board members who will be attending? Not sure if [REDACTED] will be included or if I should follow up with him separately.

I am confirming attendees on our side and will share that info plus the teleconference coordinates tomorrow.

Thanks

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<[image002.png](#)>

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Josh Vandezande](#)  
**Subject:** Re: Ontario Line  
**Date:** Monday, May 25, 2020 5:59:15 PM

---

Thank you for the quick response. To be clear: while I am entirely supportive of the DRL and public transit, I am adamantly opposed to the Ontario Line and in particular, to the planned above-ground portion south of Gerrard. As long as your plan continues to involve this portion being constructed above ground, you most certainly will not be minimizing the impact on the neighbourhood, which I assume you understand.

I am adamantly opposed to your stated plan to “move this .. project forward”, and even more so in light of the fact that Metrolinx is proceeding without public consultation and at a time when, as you note, people are distracted coping with the current public health challenge.

I look forward to seeing the new plans and remain hopeful that Metrolinx will put the breaks on the the Ontario Line’s intended destruction of our neighbourhood with the above ground lines.

I trust that Metrolinx will not proceed with any construction at this time.

[REDACTED]

On May 25, 2020, at 5:07 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Thank you for your message regarding the investigation work that Metrolinx is undertaking to support planning for the Ontario Line. We understand that many people are coping with unique challenges due to the ongoing public health situation and, accordingly, we are taking steps to minimize the impact of the work while continuing to move this important project forward.

We appreciate your patience and will continue to monitor the work planned in your neighbourhood.

You also asked about more detailed plans for the Ontario Line. Planning work is continuing and we are making every effort to plan and build the Ontario Line to minimize impacts on surrounding property, including parks. We look forward to sharing further information, including detailed plans and early environmental studies, with the public in the next couple months.

Josh Vandezande  
Ontario Line Community Relations

---

**From:** [REDACTED]

**Sent:** Monday, May 25, 2020 1:33 PM  
**To:** Josh Vandezande; Ontario Line  
**Subject:** Ontario Line

I am a resident of Riverside / Riverdale who will be directly affected by the Ford government's scrapping of the already planned and approved Downtown Relief Line (DRL) and the Ontario Line that he has announced in its place. I will be particularly negatively impacted by the plans to now construct a portion south of Gerrard as an above-ground line. This will destroy our neighbourhood. As a harbinger of things to come - we are already having to put up with the destruction and noise being created by the soil testing that has already commenced in the area.

I understand that Metrolinx has further developed plans that it claims will not affect Jimmie Simpson Park. I would like to see these plans as they will no doubt impact on the rest of the neighbourhood. Would you kindly provide these plans to me and also let me know how Metrolinx plans to ensure full and transparent environmental assessments, and public oversight and approval of these plans BEFORE any construction is commenced?

Thank you.

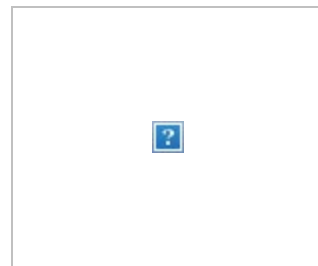
[REDACTED]

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: On Line consultation with Thorncliffe Park residents  
**Date:** Friday, May 22, 2020 1:48:19 PM  
**Attachments:** [image002.png](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[image005.png](#)  
[image006.jpg](#)  
[image007.jpg](#)  
[image008.png](#)

---

Thanks Josh!!



---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 22, 2020 1:48 PM  
**To:** [REDACTED]  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Good question! We'll do a conference call.

Josh

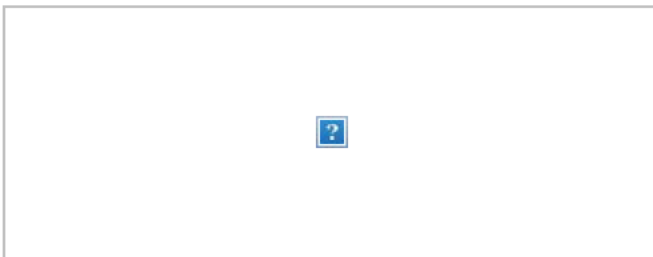
---

**From:** [REDACTED]  
[REDACTED] Friday, May 22, 2020 1:47 PM  
**To:** Ontario Line  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Thank you Josh.

I will let our Directors know. If I may ask, will this be a conference call, or a virtual meeting, where we need computers? It will help us know where we can do this home isolation, or if I need my office equipment!

Hope you have a lovely weekend as well!



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 22, 2020 1:30 PM  
**To:** [REDACTED]  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Hello [REDACTED]

Could you please hold 4-5pm on the 28<sup>th</sup>? I will follow up next week to confirm and provide more details.

I also wanted to share the attached updated community notice about surveying work that we are undertaking. This will be posted on our website soon but wanted to get it to you as well.

Hope you have a great weekend!

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** [REDACTED]  
**Sent:** Thursday, May 21, 2020 7:55 AM  
**To:** Ontario Line  
**Subject:** Re: On Line consultation with Thorncliffe Park residents

Good Morning Josh,

Just received my last response yesterday evening. It seems the best day is the 28th. The only non-available period is 11:30am to 12:30am. We have one Director who is dealing with the on-line teaching of children, but he will do his best to make himself available, when he knows the time of our session.

Thank you for organizing this for all of us.

Sent from my iPhone



On May 20, 2020, at 9:54 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Funny that our last message was about sunshine – wasn't today amazing? Hope you were able to enjoy it.

Just checking in about a date for a call next week. Were you able to find some times that worked?

Thanks,  
Josh

---

**From:** Ontario Line



**Sent:** Friday, May 15, 2020 2:17 PM  
**To:** [REDACTED]  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Thanks [REDACTED] you too! I think everyone is ready for tomorrow's sunshine.

---

**From:** [REDACTED]  
**Sent:** Friday, May 15, 2020 2:17 PM  
**To:** Ontario Line  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Josh,  
Thank you for this clarification. We will look forward to this taking place. Once I have a response from our Directors on a time, I will let you know.  
Have a lovely long weekend!

<image001.png>



<image002.jpg>

<image003.jpg>

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 15, 2020 2:00 PM  
**To:** [REDACTED]  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Hi [REDACTED],

This is in response to your initial inquiries to MPP Wynne's office and their suggestion that we setup a meeting with you. We will be reaching out to the broader community over the next couple months to provide more information about the project.

Thanks,  
Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image004.png>

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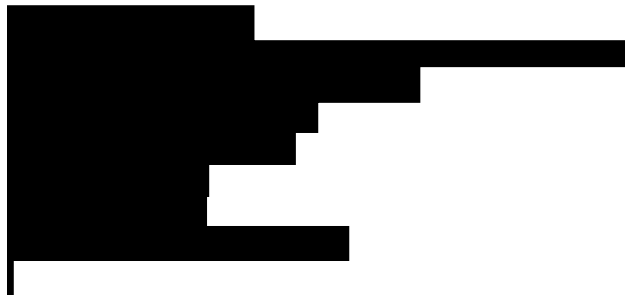
**From:** [REDACTED]  
**Sent:** Friday, May 15, 2020 1:17 PM  
**To:** Ontario Line  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Josh,

I have just forwarded your proposed times to our Directors, and will reply as soon as I gather their responses. Thanks so much.

May I ask if this call is for Our Development only, or will it include the condos at [REDACTED] and any other residences effected?

<image005.png>



<image006.jpg>

<image007.jpg>

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 15, 2020 12:41 PM  
**To:** [REDACTED]  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Hello [REDACTED],

Apologies for the delay in getting back to you. Could you and your colleague directors be available for a call with Metrolinx representatives on May 26 or 28? Any times on those days that you are not available? I will circle back with MPP Wynne's office once I have a firm date.

Thanks and have a good weekend.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image004.png>

---

**From:** [REDACTED]  
**Sent:** Monday, April 27, 2020 10:53 AM  
**To:** Ontario Line  
**Cc:** [kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org); Franca Di Giovanni  
**Subject:** Re: On Line consultation with Thorncliffe Park residents

Josh,

Thank you for your email. The Directors on our Leaside Green Board, that would like to participate in this on-line consultation are:

[REDACTED]

We look forward to receiving more information about this session, and how to connect in.

Thank you in advance!

Sent from my iPhone

[REDACTED]

On Apr 24, 2020, at 2:00 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Apologies, I sent a similar message to [REDACTED] who has also expressed an interest in receiving further information. Thank you for confirming your

availability. Can you please share the names and email addresses of the Leaside Green Board? We'll do our best to ensure we have sufficient representation.

Thank you again,  
Josh

---

**From:** [REDACTED]  
**Sent:** Friday, April 24, 2020 12:30 PM  
**To:** Ontario Line  
**Cc:** [kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org); Franca Di Giovanni  
**Subject:** RE: On Line consultation with Thorncliffe Park residents

Josh Vandezande,

I believe this letter was meant for someone else, as it is addressed to [REDACTED]  
[REDACTED]? And not to me...

But if you are planning a gathering to discuss the Ontario Line Plans, all Directors of our Leaside Green Board would be interested in participating. Although May 5<sup>th</sup> will not work for me, I could make myself available on either May 6<sup>th</sup> and 7<sup>th</sup>.

<image001.png>



<image007.jpg>

<image008.jpg>

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** April 24, 2020 12:13 PM  
**To:** [REDACTED]  
**Cc:** [kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org); Franca Di Giovanni  
<[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** FW: On Line consultation with Thorncliffe Park residents

Hello [REDACTED]  
Kathleen Wynne, MPP for Don Valley West, shared your email with

Metrolinx. I am pleased to provide some information and invite you to a follow-up call in the near future.

Recognizing the pressing need for improved transit in Toronto, the provincial government announced several priority investments including the Ontario Line which will bring nearly 16 kilometres of much-needed service, making it faster and easier for hundreds of thousands of people to get where they need to be each day. Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line and released the [Initial Business Case](#) for the project in July 2019.

The drilling underway in Thorncliffe Park is an important part of investigatory work underway to refine the alignment for the Ontario Line as teams gather more information, including details on ground conditions, community and environmental impacts. Our goal is to deliver the most service possible for the people of Thorncliffe Park with the least construction impact and within the parameters and budget of the Initial Business Case. Note that this work is continuing under the essential services provisions set out by the provincial government on April 3, 2020, “...*Construction projects and services required to ensure safe and reliable operations of, or to provide new capacity in, critical provincial infrastructure, including transit, transportation...*”

We recognize residents’ interest in opportunities to provide input and learn more about what the project will mean for them throughout its lifecycle. We will be sharing environmental studies and reports for review and comment throughout the formal EA process, as well as conducting many other engagement events outside of that process. Our next round of community open houses is planned for June and we are expanding virtual participation options. In the meantime, we are keeping people updated and providing information via our [project webpage](#) and meeting with small groups who have questions about the project. We are working on setting up a teleconference with a few members of your community. Please confirm your interest in participating and provide your availability for May 5-7.

Thank you again for your interest in the Ontario Line. We look forward to further conversations with you.

Sincerely,  
Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image009.png>

---

**From:** [REDACTED]  
**Sent:** April 21, 2020 4:33 PM  
**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Subject:** FW: A Community Request for Assistance

Dear Kathleen,

We hope that this email finds you safe and well, and handling our mandated distancing measures gracefully.

We trust that you will not mind our reaching out to you again, to check-in on our earlier request for assistance with the issue of the proposed “Ontario Line” and it’s potentially negative impact on both our enjoyment of our homes, and on the property values in our neighbourhood.

All people in our province are being asked to isolate, stay home and avoid any organized gatherings. We have been asked to stop work and go home. This of course is understandable and the right thing to do. But those in our community have noticed that the Provincial Government seems to be taking advantage of the radio silence from citizens, and have started work on this initiative, without a warning - which is upsetting our community. The office of our municipal councillor, Jaye Robinson, advised us that they had not received any update from the province – but when they investigated at our request, they discovered that work had started, with the arrival of a “drilling team”.

Jaye Robinson and her team are also very much against an elevated transit line slicing through the middle of our residential community.

Since the announcement of this Provincial initiative, we have noticed that the tax payers concerns are not being heard, or respected. Now, with the Covid-19 pandemic draining the coffers of all levels of government, it is upsetting to see the spending on expensive drilling work, when the community is against the project, and when there are so many more critical areas that require financial support.

As I mentioned previously, I am the president of the Leaside Green condo townhouse community, and I represent the opinion of 82 home owners. We have close working relationships with other residential developments

in our Community, who have all confirmed their lack of support of this elevated line. But no one seems to be listening. We know that there are better ways of increasing transit without sacrificing a residential community,

May we ask you for some assistance, as our provincial representative; to help our community be heard; and at least temporarily stop this expensive construction work, in favour of support of health care and our Elderly Community, who need support?

<image010.png>



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**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** May 13, 2020 3:10 PM

**Subject:** RE: LSE CAC proposed meeting and Agenda - Wed. May 13th from 6:30pm to 7:30pm

Hello [REDACTED], CAC members and elected officials,  
Please find attached our materials, including agenda, for tonight's meeting. My apologies for not getting this to you sooner but we will take the time to walk through each slide together. The Metrolinx representatives who will be participating are looking forward to the discussion and thank you for the opportunity to reconnect in advance of some more detailed information being shared over the next couple months.

Of course we would rather be together in person but, with your patience, will make the teleconference option as seamless as possible. Here are the coordinates:

[REDACTED]  
[REDACTED]

Let us know if you have any questions, otherwise we'll speak to you this evening.

Sincerely,  
Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436





---

**From:** Ontario Line  
**Sent:** Friday, May 08, 2020 2:50 PM  
**To:** [REDACTED]

**Subject:** FW: LSE CAC proposed meeting and Agenda - Wed. May 13th from 6:30pm to 7:30pm

Hello [REDACTED],

Let's proceed with Wednesday, May 13 at 6:30pm. No special software is required -- we'll be using a standard teleconference and will send you some slides in advance.

As for an agenda, we would like to provide some updates on the planning work underway for both GO Expansion/On Corridor and the Ontario Line. However, as I mentioned on our call earlier this week, planning for both projects is still ongoing so we won't have answers to all of the group's questions next week but we do want to tell you about our progress, let you know when we expect to be in a position to share more details and get the committee's feedback.

We have not yet confirmed all our participants but will provide that to you in advance of the meeting along with an agenda, teleconference details and slides.

Metrolinx will continue to provide meeting minutes and Carmen and I can work with you to ensure we are capturing necessary details.

Looking forward to our discussion,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



**From:** [REDACTED]  
**Sent:** May-04-20 11:40 AM  
**To:** TorontoEast

**Subject:** LSE CAC proposed meeting dates and Agenda - Tuesday, May 12th or Wed. May 13th from 6:30pm to 7:30pm & updated CAC Membership list

Hello J [REDACTED]

The LSE CAC members would be able to meet with you either **Tuesday, May 12th or Wed. May 13th from 6:30pm to 7:30pm** for updates on the Ontario Line and On Corridor projects. We have invited our elected officials, but understand they are dealing with serious community-wide pandemic concerns and may not be able to attend.

In my email to Josh last week we have asked some specific questions about our meeting and are waiting to hear back.

1. Do we need special software to attend? If so, can you send instructions please?
2. Who will be attending from Metrolinx?
3. We will get a recording of the online meeting so members who are not able to attend can review it, and we are able to produce accurate meeting minutes from it?
4. What is your suggested meeting Agenda? When will we have it?

### **CAC proposed Agenda:**

1. Metrolinx's response to our document, "*Review of our CAC Questions from On Corridor Public Consultation Feb. 6th*". \*Particularly the On Corridor update questions, Q1 to Q11. \*Attached.
2. Additional information and updates on the Ontario Line project.
  - a. Timeline of OL project work. What is currently happening on this project?
  - b. Details around the Community Consultation process.
  - c. What is the methodology being employed for gathering community feedback? How will this feedback be used by Metrolinx in the planning process?
  - d. What online formats will be employed to gather information?
  - e. Will Metrolinx be creating a community 'Stakeholder Advisory Group,' such as was created for the Relief Line for feedback with community leaders from local; residents, business, institutions and issue experts (city wide.) If so, when will this happen? \*See attached "*Appendix 4-2 Phase 1 and 2 Consultation Report*," from the Relief Line EPR.
  - f. When will community consultations be taking place for the Ontario Line?

2. In light of the pandemic and post-pandemic realities, such as a recession, lower ridership, and a scaled back investment from the public sector, will Metrolinx be

reevaluating these major transit building projects?

3. Other CAC & our elected officials questions.

Additionally, here is our updated **CAC Membership** list below:

[REDACTED]

[REDACTED]

We look forward to meeting with you and receiving the project updates on behalf of our communities.

Sincerely,

[REDACTED]

Community Lead for Riverside/Leslieville

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Drilling on Cameron Street  
**Date:** Tuesday, May 19, 2020 10:49:00 AM  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

Thanks for bringing this to our attention. We distributed the attached notice to neighbours immediately around Queen and Spadina on Friday. Later today, we will be back in your neighbourhood to distribute additional copies and will be posting it on our website. You'll see that it includes some night work at Queen and Spadina for the next few weeks, with setup starting at 7pm. I apologize that you did not receive this notice prior to work commencing.

Although the actual drilling has moved off of Cameron Street, we've reminded our contractors of the importance of being good neighbours in the surrounding area. They are going to try and limit the amount of time trucks are parked on side streets and not idle the vehicles unless it's necessary to maintain power to equipment on board. Because of the coordination necessary among the different crews on-site, there may be some periods when a truck or team member is waiting to access the work zone.

We will continue working with our contractors to minimize disruption.

Sincerely,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** Friday, May 15, 2020 8:14 PM  
**To:** Ontario Line  
**Subject:** Re: Drilling on Cameron Street

Hello Josh,

we've still got lots of noise here including a truck pulling up at 8am this morning with it's subwoofers pumping, and the music left on while the worker set up the equipment. He was very polite and switched it off when asked, but it's obvious that many people on these crews have no sense that people live here. Do you have a code of conduct for contractors?

Cameron street also seems to be a holding area for trucks from other sites related to this project. The drivers tell me they have to stay there, engine running, until 9pm since they can't use main roads until then. Although clearly they have used main roads at 7:15 to get here. No work is being done, drivers are on their phones, eating. Walking away from their vehicles. How do you think this looks?

Right now there's a supervac truck idling and presumably he'll be there for the next hour and a quarter. At the job site itself, there's an Altech cube van idling while the crew stands in the parking lot across the street. The site is closed i.e the hole has the cap on it. There's *\*no\** work going on. They are obviously running down the clock. This has been going on intermittently for months now. Why are they doing that here and why is everyone running their engines?

It's disrespectful to residents of this street and disrespectful to taxpayers. There doesn't appear to be any day-to-day oversight of these jobs, and it's profoundly insulting to see this kind of waste, not to mention the noise and pollution. Is there not someone whose job it is to look after the interests of residents and taxpayers in all this?

I would like you to:

1. keep me and other nearby residents informed of the schedule and scope of this work. Specifically: What work is being done, when and by whom? What are the hours of this job site? When is the work scheduled to finish? If the work is behind schedule I'd like to know, and have a revised schedule.

2. cease and desist using this street as a holding area for idling trucks.

Many thanks,

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** May 1, 2020 9:37 AM

**To:** [REDACTED]

**Subject:** RE: Drilling on Cameron Street

Hi [REDACTED],

Different Josh this time but, good news: the crew on Cameron will be done today or Monday. Sorry it's taken longer than expected and thanks for your patience.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** Friday, May 01, 2020 8:29 AM  
**To:** Ontario Line  
**Subject:** Re: Drilling on Cameron Street

Hi Joshua,  
can you let me know when this work is going to be finished. It's extremely difficult to live with this noise.

A month ago you indicated it would 2-3 weeks.

Many thanks,

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** April 1, 2020 12:19 PM  
**To:** [REDACTED]  
**Subject:** RE: Drilling on Cameron Street

Not a problem. Don't hesitate to reach out if you have any other questions.

Stay safe,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** April-01-20 10:43 AM  
**To:** Ontario Line  
**Subject:** Re: Drilling on Cameron Street

Ok great. Many thanks for getting back so quickly.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** April 1, 2020 10:26 AM  
**To:** [REDACTED]  
**Subject:** Drilling on Cameron Street

Good morning [REDACTED],

Your email was forwarded to us by our contractors at Forage Downing Drilling. We're sorry for the inconvenience that our drilling is causing. This work is being done to collect soil and rock samples for the new Ontario Line project. These samples will help us determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans

I've spoken to our contractors and they anticipate most of the heavy drilling to be completed by tomorrow, April 2<sup>nd</sup>. They will still have some other work at that site for another 2-3 weeks but they don't anticipate a lot of noise from that work.

I hope this helps. Please don't hesitate to reach out if you have any further questions or concerns.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100



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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: update re: upcoming work on Tiverton  
**Date:** Tuesday, May 19, 2020 5:01:30 PM  
**Attachments:** [image001.png](#)

---

It was a bit ambiguous, so thank you. It looks like the only action item is for residents to be patient. Good neighbourly behaviour and kindness will surely go a long way.

Drop me a line when you are around on Friday, I'll pop out for a chat.

On Tue, May 19, 2020 at 4:32 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

That's correct. The contractor knows that we need to maintain access so vehicles will be parked elsewhere or will only stay there briefly. Sorry my initial message suggested it become part of the work zone!

**From:** [REDACTED]  
**Sent:** Tuesday, May 19, 2020 4:28 PM  
**To:** Ontario Line  
**Subject:** Re: update re: upcoming work on Tiverton

Understood. To clarify: you are not asking that that area be left vacant, and vehicles will not be blocked in if they are parked there. That's correct?

On Tue, May 19, 2020 at 4:07 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

We didn't get into a discussion of ownership, just agreed to leave space there for a vehicle to nose in and back out carefully.

**From:** [REDACTED]

**Sent:** Tuesday, May 19, 2020 3:57 PM  
**To:** Ontario Line  
**Subject:** Re: update re: upcoming work on Tiverton

Is the city claiming ownership of the unofficial parking area?

On Tue, May 19, 2020 at 3:44 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

As previously discussed, we do need to have the contractors return to Tiverton starting on Friday to do some drilling work at the end of the street. Recognizing the priority on safety and the significant constraints on space, we worked with city staff and our contractors to minimize the equipment that will be stored at the end of the street during this work and reduce the number of vehicles that need to travel up and down the street at the beginning and end of each day. We will be maintaining a turnaround space for vehicles in the unofficial parking area at the end of the street and adding signage to help address traffic issues. Finally, the contractor has an understanding of the previous challenges faced by residents and do their best to prevent reoccurrence, recognizing that the type of work they are undertaking and necessary equipment does create some inconvenience.

Hard copies of the attached will be distributed to [REDACTED] residents tomorrow. Please let me know if you have any questions. I will be on site Friday morning during setup.


Sincerely,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

**From:** [Ontario Line](#)  
**To:**   
**Subject:** RE: Question  
**Date:** Tuesday, May 19, 2020 10:55:00 AM  
**Attachments:** [image001.png](#)

---

Hello,

Thank you for your question regarding the Ontario Line.

The route as it's been mapped from the Ontario Science Centre through to Exhibition Place / Ontario Place is the plan we are advancing. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.

Your suggestion regarding extending the Ontario Line has been shared with our project team for future consideration.


As the project progresses further information will be available on [our project website](#) – see Community Notices and Next Steps. You may also wish to [subscribe to our e-newsletter](#), where we will share updated information as it becomes available.

Thank you,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



**From:**   
**Sent:** Monday, May 18, 2020 1:06 AM  
**To:** Ontario Line  
**Subject:** Question

Good evening guys! I had a quick question regarding the Ontario Line. I was wondering if

you guys are looking into extending the line from exhibition to Dundas West station/ or up back to line 2. The reason I ask this is because wouldn't it reduce crowding even further at bloor-yonge and st-george stations? It would also provide west downtown with a faster connection to downtown as well, giving us other options when commuting downtown.

**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** FW: Ontario Line Update  
**Date:** Tuesday, May 19, 2020 6:03:00 PM

---

Hi there,

Just wanted to make sure that you saw the latest Ontario Line ebulletin which we will be publishing with increasing frequency going forward as another way to keep residents and businesses informed. You can receive it directly by signing up on our [project webpage](#).

Thanks and let me know if you have any questions.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

---

**From:** Metrolinx Community [mailto:ontarioline@metrolinx.com]  
**Sent:** Tuesday, May 19, 2020 4:38 PM  
**To:** Ontario Line  
**Subject:** Ontario Line Update

[View this email in your browser](#)

---

Ontario Line May 19, 2020

# Metrolinx and COVID-19



Metrolinx is committed to ensuring our community members can get where they need to be even during this unprecedented time.

Safety is our number one priority. Please [read](#) the latest GO Transit, UP Express and Metrolinx-related COVID-19 news updates.



**Investigation Work Continues**



Geotechnical drilling and surveying continues at several points along the Ontario Line route. We are gathering more information on ground conditions to support the creation of foundation designs and other structural plans.

You can find community notices with local details [here](#).





## Initial Open Houses: What We Heard



[Check out](#) a summary report on the first round of open houses that were held earlier this year.

More information about plans for the Ontario Line will be available soon. Stay tuned!



**A subway that goes above  
ground?**



[Learn about](#) the considerations that are taken into account as we plan the Ontario Line and how impacts on the community during construction and operation will be reduced.

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## Metrolinx News

[Union Station banner for COVID-19 heroes](#)  
May 7, 2020

[Video: light rail vehicle first pass through a Crosstown tunnel](#)

May 4, 2020

[Transit conversations in an age of physical distancing – How virtual dialogue is becoming key to feedback for Metrolinx](#)

March 30, 2020

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## Contact Us

**You can reach the Ontario Line Community Relations Team by email: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com) or by calling 416-202-5100.**

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: To Josh Vandezande  
**Date:** Friday, May 15, 2020 11:41:51 AM

---

Well at least it has stopped raining morning .... GOOD is maybe just too strong a word right now.

I also sent a note to the Councillor's office.

"Back in our area" does sound ominous Josh .... Even if not in the garden I am pretty sure I will be home. I would offer a cuppa but ....

I hope you find some sunshine and maybe an adult beverage - or tea - in a beautiful spot over the weekend.

[REDACTED]

Sent from my iPad

> On May 15, 2020, at 11:16 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Good morning [REDACTED],

> I was able to confirm these contractors aren't doing work for us. I've been in touch with Councillor Fletcher's office to try and figure out what it is but haven't heard anything further from them.

>

> We will be back in your area in a couple weeks and I'll be dropping off notices for residents. Hope to see you in the garden.

>

> Stay safe!

> Josh

>

> -----Original Message-----

> From: [REDACTED]

> Sent: Friday, May 15, 2020 11:10 AM

> To: Ontario Line

> Subject: To Josh Vandezande

>

> I was wondering if you were able to find out what we can expect to be happening next down here in the wilds of Riverdale.

>

> Right now this is the view from our house:

>

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**From:** [Ontario Line](#)  
**To:** [Tabuns - QP, Peter](#); [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)  
**Subject:** RE: Ontario Line Surveying Secrecy - Tunneling Approval?  
**Date:** Thursday, May 14, 2020 12:13:00 PM  
**Attachments:** [OLine - Surveying - May 13 update.pdf](#)  
[image001.png](#)

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**From:** Ontario Line  
**Sent:** Thursday, May 14, 2020 12:12 PM  
**To:** 'Tabuns - QP, Peter'; 'KaufmanR@ndp.on.ca'  
**Subject:** RE: Ontario Line Surveying Secrecy - Tunneling Approval?

Hi Rob,

It is related to the March 23 notice as you expected. I understand from my team that it has taken a bit longer than expected so we've updated the notice to extend through mid-June. We will update it on our website.

In my conversation with the survey team, I was able to learn a bit more about our work in this neighbourhood. Tulloch are the surveyors for our technical team and are undertaking regular legal and topographic surveys (not tunnel surveys). They use a survey level which could have been mistaken as a camera or recording device. The spray paint the resident reported is unrelated to our work and my team wondered if perhaps it is related to City or third party utility work in the area.

I hope this is helpful. If you want to respond to Mr. Hosie and copy [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com), we can try and address some of his other concerns.

If you have a few minutes today, I would appreciate an opportunity to chat about last night's meeting. Give me a call when it's convenient.

Thanks Rob,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Kaufman, Rob [<mailto:KaufmanR@ndp.on.ca>] **On Behalf Of** Tabuns - QP, Peter  
**Sent:** Wednesday, May 13, 2020 12:50 PM  
**To:** Ontario Line  
**Subject:** FW: Ontario Line Surveying Secrecy - Tunneling Approval?  
**Importance:** High

Hello,

I am writing to try to be better prepared to respond to [REDACTED] I would assume based on his home being situated [REDACTED] that this work and workers would be related to a March 23<sup>rd</sup> survey notice, as I can find no other information about exploratory work. If you could let MPP Tabuns office know any information about the length and extent of this work it would be appreciated.

Rob Kaufman  
Assistant to Peter Tabuns, MPP  
Toronto-Danforth

---

**From:** [REDACTED]  
**Sent:** May 13, 2020 12:11 PM  
**To:** [Tabunsndp@gmail.com](mailto:Tabunsndp@gmail.com)  
**Cc:** Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Councillor Paula Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>; [PACCT.Online@gmail.com](mailto:PACCT.Online@gmail.com)  
**Subject:** Ontario Line Surveying Secrecy - Tunneling Approval?  
**Importance:** High

Dear Mr Tabuns - I hope you and your family remain safe in this crazy period.

Clr. Fletcher - Same good wishes to yourself. Your community emails have been great - thank you for that which you do.

I follow up to my email of April 7th on the continued abhorrent behavior of Metrolinx and their contractors who, in the current climate of loss of jobs, incomes and lives are continuing to remind myself, my neighbors and community that our homes are next to be taken from us.

I have just spoken to 2 engineers who not 60 minutes ago stood at the bottom of my driveway with surveying equipment taking pictures of my house. I asked what they were doing and they claimed "to not know". In researching their firm - Tulloch Engineering - they are tunneling surveyors! How - Mr. Tabuns - can people feel secure under the #stayhome slogan when the present government is conducting engineering work to knock our homes down displacing us?!

Furthermore, at some point this week, contractors have sprayed pink track marks from Pape, south of O'Connor all the way to the end of Minton place where the bridge is suspected to



being planned for. These lines went over driveways, doorsteps, porch steps, gardens, plants and property! I wasn't aware the route had been approved? Had the tunneling results been released either way? With the current deficit of Ontario skyrocketing, does the Province have the money to complete this 'Sharpied' extension of the already expensive Ontario Line?

*If this indeed was the continued, unchecked and yet approved work towards a part of the extension that was unplanned, unbudgeted for and that will displace countless families, I hope again that those responsible are held accountable for their actions - surely very close to be considered trespass.*

Again, I trust you understand my position. I have been left noticeably shaken by what I have witnessed this morning on top of the worries that COVID19 already presents.

With current economic climates as they are, I now know that any displacement from East York, means likely leaving Toronto to afford a home in a similar type of neighbourhood. Not at all what I want.

Sincerely

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** Re: Tiverton Ave  
**Date:** Wednesday, May 13, 2020 11:04:07 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Certainly does, thanks. As mentioned, this really is of minimal disturbance, and the neighbourhood has seemingly developed a sensitivity to this kind of activity over the last few weeks.

It's kind of you to assist.

[REDACTED]

On Wed, May 13, 2020 at 10:59 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello Mr. [REDACTED],

We have been able to confirm that the work PVS is undertaking is not related to our work in the neighbourhood but in fact something they were hired to do by a resident in the area. We've let PVS know about the employee entering private property without permission or notice and suggested that they address it asap.

Hope this helps,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



**From:** [REDACTED]  
**Sent:** Wednesday, May 13, 2020 8:34 AM  
**To:** Ontario Line  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** Re: Tiverton Ave

The street is still being used as a parking lot. PVS contractors, a locate contractor, have had a van stationed here for two days.

Currently blocking a street sweeper From turning around of all things.

On Mon, May 11, 2020 at 8:59 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Mr. [REDACTED],

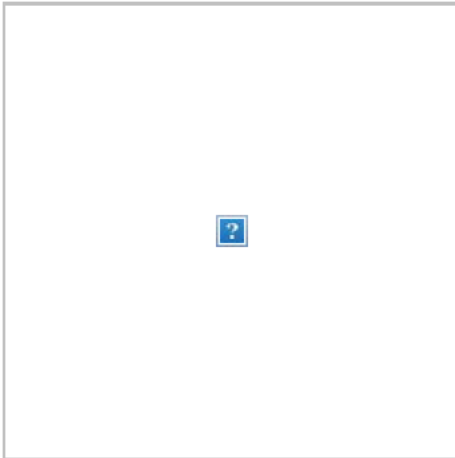
Thank you for your patience as we relocated equipment off of Tiverton Avenue and for keeping your neighbours informed. Please do not hesitate to contact me if you have other questions or concerns.

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



---

**From:** Ontario Line  
**Sent:** Monday, May 11, 2020 8:01 AM  
**To:** [REDACTED]  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** RE: Tiverton Ave

Mr. [REDACTED],

Apologies for this further delay. I do understand your frustration. We're looking into this and I'll be back in touch with an update later today.

Josh

**From:** [REDACTED]  
**Sent:** Saturday, May 09, 2020 7:48 AM  
**To:** Ontario Line  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** Re: Tiverton Ave

Absolutely nothing has moved. The site has increased in size. There is obviously a fundamental disconnect between operational decisions and what is being communicated to residents.

Either Metrolinx is deliberately misleading the community, or your contractor is deliberately misleading you.

In either case you have a problem, and it is being unfairly carried by the people on this street.

We are all trying our best in a difficult time.

On Fri, May 8, 2020 at 3:36 PM Joseph Garand <[josephmgarand@gmail.com](mailto:josephmgarand@gmail.com)> wrote:

Thank you kindly for this update. Your work on resolving this is appreciated, and I am optimistic that this is indeed now resolving.

On Fri, May 8, 2020 at 2:52 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Mr. [REDACTED],

Thank you for the opportunity to meet with you today outside your home and for your patience as we worked with our contractors to relocate the lay down area. It good for me to meet a few more Tiverton Ave residents and hear more about the challenges that the drilling work has created in your neighbourhood.

I understand from my contact with the drilling company that the equipment is being

relocated to the alternate lay down area soon. There may be a few barrels that are left on Tiverton Ave until Monday. I'll be stopping by later today to confirm. As you know, we'll be returning to do some actual drilling on your street at a later date, likely the week of May 18. I will keep you and other residents informed when I have a firm timeline.

At Metrolinx, we do want to be good neighbours and have emphasized our expectations in this regard to our subcontractors. Please do not hesitate to contact me directly if challenges come up again.

Thank you again for helping keep the neighbourhood informed of our progress.

Have a good weekend,

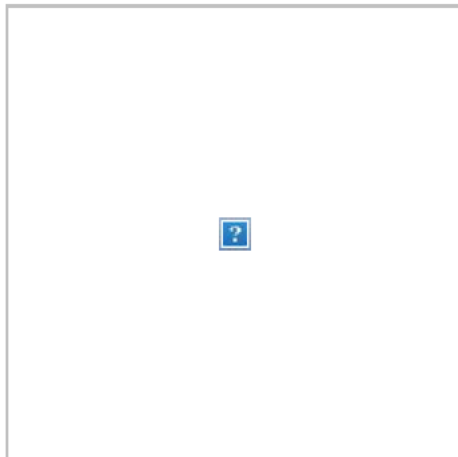
Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



---

**From:** Ontario Line

**Sent:** Friday, May 08, 2020 9:39 AM

**To:** [REDACTED]

**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)

**Subject:** RE: Tiverton Ave

Mr. [REDACTED],

We're on the phone with the contractor right now. I'll get back to you soon with an update.

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



**From:** [REDACTED]  
**Sent:** Friday, May 08, 2020 9:18 AM  
**To:** Ontario Line  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** Re: Tiverton Ave

Josh -

We are having some difficulty this morning with the contractor parking in driveways, on sidewalks, blocking entrance and egress alleys, and sadly being impolite to neighbours when asked to clear their vehicles off their private drives.

I have texted some of my neighbours and asked them to be patient and allow the contractors to carry on about their business, as they will be clearing out today.

Can you please confirm Tiverton will be vacated today? Is there anything residents here can do to help facilitate this?

Thanks,

[REDACTED]

On Wed, May 6, 2020 at 10:11 PM [REDACTED]  
wrote:

Okay, thank you. Please know that your work on this is appreciated.

I will make an effort to connect with people and communicate the revised timeline.

It won't surprise you to learn that not having the site moved on Tuesday created some frustration on the street.



For context, our neighbours across the street were unable to attend the grocery store for the reserved seniors hours because their vehicle was blocked in the morning.

It's certainly not a safety issue - but people are getting increasingly upset.

Thank you,

██████████

On Wed, May 6, 2020 at 9:27 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Thank you Mr. ██████████,

Sorry for the delay in responding – I had to do some back and forth with our subcontractors. Due to some unexpected delays at the area where we will moving equipment to, the relocation had to be delayed until Friday. We recognize this is disappointing and are working with the subcontractors to ensure the move happens on Friday.

Thank you for keeping the neighbours informed and please pass along our apologies.

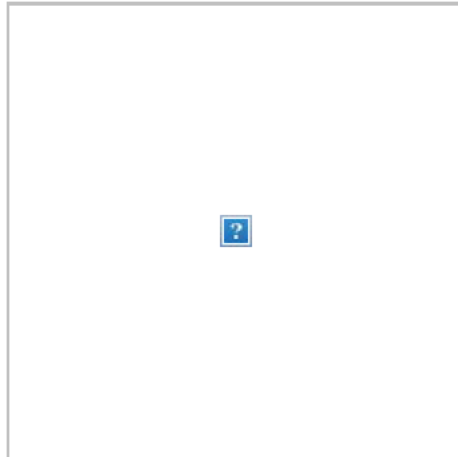
Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



**From:** J [REDACTED]  
**Sent:** Wednesday, May 06, 2020 10:50 AM  
**To:** Ontario Line  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** Re: Tiverton Ave

Good Morning -

I am writing to advise that the lay down site on Tiverton Ave has not been moved, as indicated in your May 1 email.

Can you please provide an updated time line for the relocation? Our neighbours are expressing concern that activity seems to be increasing at the site.

Thanks very much,

[REDACTED]

On Fri, May 1, 2020 at 4:42 PM [REDACTED]  
wrote:

Thank you for this update, I believe this will be welcome news to many in the area.

Have a good weekend,

[REDACTED]

On Fri, May 1, 2020 at 4:32 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
wrote:

Mr. [REDACTED],

Just wanted to pass along a quick update to before the weekend. We are just finalizing arrangements with city staff to move the lay down site for the balance of our work in the area. The contractor likely won't be able to move the equipment until Monday or Tuesday and will need to return to the end of Tiverton in a few weeks to conduct the actual investigatory drilling there. I will reach back out to you and other residents who have contacted me once I have a firmer timeline for that phase of work.

At Metrolinx we know that the work we undertake to build and improve transit can be disruptive. While we do try to be good neighbours, it's helpful to hear feedback on our plans and efforts.

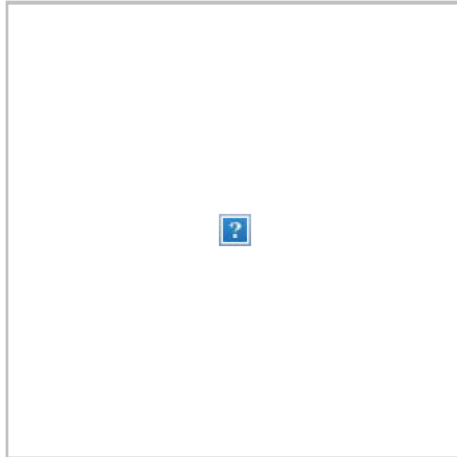
Thank you and please get in touch if you have further questions. You can also reach me directly at 437-218-5436.

Have a good weekend.

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities



**From:** [REDACTED]  
**Sent:** Thursday, April 30, 2020 7:24 PM  
**To:** Ontario Line  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** Re: Tiverton Ave

Hi Josh,

Your reply is appreciated, and your response will be forwarded to our neighbours.

If you could clarify please: Is the end of Tiverton Ave. being used as the lay down for all nine drilling sites? If not can you please advise which drilling sites it is being used as the lay down area for?

Secondary to the very serious safety concerns - there are issues of inconvenience relating to blocked driveways, parked in vehicles, and trucks idling on sidewalks.

We all certainly understand that this is a densely populated part of the city, and there will always be challenges related to vehicle parking on this narrow street. We do ask that the drilling crew make efforts to be good neighbours, and hope that that can be respectfully communicated.

Thanks kindly,

██████████

On Thu, Apr 30, 2020 at 3:31 PM Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Mr. ██████████,

Thank you for your email regarding work underway on and near Tiverton Avenue. We appreciate you sharing these concerns with us and have taken some steps to address them.

The location of the equipment lay down was determined in consultation with the City of Toronto's Work Zone Coordinator largely because the contractor will be drilling a hole at the end of Tiverton which required us to fence off the area for safety. We've asked the crew to reduce the space used on the street and to take extra precautions when moving equipment up and down the street, including having a paid duty police officer guiding the crew. We will continue to monitor the situation.

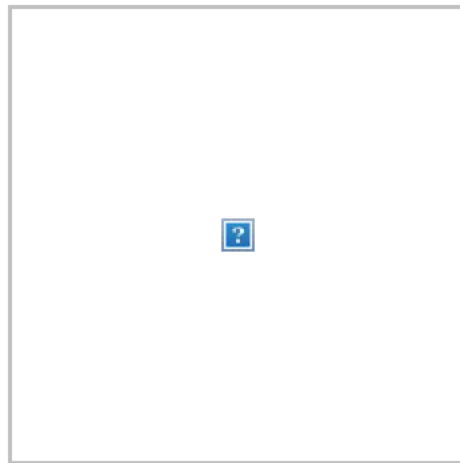
Sincerely,

Josh Vandezande

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities



**From:** [REDACTED]  
**Sent:** Wednesday, April 29, 2020 1:27 PM  
**To:** Ontario Line  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Subject:** Tiverton Ave

Good afternoon -

I'm a resident on Tiverton Ave, and I'm writing in regards to the lay down site the drilling team has set up at the end of our street.

I respectfully ask that you communicate to the drilling contractor that the end of a street densely populated with children is not a suitable place to store heavy machinery.

This narrow dead end street is lined top to bottom with working families and small children.

There are other locations in the area, equidistant to the drilling sites, that are not densely populated family areas. The northwest corner of Dundas and Carlaw comes to mind - or perhaps the empty parking lot at Dundas and Logan. There is a dead end street that terminates there as well, but it's lined with small businesses occupying former industrial land - and not our children.

It is my hope that an alternative lay down site can be found quickly.

Thanks and keep well,



--

Sent from a device

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

--

Sent from a device

**From:** [Natalie Ardanzar](#)  
**To:** [TorontoEast](#)  
**Cc:** [TorontoWest](#); [OakvilleLine](#); [HaltonRegion](#); [Peel](#); [YorRegion](#)  
**Subject:** RE: Metrolinx Toronto West Weekly Update - May 8th  
**Date:** Monday, May 11, 2020 9:30:42 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

Hi Carmen

I've sent the suggestion to IT and Marketing for consideration.

Please let the resident know we are actively working on a solution.

Nata lie

**From:** TorontoEast  
**Sent:** Friday, May 08, 2020 4:37 PM  
**To:** Natalie Ardanzar  
**Cc:** Toronto West; Ontario Line; Halton Region; Peel; York Region  
**Subject:** FW: Metrolinx Toronto West Weekly Update - May 8th

Hi Natalie

Can you respond to this?

Regards

Carmen Rapati  
Community Relations & Issues Specialist  
Toronto East  
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 1E6  
[torontoeast@metrolinx.com](mailto:torontoeast@metrolinx.com)

**From:** [REDACTED]  
**Sent:** May-08-20 4:05 PM  
**To:** Toronto West; York Region; TorontoEast  
**Cc:** Peel; Halton Region; Durham Region; Ontario Line  
**Subject:** Re: Metrolinx Toronto West Weekly Update - May 8th

Hi Metrolinx Team,

I really enjoy receiving your emails but I want to flag an issue I'm having.

I know this has been a challenge in the past, but is there any update contacting Google and asking for help at getting your emails into people's inbox instead of spam folders? I've done everything I can. I've added all Metrolinx accounts to my contacts. I always mark it as not spam, I have a "Metrolinx" filter with a label set up, etc. Nothing seems to work. Metrolinx's email newsletters are some of the only ones where this happens. I'm on lots of other mailing lists and this isn't happening. I highly encourage you to reach out to Google Canada for assistance. There is a [Google Canada Waterloo office](#) ((519) 880-2300) that looks [directly.onto](#) the Kitchener Line [Kitchener Layover Yard to Kitchener Station], the and the WRLRT which Metrolinx was involved in through the LRVs.

I'm sure I'm not the only person this is happening to.

Thank you,

[REDACTED]

image.png

[REDACTED]

image.png

[REDACTED]

-----  
**Chris James Drew**  
[chris@chrisdrew.ca](mailto:chris@chrisdrew.ca)  
Cell: 647.284.1282

On Fri, May 8, 2020 at 2:52 PM Metrolinx <[no-reply@metrolinx.com](mailto:no-reply@metrolinx.com)> wrote:

View this email in your browser

TORONTO WEST

May 8, 2020

Error! Filename not specified.

## Construction Update: Davenport Diamond Shift From Overnight to Daytime Work

Good news! Starting next week on Wednesday, May 13, GO train service on the Barrie corridor will be further reduced to allow construction crews working on the Davenport Diamond to shift over the overnight work to the day.

While the overnight work will be reduced, it will still occur from time to time. We will do whatever we can to limit the noise and get the necessary work done as quickly as possible.

Find out more about this decision [here](#).

Error! Filename not specified.

## Construction Reminder: Davenport Diamond Tree Removals

This is a reminder that tree removal work within the Davenport Diamond is ongoing and will run until early June.

This work is scheduled to take place in the corridor from 7 a.m. to 7 p.m. on weekdays and a few weekends.

More information can be found [here](#).

Error! Filename not specified.

## Construction: Union Station Rail Corridor (USRC) Signal Upgrades



Error! Filename not specified.

Metrolinx is completing signal upgrades in the Union Station Rail Corridor from **York to Bathurst Streets**. There is a need for work involving Cable Containment. As a result, there will be **overnight work Saturday, May 9 to Saturday, May 16, 2020 from 8:00 p.m. to 5:00 a.m.**

#### Bathurst Street to York Street - (night)

- May 9-16 (Cable Containment)

#### Spadina Avenue to York Street - (night)

- May 9-16 (Cable Containment)

#### Spadina Avenue – (night)

- May 7-8 (Caisson Capital Work)
- We will be setting up construction of the Signal Towers above the tracks at the Spadina Avenue Bridge

Error! Filename not specified.

## Construction: Union Station Rail Corridor (USRC) Bridge Rehabilitation

Metrolinx will be doing bridge rehabilitation work on the York Street Bridge, adjacent to Union Station. Work will take place on May 16, from 8:00 p.m. to 5:00 a.m. This will cause minor disruption to traffic overnight as work takes place on the bridge.

Error! Filename not specified.

## Construction: Finch West LRT Traffic Signals

Finch West LRT construction crews will continue installing temporary traffic signals to make space for the construction of future stops and guideway on the Finch West LRT. Once the new temporary traffic signals are installed, the existing signals will be removed.

The next temporary traffic signals will be installed at **Tobermory Dr. and Finch Ave. W intersection**. There will be short-term lane closures on Finch Ave. W. and Tobermory Dr. as well as at the intersection.

Work is expected to start in **early-May 2020, and last for approximately three weeks**.

More information is available [here](#).

Error! Filename not specified.

## Construction Reminder: Finch West LRT Drilling Works

Construction crews continue with support of excavation works for the future Finch West Station by installing piles into the ground before excavation of the station can start.

Drilling will be conducted in phases within the Finch Ave W. and Keele St. area between 7:00 am to 11:00 pm, including Saturdays.

This work will produce noise and vibration in the immediate area.

More information can found [here](#).

Error! Filename not specified.

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## Save The Date: Finch West LRT Virtual Open House

Registration for the Virtual Open House is now open! Interested participants can [register here](#). See full details below.

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## Metrolinx & COVID-19 Latest Updates

Metrolinx is committed to ensuring our community members can get where they need to be even during this unprecedented time.

Safety is our number one priority, please have a look here for the latest **GO Transit, UP Express and Metrolinx-related COVID-19 news updates**.

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### Latest Metrolinx News Posts

Upcoming changes to Barrie GO train service expected to speed up needed projects

May 7, 2020

The Ontario Line sees a steady flow of ongoing public feedback - but what happens to it once it's received?

May 5, 2020

Transit in technicolour - GO Transit opens up colouring book of possibilities with kid's printable pages

May 5, 2020

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### Contact Us Feedback

If you have any questions or concerns about this work, please contact us any time at [TorontoWest@Metrolinx.com](mailto:TorontoWest@Metrolinx.com) or 416-202-6500.

You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

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#### Our mailing address is:

Metrolinx  
25 O Finch Avenue West  
Toronto, ON M9M 2G3  
Canada

Want to change how you receive these emails? You can update your preferences or unsubscribe from this list.

---

**Cc:** Peter Tabuns

**Subject:** Tiverton Avenue - Ontario Line Drilling

To Metrolinx:

I heard loud commotion outside my front door this morning. I am a long time resident of Tiverton Avenue. We did not get any notice from Metrolinx about their exploratory drilling work that commenced at the South end of Tiverton in the early morning hours today.

Metrolinx is required by City of Toronto by-law to send out notices prior to any such work taking place.

I am disappointed that Metrolinx has moved ahead with this work without any consultation and is causing such disruption to our lives in this way.

Metrolinx is to properly notify the local community of any work on the Ontario Line. I have contacted the City's Transportation Services Division to find out what actions will be taken in this situation. I also copied my MPP Peter Tabuns so he can be aware.

Thank you


**From:**  
**Sent:** Monday, April 27, 2020 7:48 PM  
**To:** Ontario Line  
**Cc:** Peter Tabuns; Councillor Paula Fletcher  
**Subject:** Tiverton Ave. Drilling  
**Importance:** High

To Whom it may concern,

I am very concerned about the potential Ontario line as I anticipate it will significantly disrupt and

destroy a very wonderful “community” on Tiverton Ave in particular, and on many other streets and communities along the way.

This letter is with regards to the drilling that is apparently proceeding at the end of Tiverton Ave and as a resident, I knew nothing about and received no notice of the work being undertaken (apparently this is the second failure by Metrolinx to properly notify the local community of work on the Ontario Line).

This project seems to be going ahead in a rather clandestine fashion, with decisions being made and actions taken with limited or no opportunities for input from those who may have differing perspectives. I would appreciate a response, and an explanation as to what is occurring at the end of my street, for what purpose and for how long!

Thank you,

(resident – Tiverton Ave.)

[Redacted signature block]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Peter Tabuns](#); [Councillor Paula Fletcher](#)  
**Subject:** RE: Drilling on Tiverton Ave.  
**Date:** Friday, May 01, 2020 4:52:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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Ms. [REDACTED],

I am writing to provide you with an update on our work in your neighbourhood. We are making arrangements to move equipment off of Tiverton early next week. The contractor will need to return to the end of Tiverton in a few weeks to conduct the actual investigatory drilling there. I will reach back out to you and other residents who have contacted me once I have a firmer timeline for that phase of work.

Thank you again for contacting us with your concerns and for your patience as we work to improve transit.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



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**From:** Ontario Line  
**Sent:** Tuesday, April 28, 2020 2:21 PM  
**To:** [REDACTED]  
**Cc:** Peter Tabuns; Councillor Paula Fletcher  
**Subject:** RE: Drilling on Tiverton Ave.

Hello Ms. [REDACTED],

Thank you for your email regarding work underway on Tiverton Avenue. MPP Tabuns and Councillor Fletcher also followed up with me on behalf of area residents. I can confirm the work crews at this location are subcontractors that are assisting Metrolinx with some investigatory work related to planning for the Ontario Line and they will be at that location for the next few weeks. I can also confirm that the City of Toronto has provided the appropriate permit for this work, # 84994205.

I apologize that you did not receive advance notice of this work. I have attached our updated

community notice which provides some further information about the drilling project. Although we had some hard copies delivered to residents on your street, it appears some houses were missed. We were back there today to distribute copies to everyone.

It has been challenging to maintain our normal level of engagement with the community during the ongoing public health situation but it is certainly our intention and common practice to share information in advance of any work beginning. Again, my apologies.

Note that this work is continuing under the essential services provisions set out by the provincial government on April 3, 2020, “...*Construction projects and services required to ensure safe and reliable operations of, or to provide new capacity in, critical provincial infrastructure, including transit, transportation...*” The drilling crews have been reminded to maintain physical distancing and follow other public health advice while continuing this important work.

As planning work on the Ontario Line continues, there will be more opportunities for the community to learn about the plans and have input. The design and procurement teams are gathering more information, including details on ground conditions, community and environmental impacts that will refine the exact alignment of the line and inform the Preliminary Design Business Case. We will continue to share information on our [project webpage](#) and will be hosting another round of consultations in late spring 2020. We look forward to continuing our conversations with the community and sharing some of the information from the planning work currently underway.

You may wish to [subscribe to our e-newsletter](#), where we will share updated information as it becomes available.

Thank you for reaching out to Metrolinx. Please do let us know if you have any further questions.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** [REDACTED]  
**Sent:** Monday, April 27, 2020 8:23 PM  
**To:** Ontario Line  
**Cc:** Peter Tabuns; Councillor Paula Fletcher  
**Subject:** Drilling on Tiverton Ave.

Hello,

This morning, some trucks - including a large drill - and a construction team arrived on Tiverton Avenue to set up shop undertaking some assessment work for the Ontario Line. It is my understanding that Metrolinx is required to have notified residents in advance of this work. We received no such notification. Additionally, when asked, the workers present were unable to provide any evidence of permits to undertake the work.

Given the community's significant opposition to the Ontario Line project, as well as the regular communication between the community action groups and the Metrolinx team since the beginning of your "consultation" activities, I'm stunned that Metrolinx would forego the required notification; it's yet another demonstration that the community is an afterthought - if even a consideration at all - for this project.

The presence of large machinery at the foot of our street is more than an inconvenience. It is a significant safety hazard; Tiverton is a narrow, one-way street. With the turnaround at the end blocked off by your equipment, delivery trucks, garbage trucks and - most importantly - firetrucks are unable to turn around at the end of the street, allowing them to go back to exit the area. It's also a hazard for our kids, who have been using the street as a safe place to scoot and ride their bikes for exercise and fresh air while they are unable to play with their friends in the park.

And while I appreciate that the community needs have no bearing on Metrolinx, I'd also add that showing up to undertake noisy drilling while our community - along with everyone else in the country - is under enormous strain, stuck in their homes with nowhere to go and without childcare supports of any kind, feels like salt in the wound.

It would be nice if Metrolinx could make a bit of an effort to do the necessary work - send the notifications, get the permits, and then set up shop. Preferably, somewhere safe.

With thanks,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Your email re: Ontario Line  
**Date:** Friday, May 01, 2020 9:54:46 AM

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Hi Josh,

Thank you for your reply.

I realize that you are still working on the design and saw the survey team last weekend on Minton and Pape.

As stated in my E-mail, our major concern if expropriated is having sufficient time to allow us to find and renovate another property.

Nobody knows what will happen with the real-estate market with this coronavirus but it may be very difficult to find a suitable property.

Hopefully you will have some definitive information by the end of June.

Thanks [REDACTED].

Sent from my iPad

On Apr 30, 2020, at 11:58 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Mr. [REDACTED],

Your email to the Honourable Caroline Mulroney, Minister of Transportation, was forwarded to Metrolinx for response. Thank you for taking the time to raise your concerns with the Minister.

Metrolinx is continuing its planning work for the Ontario Line. The design and procurement teams are gathering more information, including details on ground conditions, community and environmental impacts that will refine the exact alignment and inform the Preliminary Design Business Case. Due to the evolving nature of this work, impacts on specific properties are not yet known.

We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners as soon as we can once we have a firm understanding of what's needed. We expect to have more detailed information to share before the end of June, when we will have completed further design work.

I apologize that we are not able to provide you with more detailed information at this time. We will be back in contact as soon as we have more information.

Thank you.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image003.png>

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**From:** [Ontario Line](#)  
**To:** [Josh Vandezande](#)  
**Subject:** RE: Questions regarding the Drilling Work on Wellington St west  
**Date:** Tuesday, April 28, 2020 3:45:00 PM

---

Hi Josh,

Thanks so much for the response. I'll file this in Completed. This is helpful background and context for me, too!

Have a great afternoon!

- [REDACTED]

---

**From:** Josh Vandezande  
**Sent:** April-28-20 3:44 PM  
**To:** Ontario Line  
**Subject:** RE: Questions regarding the Drilling Work on Wellington St west

Hi,

I sent the attached response today. Sorry it took me a while to figure this one out. Not sure I would use the noise and vibration messaging here too widely but wanted to try and be a bit helpful 😊

---

**From:** Ontario Line  
**Sent:** Monday, April 27, 2020 9:39 AM  
**To:** Josh Vandezande  
**Subject:** FW: Questions regarding the Drilling Work on Wellington St west

Hi Josh,

Do you have some time to advise a response for these questions today? Thanks!

- [REDACTED]

**From:** [REDACTED]  
**Sent:** April-22-20 4:44 PM  
**To:** Ontario Line  
**Subject:** Questions regarding the Drilling Work on Wellington St west

Hello,

I'm [REDACTED] and I live at [REDACTED]. I've received your flyer notifying of the drilling work. Thank you, I really appreciate the notification.

I do have some follow up questions, and I was hoping you could answer them:

1. Based on the drilling work, is there a projected line for the tunnel and king/bathurst station? Exactly, overlaid on a Toronto map, where is the subway tunnel planned to go?
2. What is the projected depth of the tunnel on wellington street west?
3. What are the limits for noise once the tunnel is constructed? And Vibration?

4. What measures are projected to reduce noise? And Vibration?

5. Based on the projected path: What is the distance between [REDACTED] and the tunnel, at its shortest direct path.

6. What is the planned depth of the beginning of the tunnel (originated from Exhibition) and what is the planned depth on the king/bathurst station?

Thank you for your transparency, I really am excited about this project and would love to know more about it. Hopefully you folks can help me with these simple questions. Thanks again!

- [REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org); Franca Di Giovanni  
**Subject:** RE: Ontario Line Update  
**Date:** Friday, April 24, 2020 12:13:00 PM  
**Attachments:** [image001.png](#)

---

Hello Ms. [REDACTED],

Kathleen Wynne, MPP for Don Valley West, shared your email with Metrolinx and asked us to respond.

Recognizing the pressing need for improved transit in Toronto, the provincial government announced several priority investments including the Ontario Line which will bring nearly 16 kilometres of much-needed service, making it faster and easier for hundreds of thousands of people to get where they need to be each day. Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line and released the [Initial Business Case](#) for the project in July 2019.

The drilling underway in Thorncliffe Park is an important part of investigatory work underway to refine the alignment for the Ontario Line as teams gather more information, including details on ground conditions, community and environmental impacts. Our goal is to deliver the most service possible for the people of Thorncliffe Park with the least construction impact and within the parameters and budget of the Initial Business Case. Note that this work is continuing under the essential services provisions set out by the provincial government on April 3, 2020, *"...Construction projects and services required to ensure safe and reliable operations of, or to provide new capacity in, critical provincial infrastructure, including transit, transportation..."*

We recognize residents' interest in opportunities to provide input and learn more about what the project will mean for them throughout its lifecycle. We will be sharing environmental studies and reports for review and comment throughout the formal EA process, as well as conducting many other engagement events outside of that process. Our next round of community open houses is planned for June and we are expanding virtual participation options. In the meantime, we are keeping people updated and providing information via our [project webpage](#) and meeting with small groups who have questions about the project. We are working on setting up a teleconference with a few members of your community. Please confirm your interest in participating and provide your availability for May 5-7.

Thank you again for your interest in Ontario Line. We look forward to further conversations with you.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** [REDACTED]  
**Sent:** April 20, 2020 11:52 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line Update

Good morning Ms. [REDACTED],

I hope you and your family are staying safe during these unsettling times.


I am following up on a conversation we had at RV Burgess park earlier this year. Mr. Ford had pushed ahead with the Ontario Line whilst not much discussion or community involvement was solicited. You yourself had no more information than myself and my concerned neighbours who came out to meet with you. We live at [REDACTED] in a condominium which will be completely overshadowed by the suggested raised rail system running directly in front of our building. You had asked that we give you until the end of March and you would hopefully be able to host a meeting to provide more information and get feedback from the community. Times being what they are now, this was not possible.

During this time when the entire world has been focused on the pandemic and everyone's healthy survival of this, we have found out that Doug Ford has still pushed ahead with core testing along Overlea Boulevard for the last week. Aside from the blatant disregard of the fact that NO ONE in the community wants this line where he has proposed it, he is conducting non essential business (construction) and wasting tax payer money. There will most certainly be a better use of it with the financial burden the current pandemic is placing on our economy. It is extremely inappropriate at this time, especially knowing that no one is able to have a meeting to discuss any of this and voice any opinions.

I have attached a picture of the work today from my front window. While it may seem like our boulevard is wide enough to substantiate this, please realise I am on the [REDACTED] and any raised rail would have to be wide enough for 2 trains, and room on each side for maintenance. This means the structure would take up the entire width of the road, blocking any sun or sky and destroying the trees which provide protection from pollution and noise.

Could you please provide us with any updates for this that you have found, and please suggest any road we may be able to take to stop this, at least until we are able to have a discussion surrounding this with our community and the others involved?

Warmest regards,

**From:** [Ontario Line](#)  
**Subject:** RE: your inquiry regarding transit projects  
**Date:** Friday, April 24, 2020 3:12:00 PM  
**Attachments:**   
[image007.png](#)

---

Thank you for your follow-up question.

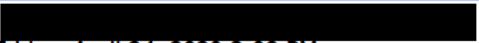
As previously noted, specific property impacts have not yet been determined. Given the differences between the Relief Line South proposal and the current Ontario Line project, some of the property requirements identified in the Relief Line South Environmental Report will change.

Previously identified and newly affected property owners will be notified and advised of any property impacts, including owners of properties that were identified in the Relief Line South Environmental Report that are no longer required.


I hope this is helpful.

Josh

---

**From:**   
**Sent:** Friday, April 24, 2020 3:08 PM  
**To:** Ontario Line  
**Subject:** RE: your inquiry regarding transit projects

Thank you very much for your fast response.

My house is located at  and it was one of the properties that supposed to be demolished.

Since the plan has been changed, just wondering if my house is still being demolished or not.


Thank you so much

Best Regards,




---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Friday, April 24, 2020 3:02 PM  
**To:**   
**Subject:** FW: your inquiry regarding transit projects

Hello,

Representatives from the City of Toronto passed along your inquiry regarding the Downtown Relief Line to me. I would like to take the opportunity to share some information and invite you to respond with any further questions you may have.

On June 4, 2019, the Ontario Government passed the “Getting Ontario Moving Act” which assigns responsibility for planning key rapid transit projects in Toronto to the Province of Ontario. As a result, the Relief Line project has now been replaced by the Ontario Line project. The Ontario Line will bring nearly 16 kilometres of much-needed subway service to the City of Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day.

The line will stretch far across the city, from the Ontario Science Centre in the northeast to Ontario Place in the southwest. Current plans for the line include 15 potential stations, including six interchange stations and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line and released the [Initial Business Case](#) for the project in July 2019. Planning for the project continues, including due diligence work, further refining the design and engineering work and seeking environmental approvals.

You asked about buildings in your neighbourhood that may be impacted by transit construction. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. Specific property impacts have not yet been determined.

We will continue to finalize project details, including construction schedules and timelines, as we move through the planning process. As the project progresses further information will be available on [our project website](#) – see Community Notices and Next Steps. You may also wish to [subscribe to our e-newsletter](#), where we will share updated information as it becomes available.

I hope this information was helpful. Please let me know if you need anything further.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Map Request  
**Date:** Thursday, April 23, 2020 10:20:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

Thank you for your email.

The alignment for the line, including station locations, is still being refined as teams gather more information, including details on ground conditions, community and environmental impacts. We do know the Ontario Line will use the existing GO Corridor on the east side of the Don River.

If you are interested in receiving future project details, I invite you to [subscribe to our e-newsletter](#), where we will share updated information as it becomes available.

Kindly,

**JESSICA**

Community Relations and Issues Specialist  
Communications | Metrolinx



**From:** [REDACTED]  
**Sent:** April-22-20 11:06 AM  
**To:** Ontario Line  
**Subject:** Map Request

Hi there,

I am a real estate agent and I have some clients contemplating a purchase in the near future. We are looking in the east end and trying to get a sense of where the new relief line/ontario line will be. The maps on the website don't show street names. Are you able to please send me a more detailed map that shows street names and where the line will be going in?

The area of interest is East of Parliament Street as far east as the Beaches.

Thanks very much,

[REDACTED]

Thanks very much, Josh – and Franca. I'll send the reply to the resident now.

Hi

Hi There



I recently received a notice about drilling in the area as part of the Ontario line effort. I'm thrilled to see much needed transit plans slowly moving forward – kudos.

That said, I did have some questions.

- It may be too early, but do you have renderings of where **exactly** the station will be located?
- Will the residential/commercial buildings already in place be repurposed for this use?
- Is there a risk of my being 'evicted' as part of this process? (what does that mean? What are my rights? What are the government's powers).

I'm at [REDACTED]. West so I will be directly impacted by the construction work and final station, hence my interest in some additional/specific details.

Thanks

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)  
**Subject:** RE: station location  
**Date:** Wednesday, April 22, 2020 12:37:24 PM  
**Attachments:** [image001.png](#)

---

Thanks for the update [REDACTED]

I look forward to reading the more complete design work in the near future to understand the specific impacts/implications to my house.

Cheers  
[REDACTED]

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** April 22, 2020 11:31 AM  
**To:** [REDACTED]  
**Cc:** [CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)  
**Subject:** RE: station location

Good morning [REDACTED],

Thank you for your interest and awaiting our reply.

Current plans for the Ontario Line include 15 potential stations, including one at King and Bathurst, near your address. The alignment for the line, including exact station locations, is still being refined as teams gather more information, including community and environmental impacts, and drilling to get details on ground conditions.

We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed. We expect to have more detailed information to share in the coming months, when we have completed further design work.

Bill 171, the *Building Transit Faster Act*, was introduced by the Government of Ontario in February 2020 to enable the province to deliver priority transit projects faster. It includes provisions to ensure Ontario has easier access to the land required to construct transit projects, while still treating property owners fairly. Further information will be available as the bill moves through the legislative process.

If you haven't already, you may also wish to [subscribe to our e-newsletter](#), where we will share updated information as it becomes available.

Kindly,

**JESSICA**

Community Relations and Issues Specialist  
Communications | Metrolinx



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**From:** [REDACTED]  
**Sent:** April-15-20 9:59 AM  
**To:** Ontario Line  
**Cc:** [CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)  
**Subject:** station location

Hi There

I recently received a notice about drilling in the area as part of the Ontario line effort. I'm thrilled to see much needed transit plans slowly moving forward – kudos.

That said, I did have some questions.

- It may be too early, but do you have renderings of where **exactly** the station will be located?
- Will the residential/commercial buildings already in place be repurposed for this use?
- Is there a risk of my being 'evicted' as part of this process? (what does that mean? What are my rights? What are the government's powers).

I'm at [REDACTED] Adelaide St. West so I will be directly impacted by the construction work and final station, hence my interest in some additional/specific details.

Thanks

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Timeline  
**Date:** Tuesday, April 21, 2020 3:33:00 PM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED],  
Thank you for waiting on our reply.

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line and released the [Initial Business Case](#) for the project in July 2019. Planning for the project continues, including due diligence work, further refining the design and engineering work and seeking environmental approvals.

We will continue to finalize project details, including construction schedules and timelines, as we move through the planning process. At this time we do not have a finalized construction schedule for the Ontario Line. As the project progresses further information, including construction phasing, will be available on [our project website](#) – see Community Notices and Next Steps. You may also wish to [subscribe to our e-newsletter](#), where we will share updated information as it becomes available.

Additionally, please be aware there is rail work currently underway in the Liberty Village area related to regular GO rail maintenance and GO Expansion. Metrolinx takes many preventative steps to mitigate the need to perform this type of intrusive work but it is often necessary as we strive to extend the service life of our assets and ensure the continued safety of the rail network.

Please let us know if you require further information.

Kindly,

**JESSICA**  
Community Relations and Issues Specialist  
Communications | Metrolinx



**From:** [REDACTED]  
**Sent:** April-15-20 12:44 AM  
**To:** Ontario Line  
**Subject:** Ontario Line Timeline

Hi there,

I'd like to know when the construction on the Ontario Line near Strachan Ave will be completed. I called the information line yesterday and it went straight to voicemail.

Thanks,  
[REDACTED]

Dennis marked resolved on 4/30/20

Hello, thank you for the reply however, I am a little confused as to why there is construction happening overnight tonight on Wednesday April 22- Thursday April 23. From the website and the email below it states that the only scheduled overnight construction is April 24-25 from 12am-6am.

As you can see the construction has not stopped and it is 11:40pm. This is very frustrating.

■

■■■■■

On Apr 17, 2020, at 5:27 PM, Toronto West <TorontoWest@metrolinx.com> wrote:

Hi ■■■■■

Thank you for sharing your concerns and giving me the opportunity to respond.

The work will occur primarily in the daytime, however, there is some overnight work as well that has been occurring this week and continuing tonight. After tonight, the only other planned overnight work is on April 24-25<sup>th</sup>. Please see our most recent Toronto West e-newsletter issued today with all upcoming planned construction work [here](#). You can sign up to receive future regular updates for work happening in your neighborhood [here](#).

Our crews are always looking for ways to reduce the level of disruption to the local community. Metrolinx takes many preventative steps to mitigate the need to perform this type of intrusive work and we strive to extend the service life of our assets as much as possible.

As always, we work with our third-party construction partners to ensure activities are carried out safely and also in a way to mitigate noise, lighting and other construction-related impacts. However, some construction sounds (such as back-up beeps from trucks) are required for the safety of the workers.

Again, I apologize for any inconvenience this work has caused you. Our crews will continue to make every effort to minimize disruption wherever possible.

Thank You,

**DENNIS AMOAKOHENE**

Community Relations & Issues Specialist

Toronto West Office | Metrolinx

2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3

VoIP: 416-202-0524 Cell: 647-299-8836

**Kindly subscribe to our regional Toronto West e-newsletter [here](#)**

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#); [Jessica Scott](#)  
**Subject:** FW: Noise Compliant  
**Date:** Thursday, April 16, 2020 4:42:00 PM  
**Attachments:** [Video.mov](#)  
[image001.png](#)

---

Hi [REDACTED],

The Ontario Line team received the email below from a resident. As it is related to track work and not Ontario Line, are you able to respond from your regional email?

Josh and Jessica, copying you as an FYI as we sort through the inbox.

Thanks!

**ERIN**

Community Relations and Issues Specialist  
Hamilton & Niagara | Metrolinx



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**From:** [REDACTED]  
**Sent:** April-16-20 9:18 AM  
**To:** Ontario Line  
**Subject:** Noise Compliant

Hello, I live by the train tracks by the GO exhibition, in Liberty Village. Since this is a state of emergency and we all need to stay home, there has been an huge noise issue with construction that is in place The construction is happening on the railroad tracks which is fine, however it is not fine that's it is all day and all night from 7am-4am the construction does not stop. It's loud, distributive and frankly very irritable. I get woken up from the construction every night. I now work from home and am home all day and all day I hear the construction and, I go to bed hearing the construction, I wake up to it it is unbearable.

Is there somehow that we can put a curfew on this construction given the state of the world right now? Everyone is home all day and night so please make it pleasurable and not so loud with construction.

This is just one video at 12am on a Thursday morning. It doesn't stop.



-----Original

Message-----

From:

Sent: March-30-20

3:29

AM

To:

Subject: RE: Work done this past weekend; WHY, AGAIN, WAS THERE NO SPECIFIC HEADS-UP ABOUT THIS??

Importance: High

All,

Emailing everyone I've ever spoken to since the beginning of all this to ensure someone will verify what crews were the ones working this past weekend in my area.

Simply awful; not since late last year was it this loud and incessant, practically the entire weekend (but worse the Saturday evening right through to Sunday dawn or even beyond) involving the gravel pit scooping and dumping noise that definitely did not confirm to the usual 8 pm to 6 am timeframes (and even those are for during the week).

So you know very well my feelings about being kept in the loop as much as possible, so why, yet again, was I left to find out the hard way that this weekend was going to be the one where this type of work was going to resume again? The most recent correspondence that I received from you guys was the 'Night Work on Lakeshore West Rail Corridor' (information as of 11 Mar 2020) and that has no mention of gravel work (plus 'work will occur overnight between 8 p.m. and 6 a.m., Monday to Friday'). The only other information that I did find, by myself, that might point towards this is a notice titled 'Barrie Double Track Enabling Works' (information as of 3 Mar 2020) where work is very vaguely said to take place between 7 am to 7 pm (no mention of days / dates).

So you tell me please, and more to the point I need to know when this type of work is going to take place again, how often, etc.

I feel like a broken record bringing this issue up time and again, I'm as tired of it as I'm sure you all are from seeing my emails practically every single week.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Disruption  
**Date:** Monday, March 30, 2020 11:08:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

Thanks for your email. We understand your concerns and will be working closely with the community to mitigate impacts and disruptions. It is common practice for us to conduct preconstruction inspections and/or continuous vibration monitoring for properties particularly close to construction sites. This will give the project team a better understanding of foundation impacts and decisions can then be made to mitigate these impacts.

We'll have more information to share about some of these measures in the future. Hope that helps answer your question. Please don't hesitate to reach out if you have any further questions or concerns.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-27-20 9:07 PM  
**To:** Ontario Line  
**Subject:** Ontario Line Disruption

Hi. We live on Pape and are concerned that the construction of a subway on our doorstep will damage the foundation of our old house.

What will be implemented to protect us?

Thank you.

[REDACTED]

Sent from my Samsung Galaxy smartphone.



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Concern about Night Work on Pape Avenue  
**Date:** Wednesday, March 25, 2020 12:50:07 PM  
**Attachments:** [image001.png](#)

---

Thank you for letting me know. I look forward to a good night's sleep.  
Stay well.



On Wed, Mar 25, 2020 at 10:23 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED],

Hope you're doing well. Thanks again for your patience and our sincere apologies for the inconvenience. I'm happy to report that the overnight drilling work on Pape has been completed last night. There is some other minor work on Pape, which doesn't involve any loud noise, that will be completed by tomorrow or Friday night. Our crew will get that work done as soon as possible and mitigate any noise.

Thanks again for your patience.

Stay safe,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100

□□□□□□□□□□□□□□□□

---

**From:** [REDACTED]  
**Sent:** March-16-20 7:09 PM  
**To:** Ontario Line  
**Cc:** Franca Di Giovanni  
**Subject:** Re: Concern about Night Work on Pape Avenue

Good evening Franca,

Most of the world is taking extraordinary measures to make sure people stay healthy. The possible minor inconvenience of narrowing daytime lanes for a few days is far from an extraordinary measure, but clearly Metrolinx is not prepared to accommodate even that!

It is difficult from me to understand your reasoning. It appears to me to be a blind disregard for public health in an emergency.

[REDACTED]

[REDACTED]

On Mon, Mar 16, 2020 at 5:15 PM [Ontario Line <ontarioline@metrolinx.com>](mailto:ontarioline@metrolinx.com) wrote:

Good afternoon [REDACTED],

I'd like to acknowledge your emails outlining concerns over the overnight work in close proximity to your residence. Doing work in the overnight period is not the preference of the project team and we apologize for the inconvenience. In this particular case, an existing work zone is in place and access to the space is restricted. In order to accommodate two conflicting work area contracts, the temporary and short term soil testing works have been granted an overnight work permit. The crews are trying to expedite this work as much as possible. We've spoken to our contractors and they anticipate this work to be completed by Saturday, March 21st. As previously outlined, the ongoing soil sample testing on Pape is helping to determine soil characteristics such as the amount of water, rock or clay in the soil that will need to be removed for the future subway station on the Ontario Line. An auger drills into the ground over 50 metres deep and soil is removed for testing. The main noise from this work generally occurs as the auger comes up from the soil and the spoils are knocked off the drill to be collected as samples.

We have also reiterated with the crews that they mitigate noise impacts as much as possible over the next few days.

Thank you again for your patience and are working to expedite the work as much as possible.

Sincerely,

Franca Di Giovanni

Director, Community Relations, Capital Projects – Toronto

METROLINX

416-202-5100

---

**From:** [REDACTED]  
**Sent:** March-14-20 7:12 PM  
**To:** Ontario Line; Franca Di Giovanni  
**Cc:** [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** RE: Concern about Night Work on Pape Avenue

To whom it may concern at Metrolinx,

If indeed there is conflicting ongoing utility work along this part of Pape (although at the moment I don't see much evidence of it), restricting traffic to two lanes during the daytime is a small price to pay to keep our immune systems healthy - given how vulnerable we all are to Covid-19. We have lived with months of two lane traffic for other daytime construction on Pape without too much difficulty.

These times, however, require emergency measures. All levels of government and many businesses are doing what they can to help the population withstand and avoid this unprecedented disease. Metrolinx itself is selectively reducing Go tram, Go bus and UP Express services in support of this effort.

Here is a comment from your metrolinx blog.

"Our key consideration is ensuring our services can continue and our employees and customers are safe," said Metrolinx President and CEO Phil Verster."

We have endured bore hole drilling and other extremely loud construction sounds from this work and have experienced many sleepless nights. And, we are told, it will go on for weeks almost every night!

Here is an excerpt from an article published on the CBC news website referring to what to do to stay healthy during this outbreak.

"The thing that really takes our immune system down is being dehydrated, being stressed, lack of sleep."

- Microbiologist Keith Warriner, University of Guelph

I understand that this work needs to be done. Please do it in the daytime. Or postpone it if there truly is conflict with other street work. You would not be the only organization that has to postpone activities.

Bore hole drilling and soil testing is not a life-or-death activity. Being able to sleep each night over a 2-3 week period very well may be.

[REDACTED]

|

[REDACTED]

[REDACTED]

[REDACTED]

|

On March 13, 2020 at 3:36:39 PM, Ontario Line ([ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) wrote:

Good afternoon [REDACTED],

We understand your concerns and sincerely apologize for the inconvenience. We've spoken to our contractors and have asked them to mitigate the noise and expedite work as much as possible.

This work needs to be completed overnight because of an existing conflict with ongoing utility work in the zone where this borehole needs to be drilled to collect samples. In addition, daytime work would require a two-lane southbound closure on Pape Avenue which would severely impact daytime traffic. Completing this work overnight reduces traffic impacts and allows for the work to be completed quickly and safely. We expect this work to be completed within 2 weeks. Future tests could be required in this location but we will let you know if they are needed.

We appreciate your patience. If you'd like to sign up to receive electronic updates which will include construction notices, please sign up to our newsletter on our website – [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). Please don't hesitate to reach out if you have any further questions or concerns.

Thanks for your patience.

Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-12-20 4:28 PM  
**To:** Ontario Line  
**Cc:** [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); [REDACTED]  
**Subject:** Concern about Night Work on Pape Avenue

To whom it may concern at Metrolinx,

I am a resident at [REDACTED] East York. There is loud drilling and construction noise going on all night. This started 2 nights ago. I cannot sleep. I discovered through a neighbour (who received a flyer that I did not receive) that this is soil and rock sampling for the Ontario line subway. I understand that this is important work, but I am at a loss as to why it can't be done during the day. Three weeks of not being able to sleep is not acceptable. Especially when we are all trying to keep our immune systems as strong as possible during the Covid-19 pandemic! A narrowing of traffic up Pape during the day is inconvenient but not life-threatening. Many residents being deprived of sleep for 3 weeks might be! Quite a few residents are over 55. I can understand any inconvenience that might occur as a result of an essential service. Drilling for soil samples all night is not an essential service, especially in these uncertain times.

If this work needs to be done now, please change it to the daytime. Or give me a good explanation as to why it cannot be changed.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

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**From:** Ontario Line  
**To:** [REDACTED]  
**Subject:** RE: Construct on Pape & floyd ave  
**Date:** Wednesday, March 25, 2020 10:38:00 AM  
**Attachments:** image001.png

---

Good morning [REDACTED],  
Hope you're doing well. Thanks again for your patience and our sincere apologies for the inconvenience. I'm happy to report that the overnight drilling work on Pape has been completed last night. There is some other minor work on Pape, which doesn't involve any loud noise, that will be completed by tomorrow or Friday night. Our crew will get that work done as soon as possible and mitigate any noise.

Thanks again for your patience.

Stay safe,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



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**From:** [REDACTED]  
**Sent:** March-20-20 6:50 PM  
**To:** Ontario Line; nicolas.valverde@toronto.ca; councillor\_fletcher@toronto.ca  
**Subject:** Re: Construction Pape & floyd ave

Where is the disconnect, both are putting it back to the other

Metrolinx is saying that the city issued permits for overnight only, and Paula's office is saying that a message was sent to consider daytime work

Where is the consideration for the residents from a mental health perspective how is overnight construction noise continuous for 5 straight nights plus the previous week (not including weekend) acceptable for the well-being of residents

<https://static1.squarespace.com/static/5210f682e4b0a807b650c92b/t/5941c8bcbe6594e89ba0af95/1497483471244/How+Loud+is+Too+Loud+Health+Impacts+of+Environmental+Noise+in+Toronto.pdf>

Please see page 8 on health risks

I look forward to your response

[REDACTED]

On Mar 20, 2020, at 5:06 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Good afternoon [REDACTED],  
I hope you're doing well. Thanks again for your patience as we complete this work for the Ontario Line project. We just spoke to our contractors and the work is taking a little longer than usual due to the conditions at the site. They will not be working this weekend and will resume on Monday but the overnight work at Pape and Floyd is now anticipated to be completed by Wednesday, March 25th.

As Franca mentioned, it is not our preference to do work overnight but due to the conflict in work areas we've only been granted an overnight work permit. Once again, we apologize for the inconvenience this is causing you and will try to get this work done as quickly as possible.

Thank you again,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416 202 5100

-----Original Message-----

**From:** [REDACTED]  
**Sent:** March-19-20 3:59 PM  
**To:** Ontario Line  
**Subject:** Re: Construction Pape & floyd ave

Thank you for your response, there isn't any other work going on atm, your crew is great no complaints from them

However, is there any concerns for the well-being of the residents and if so what kind of considerations have been taken. Three nights in a row is tough to get quality sleep especially in these troubling times. Also, the councillors' reply was below:

"I wanted to let you know that we've reached out to the Major Transit Infrastructure Unit and asked them to reconsider allowing daytime work in light of the anticipated decrease in daytime traffic.

We've pointed out that data collection and traffic counts have been suspended due to the anticipated reduction, and asked them to take a second look. I've quoted what we heard about traffic counts below:

"effective March 16, 2020, all traffic counts (request and planned) have been put on hold. The goal of traffic counts is to provide a snapshot of "typical" conditions and since traffic patterns will continue to be atypical for the immediate future, the contractor will not be completing any counts and staff has been asked to not conduct any intersection counts (all-way stop) or volume related observations (i.e. left turn study) until further notice."

Please let me know what considerations have been taken for the well-being of the residents.

Thank you

[REDACTED]

On Mar 19, 2020, at 3:02 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Good afternoon [REDACTED],  
I'd like to acknowledge your emails outlining concerns over the overnight work in close proximity to your residence. Doing work in the overnight period is not the preference of the project team and we apologize for the inconvenience. In this particular case, an existing work zone is in place and access to the space is restricted. In order to accommodate two conflicting work area contracts, the temporary and short-term soil testing works have been granted an overnight work permit. The crews are trying to expedite this work as much as possible.

We've spoken to our contractors and they anticipate this work to be completed by Saturday, March 21st. The soil sample testing on Pape is helping to determine soil characteristics such as the amount of water, rock or clay in the soil that will need to be removed for the future subway station on the Ontario Line. An auger drills into the



ground over 50 metres deep and soil is removed for testing. The main noise from this work generally occurs as the auger comes up from the soil and the spoils are knocked off the drill to be collected as samples.

We have also reiterated with the crews that they mitigate noise impacts as much as possible over the next few days.

Thank you again for your patience and are working to expedite the work as much as possible.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416 202 5100

-----Original Message-----

[REDACTED]

Sent: March-19-20 11:50 AM  
To: Ontario Line  
Cc: councillor\_fletcher@toronto.ca  
Subject: Construction Pape & floyd ave

Hello- I have an inquiry in regards to the overnight construction occurring in this intersection. Many neighbors, including myself have left messages as per the tel# on the flyer left earlier this month, however no one has reached out to us.

I understand this are troubling times, however even more so when the overnight noise adds to disruption of quality of life.

This work is adding to the negative mental health of the residents all together.

Perhaps work can be routed to the day time seeing that there is no traffic for the foreseeable future. This is an opportunity for all of us to do our part.

I look forward to speaking with someone.

[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Toronto West](#); [Dennis Amoakohene](#)  
**Subject:** RE: 311 - "DIFFERENT" NOISE ISSUES, DEFINITELY "TRACK-RELATED" \*\*\* MY RESPONSE \*\*\*  
**Date:** Wednesday, March 25, 2020 8:53:00 AM

---

Hi [REDACTED],

Thanks for your email. When I spoke to our crew yesterday they mentioned the only beeping from the vehicle would come from the backup alarm as their vehicles don't have any other equipment installed that would emit a sound like that. As I mentioned earlier, unfortunately we cannot change/remove that sound due to availability of vehicles and for safety reasons. Even if you don't see anyone on the track behind the vehicle, the vehicle will always emit that sound because that's a safety feature.

Our crews also mentioned that they use their vehicles in reverse only when necessary. I'll send out a note today asking them to ensure that vehicles are not reversing if they don't need to.

Best,  
Joshua Patel  
Senior Advisor, Subways  
METROLINX

T: 416.202.5100

-----Original Message-----

**From:** [REDACTED]  
**Sent:** March-25-20 3:15 AM  
**To:** Ontario Line  
**Cc:** Toronto West; Dennis Amoakohene  
**Subject:** RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED' \*\*\* MY RESPONSE \*\*\*  
**Importance:** High

Ok Joshua, I had still been hoping you would be open to having a discussion and for us all to mediate on all of these problems (both mentioned and not) but if there must be a compromise of 'just' advising all the crews as per your last line (and that they've literally all been communicated to, without exception) then that's better than nothing I suppose.

I've mentioned this before but I'll say it again, when the vehicles (say a half dozen or more in a line that can be clearly viewed from my unit) literally crawl along the south-side of the rail line going westwards (usually between midnight and 1 am) they emit that beeping and it continues non-stop for a good 10-15 minutes at least. At that snail-like speed (and I say that without exaggeration, they never go quickly) I personally see no reason why they 'must' produce that sound because it's very pedantic indeed to still say it's absolutely necessary by reason of safety; I never see men on the ground so to speak when this procession takes place, so there's one reason against using it there.

So what do you think there?

-----Original Message-----

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Tuesday, March 24, 2020 10:29 AM  
**To:** [REDACTED]  
**Cc:** Toronto West <TorontoWest@metrolinx.com>; Dennis Amoakohene <Dennis.Amoakohene@metrolinx.com>  
**Subject:** RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED' \*\*\* MY RESPONSE \*\*\*

Good morning [REDACTED],

Apologies for the delay, I've been waiting for our project team to hear back from our contractors in the field. I've connected with them this morning. Unfortunately we cannot change the backup sound that you're hearing from the trucks because it's a safety measure in place for our teams on the track. The crew that we're working with for Ontario Line drilling does not have white noise sound equipped on their fleet of vehicles.

I just wanted to emphasize again that is not our preference to do night work but due to the busy schedule on the rail corridor this is the only time we can complete this work quickly and safely. Regarding the sporadic drilling, our teams are using whatever opportunity available to get work done. The rail corridor has a number of different crews working on it, some of them being rail maintenance so they try to coordinate as much as possible to get everything done.

We apologize again for the inconvenience. We've asked the crews to mitigate noise as much as possible and to ensure the trucks are not idling at any time.

Stay safe,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects METROLINX

T: 416.202.5100

-----Original Message-----

From: [REDACTED]

Sent: March-24-20 12:36 AM

To: Ontario Line

Cc: Toronto West; Dennis Amoakohene

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED' \*\*\* MY RESPONSE \*\*\*

Importance: High

2nd request people.... thanks.....

-----Original Message-----

From: [REDACTED]

Sent: Friday, March 20, 2020 2:08 PM

To: 'Ontario Line' <ontarioline@metrolinx.com>

Cc: 'Toronto West' <TorontoWest@metrolinx.com>; 'Dennis Amoakohene'

<Dennis.Amoakohene@metrolinx.com>

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED' \*\*\* MY RESPONSE \*\*\*

Importance: High

Thanks, Joshua, for replying as I asked, it's good to get a two-way on this finally.

Thing is, with respect, you've told me absolutely nothing I didn't know already but I sort of expected that to happen (the notice included). I think the underlying point I was making has been lost on you, and that is to go beyond merely 'stating fact' and being done with it but to effectively work with me (and by extension my immediate community) to see if some things can be negotiated or at least be pointed out to the actual crews that are, I would deeply assume, not aware of any issues of any kind from a residential complaint point of view - and that's what I'd like to change there.

Sure you can't exactly manage / manipulate the working hours and days they work per se but can't there be, say, a consistency applied to the proceedings? As I've said to Dennis on a number of occasions it's the seemingly randomness to both the hours worked and the days that particular irk since it denies me my chance (right even) to anticipate / be ready for the work to come. For example, I've mentioned in my last couple of emails there was nothing for two days (Fri and Sat), followed by two days of work that more or less followed the same pattern of

work in the same time frames (Mon and Tues), followed by extensive much louder noise and work that took place for 6+ hours non-stop (Wed).

Perhaps more practically than that, regarding the beeping safety feature, again I referenced in my previous message that there used to be the other softer, 'white-noise' alarm in other work that was carried out late last year. By comparison I'd much much rather hear that than the beeping. In fact this is exactly the sort of issue that can AND should be addressed because it's something that is, on the face of it at least, doable and does not detract from the work that needs to be carried out in any obvious way I can see.

These are just two examples though of what I consider to be discuss worthy going forward involving all relevant parties (myself included even) as a matter of open minds and a want to 'make better' in any way possible.

Regards,

[REDACTED]

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Friday, March 20, 2020 9:49 AM

To: [REDACTED]

Cc: Toronto West <TorontoWest@metrolinx.com>; Dennis Amoakohene <Dennis.Amoakohene@metrolinx.com>

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED' \*\*\* CAN I GET A RESPONSE ON THIS \*\*\*

Good morning [REDACTED],

Thanks for your email and sorry for the delay. I've checked your address with work in the area and I can confirm that the work you're referring to is for the Ontario Line. The Ontario Line will be using the existing rail corridor along some parts of the alignment and some studies and investigations are required along the rail corridor to advance this work.

We apologize for the inconvenience this is causing you. It is not our intention to do work at night but unfortunately due to complexities between the rail schedule, project schedule and contractor's schedule this work has to be completed at night and whenever the opportunity is available for us to complete this work. Work is done by using a small drill rig that drills into the ground, collecting soil and rock samples for further testing. I've asked that they make every effort to mitigate noise impacts, wherever possible. However due to the nature of the work, there is some occasional drilling and hammering. The beeping that you're referring to is a safety feature that is installed in our construction vehicles to ensure that our contractors are aware when a vehicle is backing up.

I've attached a copy of the notice that was distributed to property managers in the area and local elected officials. Thanks again for your patience through this work.

Please don't hesitate to reach out if you have any further questions or concerns.

Stay safe,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects METROLINX

T: 416.202.5100

-----Original Message-----

From: [REDACTED]

Sent: March-20-20 12:21 AM

To: Ontario Line

Cc: Toronto West; Dennis Amoakohene

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED' \*\*\* CAN I GET A RESPONSE ON THIS \*\*\*

Importance: High

I sent the latest below message just to Dennis last night (no response in that time) but I may as well go straight to the source so to speak; can you not give me something, anything, after all these weeks (if not months) of work taking place under your identified watch? It actually goes beyond mere information dissemination at this point because I also want some action taken to minimize all these issues in whatever ways possible.

Open discussion, Q&A, feedback, these are simple examples from which we can all benefit from. Going back and forth via slow email is literally the least desirable method of communication for this situation.

By end of day today, is it too much to ask to get something from you guys??

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Thursday, March 19, 2020 2:31 AM

To: 'Toronto West' <TorontoWest@metrolinx.com>

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Importance: High

Sure hope so Dennis, this is the 3rd night in a row for noise and it was the worst yet, it's getting to be truly upsetting and even health harming especially when a home has become a virtual prison these days.

2:30 am as I'm typing this and it's been very loud beeping and engine noises for 6 straight hours. Can't even guarantee it's done for the night yet.

I need a response from your Ontario line contacts ASAP, like before the work week is out. I'm literally driven to distraction at this point.

[REDACTED]

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>

Sent: Wednesday, March 18, 2020 1:34 PM

To: [REDACTED]

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Thank You [REDACTED], we're working to get this resolved asap.

Dennis

-----Original Message-----

From: [REDACTED]

Sent: March-18-20 1:33 PM

To: Toronto West

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Ok, I'm in the [REDACTED] condo building [REDACTED]

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>

Sent: Wednesday, March 18, 2020 10:08 AM

To: [REDACTED]

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Hi [REDACTED],

Going to have to have to confirm your address for the Ontario Line team so they can address this immediately.

Thanks,  
Dennis

-----Original Message-----

From: [REDACTED]

Sent: March-17-20 3:07 AM

To: Toronto West

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Importance: High

Hey Dennis,

Just a very quick one I suppose; no work was done on Fri or Sat evenings (compared to the noisy weekend before), but Sun and tonight (Mon) the same 'engines on' loud rumblings that are currently taking place very late indeed (so after midnight and right up to 3 am). And with intermittent beeping of course though I've seen numerous times now that the vehicles aren't even reversing for that to happen (i.e. I see a line of them slowly snaking along the track when the beeping occurs). What happened to the white-noise vehicles? I've not heard any of them since that first time I mentioned to you.

I suppose this virus mess will just make getting feedback from the other parties virtually impossible rather than 'merely' less than probable...

[REDACTED]

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>

Sent: Monday, March 9, 2020 9:20 AM

To: [REDACTED]

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Hi [REDACTED],

Very sorry to hear this. Unfortunate to hear that your wife was also disturbed by this. I'll do my very best to find the source of the current noise. As to your second question, that work will take place closer to Fort York and has not fully begun at this time.

Thanks,

DENNIS AMOAKOHENE  
Community Relations & Issues Specialist  
Toronto West Office I Metrolinx  
2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3  
VoIP: 416-202-0524 Cell: 647-299-8836

-----Original Message-----

From: [REDACTED]

Sent: March-09-20 3:18 AM  
To: Dennis Amoakohene  
Cc: Toronto West  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'  
Importance: High

Dennis, these past few evenings (Fri, Sat and Sun) have been especially concerning as now there's a 'new' noise occurrence, taking place between 8 pm and 2 am (sometimes beyond) such that, for once, there has been a definite pattern emerging.

It sounds like engines / motors just being turned on for a length of time, then turned off for another length of time, then back on again, etc. etc.. before ending in a cavalcade of vehicular 'beeping' (and I caught sight last night of a line of vehicles very slowly moving westwards right next to the railtrack on the southside making this noise, at around 12:30 - 1 am).

It's especially concerning because even my wife, who has hearing difficulties, can hear this, which is the first time she's been bothered by any of this work til now.

So you can see, this latest incident is troubling to both of us if this trend is going to continue (if not daily then every Fri-Sun).

One more thing, the project that you are actually familiar with, when is that scheduled to begin? You mentioned March right? Any firm details yet?

Yours exasperatedly... [REDACTED].

-----Original Message-----

From: Dennis Amoakohene <Dennis.Amoakohene@metrolinx.com>  
Sent: Monday, March 2, 2020 5:43 PM  
To: [REDACTED]  
Cc: Toronto West <TorontoWest@metrolinx.com>  
Subject: Re: 311

Hi [REDACTED],

There's been no response from the city to this point and I've been trying everything, but all responses lead to a dead end at this point. I will keep my ear to the ground but no one seems to want to come forward for this.

Thanks for your patience,  
Dennis

Sent from my iPhone

> On Feb 24, 2020, at 12:25 PM, Toronto West <TorontoWest@metrolinx.com> wrote:

>

> Hi [REDACTED],

>

> There are process in order to go on the construction site, but I will do my best to contact them this week. I will get back to you as soon as possible regarding this.

>

> Thanks,

>

> DENNIS AMOAKOHENE

> Community Relations & Issues Specialist Toronto West Office I

> Metrolinx

> 2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3

> VoIP: 416-202-0524 Cell: 647-299-8836

>

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>

> -----Original Message-----

> From: [REDACTED]

> Sent: February-24-20 4:24 AM

> To: Dennis Amoakohene

> Cc: Toronto West

> Subject: RE: 311

> Importance: High

>

> Well if it helps you any know that the work that was carried out the last two days (so Saturday evening-night and Sunday evening-night) involved what I can only describe as seismic disturbances; I couldn't see what was happening but it was certainly noisy (worse on the Saturday as it was happening just metres away from that ballast pit area).

>

> I don't know, imagine a pressing-type device, stamping at regular quick intervals. Rather like a nightclub with the bass on full blast. It was doing this roughly for half the night each night (til around midnight). So what kind of work does that sound like to you?

>

> Back to the bureaucracy then... look, can no-one in your team actually make contact with one of these crew, is that really too much to ask or expect? Seems that would be the honest to God only thing left as a viable option. I mean, there seems to be several of them out there at any one time.

>

>

> -----Original Message-----

> From: Dennis Amoakohene <Dennis.Amoakohene@metrolinx.com>

> Sent: Thursday, February 20, 2020 5:01 PM

> To: [REDACTED]

> Cc: Toronto West <TorontoWest@metrolinx.com>

> Subject: 311

>

> Hi [REDACTED],

>

> I contacted the city's 311 service right after our phone call, and after a couple of days there is no response. I will contact them tomorrow but it seems like it's going to be difficult to get answers on this situation. My absolute apologies.

>

> Thanks,

> Dennis

>

> Sent from my iPhone

>

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: RE: Concern about night work on Pape Avenue for Ontario Line Transit Project  
**Date:** Wednesday, March 25, 2020 10:50:00 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Thank you for the kind wishes, [REDACTED]. Wishing you the same. We're all doing our best to contain the spread 😊.

Have a great day.

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-25-20 10:29 AM  
**To:** Ontario Line  
**Cc:** Franca Di Giovanni  
**Subject:** RE: RE: Concern about night work on Pape Avenue for Ontario Line Transit Project

Thank you Joshua. I'm relieved to hear this and I know our neighbours will be too. I hope that you are well and doing everything you can to avoid catching this virus.

Best regards,  
[REDACTED]

On March 25, 2020 at 10:23:20 AM, Ontario Line ([ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) wrote:

Good morning [REDACTED],  
Hope you're doing well. Thanks again for your patience and our sincere apologies for the inconvenience. I'm happy to report that the overnight drilling work on Pape has been completed last night. There is some other minor work on Pape, which doesn't involve any loud noise, that will be completed by tomorrow or Friday night. Our crew will get that work done as soon as possible and mitigate any noise.

Thanks again for your patience.

Stay safe,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-16-20 6:00 PM  
**To:** [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Cc:** Ontario Line  
**Subject:** Fwd: RE: Concern about night work on Pape Avenue for Ontario Line Transit Project

Good afternoon Franca,

The granting of an overnight work permit in order to accommodate two conflicting work area contracts seems to be more important than the health of residents in the affected area. I repeat, our community has citizens who are vulnerable to a potential COVID-19 infection. Why can this work not be done during the day?

The noise itself is loud and intermittent all through the night. Are you suggesting we adopt a sleep pattern to accommodate the drilling noise?

Today Prime Minister Trudeau asked all Canadians to stay home. Some of our neighbours have actually had to leave their homes to stay with relatives because of this overnight work.

I take COVID-19 very seriously and I know my neighbours do too. The actions of Metrolinx in this matter speak otherwise.

Thank you for your consideration,



On March 16, 2020 at 5:13:56 PM, Ontario Line ([ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) wrote:

Good afternoon [REDACTED],

I'd like to acknowledge your emails outlining concern over the overnight work in close proximity to your resident. Doing work in the overnight period is not the preference of the project team and we apologize for the inconvenience. In this particular case, an existing work zone is in place and access to the space is restricted. In order to accommodate two conflicting work area contracts, the temporary and short term soil testing works have been granted an overnight work permit. The crews are trying to expedite this work as much as possible. We've spoken to our contractors and they anticipate this work to be completed by Saturday, March 21st. As previously outlined, the ongoing soil sample testing on

Pape is helping to determine soil characteristics such as the amount of water, rock or clay in the soil that will need to be removed for the future subway station on the Ontario Line. An auger drills into the ground over 50 metres deep and soil is removed for testing. The main noise from this work generally occurs as the auger comes up from the soil and the spoils are knocked off the drill to be collected as samples.

We have also reiterated with the crews that they mitigate noise impacts as much as possible over the next few days.

Thank you again for your patience and are working to expedite the work as much as possible.

Sincerely,

Franca Di Giovanni  
Director, Community Relations, Capital Projects – Toronto  
METROLINX  
416-202-5100

---

**From:** [REDACTED]  
**Sent:** March-13-20 4:24 PM  
**To:** Ontario Line  
**Cc:** Franca Di Giovanni  
**Subject:** RE: Concern about night work on Pape Avenue for Ontario Line Transit Project

Dear Joshua Patel,

Thank you for your prompt reply. I appreciate your efforts to mitigate noise and expedite work, however the reasons for night time work that you've provided are not convincing. Surely you can work out a scheduling conflict with utility work and as far as daytime traffic impact goes, closing lanes on Pape Avenue was instituted last year while water main work was completed by City of Toronto contractors. Cars slowed down a bit or took alternate routes. Busses continued as before. I find it odd that Metrolinx would prioritize cars over people. My MPP, Peter Tabuns, supports my concerns and as you know, suggested I direct my inquiries to Franca Di Giovanni, Director of Community Relations, at Metrolinx, which I have done. I am also copying her on this email.

I hope that you can reconsider your position on this to help keep our neighbourhood families in good health. Our community has residents who fall into the vulnerable category for Covid 19. I would hate to think that two weeks of sleepless nights would contribute to their getting sick or worse.

Thank you,  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: information request - map  
**Date:** Friday, March 20, 2020 3:40:00 PM  
**Attachments:** [REDACTED]

---

Good afternoon [REDACTED],

The map attached to this email is the most detailed we have at this point.

The alignment and station locations are subject to change as we advance planning and design work. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs.

Further environmental and field studies are already underway. We will have more information and details to share in the coming months.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100

-----Original Message-----

**From:** [REDACTED]  
**Sent:** March-19-20 11:53 PM  
**To:** Ontario Line  
**Subject:** information request - map

Dear madam/ sir,

Please kindly send me a more detailed map of the proposed "Ontario-Line" subway train line route.

I need to know the proposed route of the Ontario-Line, showing where it intersects Gerrard St. E, Dundas St. E. and Queen St. E etc. Thank you.

Regards,

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line: Franca Di Giovanni](#)  
**Cc:** [Nicolas Valverde](#); [Tabuns - CO. Peter](#); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Re: Overnight construction on Pape Ave  
**Date:** Friday, March 20, 2020 6:09:03 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.jpg](#)

---

Dear Mr Patel:

I'm afraid my neighbours and I have actually run out of patience with overnight work on Pape. Investigative work for a hypothetical subway line can hardly be considered urgent in the midst of a worldwide pandemic, when we are all being told to look after our health and get SLEEP to bolster our immune systems. This is frankly unacceptable and negligent. I would like a concrete response as to WHY a daytime permit cannot be issued.

Sincerely,  
[REDACTED]

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Friday, March 20, 2020 4:29:12 PM  
**To:** [REDACTED]  
**Subject:** RE: Overnight construction on Pape Ave

Good afternoon [REDACTED],

I hope you're doing well. Thanks again for your patience as we complete this work for the Ontario Line project. We just spoke to our contractors and the work is taking a little longer than usual due to the site conditions. They will not be working this weekend and will resume on Monday but the overnight work at [REDACTED] is now anticipated to be completed by Wednesday, March 25<sup>th</sup>.

As Franca mentioned, it is not our preference to do work overnight but due to the conflict in work areas we've only been granted an overnight work permit. Once again, we apologize for the inconvenience this is causing you and will try to get this work done as quickly as possible.

Thank you again,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416 202 5100



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**From:** [REDACTED]  
**Sent:** March-13-20 3:46 PM  
**To:** Ontario Line  
**Cc:** [franca.digiovanni@metrolinx.ca](mailto:franca.digiovanni@metrolinx.ca)  
**Subject:** Re: Overnight construction on Pape Ave

Dear Mr Patel,

My MPP, Mr Tabuns, fully supports my concerns and suggested I redirect my inquiries to Franca Di Giovanni, Director of Community Relations, at Metrolinx, which I have done. I am also copying her on this email.

Frankly, I find your justification for the overnight disruption questionable. Why can't a scheduling conflict with the utility work be resolved? It may take a little bit longer, but be far less troublesome to the area residents. And I take exception to your rationale about traffic impact i—as I stated in my initial complaint, Metrolinx is prioritizing cars over people, which is ironic for a public transit outfit. Pape Avenue was routinely taken down to one lane in each direction during watermain construction, and life went on. I live adjacent to Pape and can attest that there were no significant hold-ups, and busses were operating on schedule.

I hope that you can reconsider your position on this to help keep our neighbourhood families in good health.

Sincerely,

---

**From:** Ontario Line <ontarioline@metrolinx.com>

**Sent:** Friday, March 13, 2020 3:18:39 PM

**To:** [REDACTED]

**Subject:** RE: Overnight construction on Pape Ave

Good afternoon [REDACTED],

We understand your concerns and sincerely apologize for the inconvenience. We've spoken to our contractors and asked them to mitigate the noise and expedite work as much as possible.

This work needs to be completed overnight because of an existing conflict with ongoing utility work in the zone where this borehole needs to be drilled to collect samples. In addition, daytime work would require a two-lane southbound closure on Pape Avenue which would severely impact daytime traffic. Completing this work overnight reduces traffic impacts and allows for the work to be completed quickly and safely.

We appreciate your patience. Please don't hesitate to reach out if you have any further questions or concerns.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416 202 5100



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**From:** [REDACTED]

**Sent:** March-12-20 4:10 PM

**To:** tabunsp-co@ndp.on.ca

**Cc:** Ontario Line

**Subject:** Overnight construction on Pape Ave

Dear Mr Tabuns,

I am writing to express my concern and frustration about the most recent round of overnight construction work on Pape Ave, this time related to the Ontario Line Transit Project. I am attaching a notice about this work for your reference. This notice was received by very few of the neighbours in our townhouse complex at [REDACTED] despite the fact that the work is affecting almost all of us. The notice is also so vaguely worded as to allow the workers pretty much carte blanche to operate whenever they feel like it this month. Not only are those of us in the vicinity of the work still upset about the regular overnight disruptions from the watermain construction last summer and fall, but with this project, we haven't even been given the courtesy of specific dates or intersections in order to prepare for the disruption (moving children to different rooms; using ear plugs, etc.). This, coupled with fact that we are all trying to keep our immune systems in good shape in light of the Coronavirus pandemic—which requires SLEEP—is deeply upsetting. Also vexing is the fact that samples were taken for this same project around this time last year not 50m from where the crews are now operating. There has been a relentless stream of disruptive municipal work in our neighbourhood.

On behalf of all of my neighbours, some of whom your office will hear from separately, I ask you to please intervene on our behalf and put a halt to the overnight work. The city is again prioritizing cars and traffic flow over the well-being of its residents.

Sincerely,

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Toronto West](#); [Dennis Amoakohene](#)  
**Subject:** RE: 311 - "DIFFERENT" NOISE ISSUES, DEFINITELY "TRACK-RELATED" \*\*\* CAN I GET A RESPONSE ON THIS \*\*\*  
**Date:** Friday, March 20, 2020 9:49:00 AM  
**Attachments:** [OLine - Exhibition - Night - EN.pdf](#)

---

Good morning [REDACTED],

Thanks for your email and sorry for the delay. I've checked your address with work in the area and I can confirm that the work you're referring to is for the Ontario Line. The Ontario Line will be using the existing rail corridor along some parts of the alignment and some studies and investigations are required along the rail corridor to advance this work.

We apologize for the inconvenience this is causing you. It is not our intention to do work at night but unfortunately due to complexities between the rail schedule, project schedule and contractor's schedule this work has to be completed at night and whenever the opportunity is available for us to complete this work. Work is done by using a small drill rig that drills into the ground, collecting soil and rock samples for further testing. I've asked that they make every effort to mitigate noise impacts, wherever possible. However due to the nature of the work, there is some occasional drilling and hammering. The beeping that you're referring to is a safety feature that is installed in our construction vehicles to ensure that our contractors are aware when a vehicle is backing up.

I've attached a copy of the notice that was distributed to property managers in the area and local elected officials. Thanks again for your patience through this work.

Please don't hesitate to reach out if you have any further questions or concerns.

Stay safe,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100

-----Original Message-----

**From:** [REDACTED]  
**Sent:** March-20-20 12:21 AM  
**To:** Ontario Line  
**Cc:** Toronto West; Dennis Amoakohene  
**Subject:** RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED' \*\*\* CAN I GET A RESPONSE ON THIS \*\*\*  
**Importance:** High

I sent the latest below message just to Dennis last night (no response in that time) but I may as well go straight to the source so to speak; can you not give me something, anything, after all these weeks (if not months) of work taking place under your identified watch? It actually goes beyond mere information dissemination at this point because I also want some action taken to minimize all these issues in whatever ways possible.

Open discussion, Q&A, feedback, these are simple examples from which we can all benefit from. Going back and forth via slow email is literally the least desirable method of communication for this situation.

By end of day today, is it too much to ask to get something from you guys??

[REDACTED]

-----Original Message-----

From: [REDACTED]  
Sent: Thursday, March 19, 2020 2:31 AM  
To: 'Toronto West' <TorontoWest@metrolinx.com>  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'  
Importance: High

Sure hope so Dennis, this is the 3rd night in a row for noise and it was the worst yet, it's getting to be truly upsetting and even health harming especially when a home has become a virtual prison these days.

2:30 am as I'm typing this and it's been very loud beeping and engine noises for 6 straight hours. Can't even guarantee it's done for the night yet.

I need a response from your Ontario line contacts ASAP, like before the work week is out. I'm literally driven to distraction at this point.

[REDACTED]

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>  
Sent: Wednesday, March 18, 2020 1:34 PM  
To: [REDACTED]  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Thank You [REDACTED], we're working to get this resolved asap.

Dennis

-----Original Message-----

From: [REDACTED]  
Sent: March-18-20 1:33 PM  
To: Toronto West  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Ok, I'm in the [REDACTED] condo building ([REDACTED])

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>  
Sent: Wednesday, March 18, 2020 10:08 AM  
To: [REDACTED]  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Hi [REDACTED],

Going to have to have to confirm your address for the Ontario Line team so they can address this immediately.

Thanks,  
Dennis

-----Original Message-----

From: [REDACTED]  
Sent: March-17-20 3:07 AM  
To: Toronto West



Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'  
Importance: High

Hey Dennis,

Just a very quick one I suppose; no work was done on Fri or Sat evenings (compared to the noisy weekend before), but Sun and tonight (Mon) the same 'engines on' loud rumblings that are currently taking place very late indeed (so after midnight and right up to 3 am). And with intermittent beeping of course though I've seen numerous times now that the vehicles aren't even reversing for that to happen (i.e. I see a line of them slowly snaking along the track when the beeping occurs). What happened to the white-noise vehicles? I've not heard any of them since that first time I mentioned to you.

I suppose this virus mess will just make getting feedback from the other parties virtually impossible rather than 'merely' less than probable...

■

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>

Sent: Monday, March 9, 2020 9:20 AM

To: ■

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Hi ■,

Very sorry to hear this. Unfortunate to hear that your wife was also disturbed by this. I'll do my very best to find the source of the current noise. As to your second question, that work will take place closer to Fort York and has not fully begun at this time.

Thanks,

DENNIS AMOAKOHENE  
Community Relations & Issues Specialist  
Toronto West Office | Metrolinx  
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3  
VoIP: 416-202-0524 Cell: 647-299-8836

-----Original Message-----

From: ■

Sent: March-09-20 3:18 AM

To: Dennis Amoakohene

Cc: Toronto West

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Importance: High

Dennis, these past few evenings (Fri, Sat and Sun) have been especially concerning as now there's a 'new' noise occurrence, taking place between 8 pm and 2 am (sometimes beyond) such that, for once, there has been a definite pattern emerging.

It sounds like engines / motors just being turned on for a length of time, then turned off for another length of time, then back on again, etc. etc.. before ending in a cavalcade of vehicular 'beeping' (and I caught sight last night of a line of vehicles very slowly moving westwards right next to the railtrack on the southside making this noise, at around 12:30 - 1 am).

It's especially concerning because even my wife, who has hearing difficulties, can hear this, which is the first time she's been bothered by any of this work til now.

So you can see, this latest incident is troubling to both of us if this trend is going to continue (if not daily then every Fri-Sun).

One more thing, the project that you are actually familiar with, when is that scheduled to begin? You mentioned March right? Any firm details yet?

Yours exasperatedly... [REDACTED].

-----Original Message-----

From: Dennis Amoakohene <Dennis.Amoakohene@metrolinx.com>

Sent: Monday, March 2, 2020 5:43 PM

To: [REDACTED]

Cc: Toronto West <TorontoWest@metrolinx.com>

Subject: Re: 311

Hi [REDACTED],

There's been no response from the city to this point and I've been trying everything, but all responses lead to a dead end at this point. I will keep my ear to the ground but no one seems to want to come forward for this.

Thanks for your patience,  
Dennis

Sent from my iPhone

> On Feb 24, 2020, at 12:25 PM, Toronto West <TorontoWest@metrolinx.com> wrote:

>

> Hi [REDACTED],

>

> There are process in order to go on the construction site, but I will do my best to contact them this week. I will get back to you as soon as possible regarding this.

>

> Thanks,

>

> DENNIS AMOAKOHENE

> Community Relations & Issues Specialist Toronto West Office I

> Metrolinx

> 2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3

> VoIP: 416-202-0524 Cell: 647-299-8836

>

> Subscribe to our Newsletter – Click here!

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: February-24-20 4:24 AM

> To: Dennis Amoakohene

> Cc: Toronto West

> Subject: RE: 311

> Importance: High

>

> Well if it helps you any know that the work that was carried out the last two days (so Saturday evening-night and

Sunday evening-night) involved what I can only describe as seismic disturbances; I couldn't see what was happening but it was certainly noisy (worse on the Saturday as it was happening just metres away from that ballast pit area).

>

> I don't know, imagine a pressing-type device, stamping at regular quick intervals. Rather like a nightclub with the bass on full blast. It was doing this roughly for half the night each night (til around midnight). So what kind of work does that sound like to you?

>

> Back to the bureaucracy then... look, can no-one in your team actually make contact with one of these crew, is that really too much to ask or expect? Seems that would be the honest to God only thing left as a viable option. I mean, there seems to be several of them out there at any one time.

>

>

> -----Original Message-----

> From: Dennis Amoakohene <Dennis.Amoakohene@metrolinux.com>

> Sent: Thursday, February 20, 2020 5:01 PM

> To:

> Cc: Toronto West <TorontoWest@metrolinux.com>

> Subject: 311

>

> Hi [REDACTED],

>

> I contacted the city's 311 service right after our phone call, and after a couple of days there is no response. I will contact them tomorrow but it seems like it's going to be difficult to get answers on this situation. My absolute apologies.

>

> Thanks,

> Dennis

>

> Sent from my iPhone

>

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**From:** [Ontario Line](#)  
**To:** [Franca Di Giovanni](#)  
**Subject:** FW: Virtual Meeting  
**Date:** Friday, March 20, 2020 3:37:00 PM

---

Hi Franca,  
FYI

Josh

---

**From:** [REDACTED]  
**Sent:** March-20-20 12:58 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Virtual Meeting

Franca,

Many thanks for getting in touch with me about the possibility of a virtual meeting between us and Metrolinx staff in lieu of a face-to-face meeting at this very challenging time.

I had the opportunity to speak with some of the staff here and they have suggested that this meeting take place the week of April 12, should this be agreeable to Metrolinx. We are suggesting the following times:

Monday, April 13 – anytime between 9.00 and 12.00 noon and from 1.30 to 5.00 p.m.

Tuesday, April 14 – in the morning, as above

Thursday, April 16 – in the afternoon, as above.

Please let me know at your convenience if any of these times work for you. Like most organizations, Fontbonne Ministries is spending much of its time managing the ever-changing workplace issues around COVID-19 – which I can only imagine are multiplied a thousandfold managing public transit.

Many thanks for your cooperation, and we look forward to meeting with Metrolinx in the near future.

Please feel free to get in touch if you have any comments, questions or concerns.

Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Concern about night work on Pape Avenue for Ontario Line Transit Project  
**Date:** Friday, March 20, 2020 4:27:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Good afternoon [REDACTED],

I hope you're doing well. Thanks again for your patience as we complete this work for the Ontario Line project. We just spoke to our contractors and the work is taking a little longer than usual due to the conditions at the site. They will not be working this weekend and will resume on Monday but the overnight work at [REDACTED] is now anticipated to be completed by Wednesday, March 25<sup>th</sup>.

As Franca mentioned, it is not our preference to do work overnight but due to the conflict in work areas we've only been granted an overnight work permit. Once again, we apologize for the inconvenience this is causing you and will try to get this work done as quickly as possible.

Thank you again,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-13-20 4:24 PM  
**To:** Ontario Line  
**Cc:** Franca Di Giovanni  
**Subject:** RE: Concern about night work on Pape Avenue for Ontario Line Transit Project

Dear Joshua Patel,

Thank you for your prompt reply. I appreciate your efforts to mitigate noise and expedite work, however the reasons for night time work that you've provided are not convincing. Surely you can work out a scheduling conflict with utility work and as far as daytime traffic impact goes, closing lanes on Pape Avenue was instituted last year while water main work was completed by City of Toronto contractors. Cars slowed down a bit or took alternate routes. Busses continued as before. I find it odd that Metrolinx would prioritize cars over people. My MPP, Peter Tabuns, supports my concerns and as you know, suggested I direct my inquiries to Franca Di Giovanni, Director of Community Relations, at Metrolinx, which I have done. I am also copying her on this email.

I hope that you can reconsider your position on this to help keep our neighbourhood families in good health. Our community has residents who fall into the vulnerable category for Covid 19. I would hate to think that two weeks of sleepless nights would contribute to their getting sick or worse.

Thank you,  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE:  
**Date:** Thursday, March 19, 2020 3:16:00 PM  
**Attachments:** [image001.png](#)

---

Good afternoon [REDACTED],

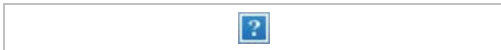
Thanks for your email. I will share this feedback with our project team for consideration, wherever possible.

By utilizing the rail corridor that already exists in the Leslieville area, we will be able to deliver the Ontario Line quicker while reducing capital costs and serving even more communities. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case, which will in turn help us determine property requirements.

Thanks again,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** March-15-20 8:32 AM  
**To:** Ontario Line  
**Subject:**

To whom it may concern

You need to rethink the plans with the line in regards to Leslieville.

You will impact business and homeowners/renters who have no reason to be removed when the line should be changed to feed underground like a real subway. This is also for the future as I'm sure developers will not want to build next to an above ground subway line. . .

Take serious consideration in this change as it will be worth the cost down the line.

Concerned citizen

From: [REDACTED]  
To: Ontario Line  
Subject: RE: Metrolinx stakeholder emails  
Date: Thursday, March 19, 2020, 3:27:24 PM  
Attachments: [image001.png](#)

Thank you! Appreciated!

[REDACTED]  
[REDACTED]  
[REDACTED]

----- Original message -----

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Date: 2020-03-19 3:19 p.m. (GMT-05:00)  
To: [REDACTED]  
Subject: RE: Metrolinx stakeholder emails

Good afternoon [REDACTED]

Thanks for your email and interest in the Ontario Line project. To sign up to receive emails from us please visit this link and fill out the relevant information - <https://metrolinx.us4.list-manage.com/subscribe/post?u=3e2d4cbef63d1ca424de38bb&id=4003ab5b57>.

This ensures we receive your full permission before we send you emails.

Thank you,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



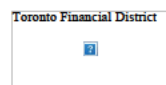
From: [REDACTED]  
Sent: March-19-20 3:05 PM  
To: Ontario Line  
Subject: Metrolinx stakeholder emails

Hello

Would you add my email to your distribution list for stakeholders? Information in the email below is very useful for us if our members ask us questions.

Thanks and I hope you're all keeping well

[REDACTED]



Learn more about us [here](#).



From: [REDACTED]  
Sent: Thursday, March 19, 2020 2:40 PM  
To: [REDACTED]  
Subject: Fwd: Metrolinx fieldwork notification



## Notification of Metrolinx Fieldwork

We have been asked to forward the following information to our group.



## Reminder: Send Those Emails!

Keep on pushing, keep on emailing Metrolinx and the responsible Ontario ministers. If you haven't sent your concerns via email, now's the time to do so.

[Contact Metrolinx and let them know your concerns.](#)

We are asking all PACCT members to email the following Ontario ministers:



[Jeff Yurek, Minister of Environment, Conservation and Parks](#)

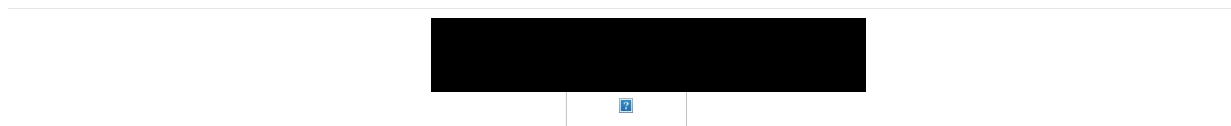
[Caroline Mulroney - Minister of Transportation](#)

If you click on the above links, their email addresses plus a sample subject line will appear as an email draft. We remind all PACCT members that emails should state that we are a pro-transit group that is insisting on **immediate** and **meaningful** community consultation with the Ontario government and Metrolinx.

## PACCT's Next Steps

We will continue planning and pushing on our end and prioritizing meetings with Metrolinx. But, like everyone else in our neighbourhood, we will be spending a fair amount of time focusing on ensuring the well-being of our families, friends, neighbours and neighbourhood businesses.

These are challenging, stressful times, but this is a good reminder that now, more than ever, we need to look after each other. Keep your neighbours in mind and perhaps take a moment to reach out to see if anyone elderly or on quarantine need a hand getting groceries or household items. Weather the storm, since brighter days are ahead.



[TFD-E]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.  
[TFD-E]

**From:** [Toronto West](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: 311 - "DIFFERENT" NOISE ISSUES, DEFINITELY "TRACK-RELATED"  
**Date:** Wednesday, March 18, 2020 1:34:13 PM  
**Importance:** High

---

FYI

-----Original Message-----

From: [REDACTED]  
Sent: March-18-20 1:33 PM  
To: Toronto West  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Ok, I'm in the [REDACTED] condo building ([REDACTED]).

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>  
Sent: Wednesday, March 18, 2020 10:08 AM  
To: [REDACTED]  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Hi [REDACTED],

Going to have to have to confirm your address for the Ontario Line team so they can address this immediately.

Thanks,  
Dennis

-----Original Message-----

From: [REDACTED]  
Sent: March-17-20 3:07 AM  
To: Toronto West  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'  
Importance: High

Hey Dennis,

Just a very quick one I suppose; no work was done on Fri or Sat evenings (compared to the noisy weekend before), but Sun and tonight (Mon) the same 'engines on' loud rumblings that are currently taking place very late indeed (so after midnight and right up to 3 am). And with intermittent beeping of course though I've seen numerous times now that the vehicles aren't even reversing for that to happen (i.e. I see a line of them slowly snaking along the track when the beeping occurs). What happened to the white-noise vehicles? I've not heard any of them since that first time I mentioned to you.

I suppose this virus mess will just make getting feedback from the other parties virtually impossible rather than 'merely' less than probable...

[REDACTED]

-----Original Message-----

From: Toronto West <TorontoWest@metrolinx.com>  
Sent: Monday, March 9, 2020 9:20 AM  
To: [REDACTED] >

Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'

Hi [REDACTED],

Very sorry to hear this. Unfortunate to hear that your wife was also disturbed by this. I'll do my very best to find the source of the current noise. As to your second question, that work will take place closer to Fort York and has not fully begun at this time.

Thanks,

DENNIS AMOAKOHENE  
Community Relations & Issues Specialist  
Toronto West Office | Metrolinx  
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3  
VoIP: 416-202-0524 Cell: 647-299-8836

-----Original Message-----

From: [REDACTED]  
Sent: March-09-20 3:18 AM  
To: Dennis Amoakohene  
Cc: Toronto West  
Subject: RE: 311 - 'DIFFERENT' NOISE ISSUES, DEFINITELY 'TRACK-RELATED'  
Importance: High

Dennis, these past few evenings (Fri, Sat and Sun) have been especially concerning as now there's a 'new' noise occurrence, taking place between 8 pm and 2 am (sometimes beyond) such that, for once, there has been a definite pattern emerging.

It sounds like engines / motors just being turned on for a length of time, then turned off for another length of time, then back on again, etc. etc.. before ending in a cavalcade of vehicular 'beeping' (and I caught sight last night of a line of vehicles very slowly moving westwards right next to the railtrack on the southside making this noise, at around 12:30 - 1 am).

It's especially concerning because even my wife, who has hearing difficulties, can hear this, which is the first time she's been bothered by any of this work til now.

So you can see, this latest incident is troubling to both of us if this trend is going to continue (if not daily then every Fri-Sun).

One more thing, the project that you are actually familiar with, when is that scheduled to begin? You mentioned March right? Any firm details yet?

Yours exasperatedly... [REDACTED].

-----Original Message-----

From: Dennis Amoakohene <Dennis.Amoakohene@metrolinx.com>  
Sent: Monday, March 2, 2020 5:43 PM  
To: [REDACTED]  
Cc: Toronto West <TorontoWest@metrolinx.com>  
Subject: Re: 311

Hi [REDACTED],

There's been no response from the city to this point and I've been trying everything, but all responses lead to a dead end at this point. I will keep my ear to the ground but no one seems to want to come forward for this.

Thanks for your patience,  
Dennis

Sent from my iPhone

> On Feb 24, 2020, at 12:25 PM, Toronto West <TorontoWest@metrolinx.com> wrote:

>

> Hi [REDACTED],

>

> There are process in order to go on the construction site, but I will do my best to contact them this week. I will get back to you as soon as possible regarding this.

>

> Thanks,

>

> DENNIS AMOAKOHENE

> Community Relations & Issues Specialist Toronto West Office I

> Metrolinx

> 2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3

> VoIP: 416-202-0524 Cell: 647-299-8836

>

> Subscribe to our Newsletter – Click here!

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: February-24-20 4:24 AM

> To: Dennis Amoakohene

> Cc: Toronto West

> Subject: RE: 311

> Importance: High

>

> Well if it helps you any know that the work that was carried out the last two days (so Saturday evening-night and Sunday evening-night) involved what I can only describe as seismic disturbances; I couldn't see what was happening but it was certainly noisy (worse on the Saturday as it was happening just metres away from that ballast pit area).

>

> I don't know, imagine a pressing-type device, stamping at regular quick intervals. Rather like a nightclub with the bass on full blast. It was doing this roughly for half the night each night (til around midnight). So what kind of work does that sound like to you?

>

> Back to the bureaucracy then... look, can no-one in your team actually make contact with one of these crew, is that really too much to ask or expect? Seems that would be the honest to God only thing left as a viable option. I mean, there seems to be several of them out there at any one time.

>

>

> -----Original Message-----

> From: Dennis Amoakohene <Dennis.Amoakohene@metrolinx.com>

> Sent: Thursday, February 20, 2020 5:01 PM

> To: [REDACTED]

> Cc: Toronto West <TorontoWest@metrolinx.com>

> Subject: 311

>

> Hi [REDACTED],

>

> I contacted the city's 311 service right after our phone call, and after a couple of days there is no response. I will contact them tomorrow but it seems like it's going to be difficult to get answers on this situation. My absolute apologies.

>

> Thanks,

> Dennis

>

> Sent from my iPhone

>

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line open house  
**Date:** Monday, March 16, 2020 10:10:27 AM  
**Attachments:** [image001.png](#)

---

Good Morning,

Thank you.  
Hope you are safe.

[REDACTED]

On Mon, Mar 16, 2020, 09:20 Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning,

Please click here to view the open house digital boards -  
[https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small\\_file\\_size-60611173-aoda\\_0.pdf](https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small_file_size-60611173-aoda_0.pdf)

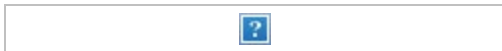
Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** March-15-20 12:44 PM  
**To:** Ontario Line  
**Subject:** Ontario Line open house

Hi, can you please send me an electronic copy of the Ontario Line open house presentation that was handed out?

Thank you.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

On March 13, 2020 at 3:32:29 PM, Ontario Line ([ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) wrote:

Good afternoon [REDACTED],

We understand your concerns and sincerely apologize for the inconvenience. We've spoken to our contractors and have asked them to mitigate the noise and expedite work as much as possible.

This work needs to be completed overnight because of an existing conflict with ongoing utility work in the zone where this borehole needs to be drilled to collect samples. In addition, daytime work would require a two-lane southbound closure on Pape Avenue which would severely impact daytime traffic. Completing this work overnight reduces traffic impacts and allows for the work to be completed quickly and safely. We expect this work to be completed within 2 weeks. Future tests could be required in this location but we will let you know if they are needed.

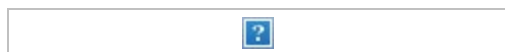
We appreciate your patience. If you'd like to sign up to receive electronic updates which will include construction notices, please sign up to our newsletter on our website – [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). Please don't hesitate to reach out if you have any further questions or concerns.

Thanks for your patience.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-12-20 4:25 PM  
**To:** Ontario Line  
**Cc:** [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)  
**Subject:** Concern about night work on Pape Avenue for Ontario Line Transit Project



To whom it concerns,

I live at [REDACTED] complex fronting on Pape Avenue just [REDACTED]. For the past two consecutive nights starting at about 11 p.m. and continuing until about 5:30 am I have not been able to sleep due to loud construction noise including intermittent drilling.

I received no notice of this work. I am extremely concerned about the possible health impact of two to three weeks of this nighttime noise on the 160 plus residents of this townhome complex. We have a Facebook page and right now people are exhausted and angry about not being able to sleep. People of all ages, from infants to the elderly live here. The Covid 19 virus as you know is poised to spread quickly here in Canada, bringing with it a much higher death rate than seasonal influenzas. Keeping our immune systems strong is an important factor in coping with the possible effects of this new virus. We do not want to overwhelm our healthcare system so that people needlessly suffer.

I am not asking you to stop work on the Ontario Line Transit Project, but I am asking you to consider doing the work in the daytime when people are awake and better able to cope with the noise.

I appreciate your time,

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Tabuns - CO, Peter](#); [JULIE.DABRUSIN@PARL.GC.CA](mailto:JULIE.DABRUSIN@PARL.GC.CA); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** RE: Concerns regarding proposed Ontario Line route  
**Date:** Thursday, March 12, 2020 3:39:56 PM

---

Hello Joshua,

Thank you for your response. I can't help but notice that the responses given to me are exactly the same as are being given on the Metrolinx engage web site. I appreciate that Metrolinx doesn't want to say the wrong thing and expose themselves to risk but giving canned responses to what are very real concerns comes across as dismissive and quite frankly is offensive to people like me who are facing the real prospect of having their homes taken away or at minimum having to live with a decade of construction. I hope you can appreciate that. People and families and business owners who are facing what I am facing deserve to be informed and consulted in a meaningful way. Someone needs to be held accountable and responsible for the design decisions being made. This is the right thing to do, and it is considered good governance by well run organizations.

Metrolinx to date has failed to consult or inform impacted stakeholders with respect to design decisions. Those accountable and responsible refuse, or are unable to justify their design decisions.

I have read your response with respect to design criteria many times before.

I would like an explanation as to how placement of a bridge and tunnel exit in my neighbourhood meets these criteria better than other options Metrolinx has considered. I would also like to know what other options Metrolinx has considered.

Please do not provide me with a canned response. Is there someone at Metrolinx I can meet with that would be able to address my concerns and those of my community?

Thank you,

[REDACTED]

Sent from my Bell Samsung device over Canada's largest network.

----- Original message -----

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Date: 2020-03-12 1:45 p.m. (GMT-05:00)

To: [REDACTED]

Subject: RE: Concerns regarding proposed Ontario Line route

Hi Paul,

Our sincere apologies for the delayed response. We are still conducting more studies and will share more details about the alignment as we gather more information from these studies..

The alignment and station locations are subject to change as we advance planning and design work. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations

At this point we don't have any further information to share about property impacts but we will reach out individually to impacted property owners once we have a firm understanding of what's needed.

We will be hosting another round of Ontario Line consultations this spring where we hope to share more information from our studies. Thank you for your patience.

Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-12-20 9:48 AM  
**To:** Ontario Line  
**Cc:** Tabuns - CO, Peter; JULIE.DABRUSIN@PARL.GC.CA; councillor\_fletcher@toronto.ca  
**Subject:** RE: Concerns regarding proposed Ontario Line route

Hi Joshua,

I am still waiting for a response to my previous email below. Could you let me know when I can expect one.

If you are unable to provide answers to my questions, could you please refer me to the appropriate person.

Thank you,

[REDACTED]

Sent from my Bell Samsung device over Canada's largest network.

----- Original message -----

From: [REDACTED]

Date: 2020-02-27 1:05 p.m. (GMT-05:00)

To: Ontario Line <ontarioline@metrolinx.com>

Cc: "Tabuns - CO, Peter" <tabunsp-co@ndp.on.ca>, JULIE.DABRUSIN@PARL.GC.CA, councillor\_fletcher@toronto.ca, Richard Sigesmund <rsigesmund@pacct.info>

Subject: RE: Concerns regarding proposed Ontario Line route

Hello Joshua,

Thank you for your email, it is much appreciated.

I am a daily public transit user. In fact I do not drive and rely on public transit to get to and from work, visit family, run errands and generally move about the city. I am a great believer in the benefits that good public transit provides to the lives and wellbeing of the citizens of this city as well as recognizing the significant economic benefits that good public transit can bring.

That said, transit must be planned in a responsible manner. Placing a bridge and tunnel exit in the middle of an established, quiet, safe, clean neighbourhood where houses are occupied by

their owners, many of whom have lived there for decades, is not responsible transit planning and is not by any measure reasonable. Our neighbourhood is not in need of redevelopment, it is already a very nice place to live. I encourage you to come and visit to see for yourself.

By all accounts Metrolinx is committed to the route and alignment as described in the initial business case. Are you exploring alternate routes and locations for the tunnel exit and bridge from Minton Place to Thorncliffe Park? I am asking you and Metrolinx to consider better options for this bridge. I am asking you and Metrolinx to justify your decision to place a bridge and tunnel exit in my neighbourhood, as it defies all reason and is unacceptable to homeowners who stand to lose their homes or have the quality of their lives severely impacted by construction and by trains passing within metres of their homes every 90 seconds.

Lastly, I and many of my neighbours are unconvinced of your commitment to "work closely with the community". The route and alignment were planned without any discussion with impacted communities and there are no plans to alter the route and alignment despite hearing from those who will be impacted. The Ontario government is now passing legislation that removes the appeal process that requires Metrolinx to justify the necessity of expropriating property for this project. The legislation also fast-tracks the environmental assessment process. It appears Metrolinx holds all the cards and makes the rules. As a homeowner who worked hard for every penny it took to purchase my first home into which I have subsequently invested many thousands of dollars to improve, I feel I have very little influence on this project. What assurances do I and my neighbours have that we will be given any consideration at all as this project progresses?

Thank you, I look forward to your response.

Regards,

[REDACTED]

[REDACTED]

Sent from my Bell Samsung device over Canada's largest network.

----- Original message -----

From: Ontario Line <ontarioline@metrolinx.com>

Date: 2020-02-21 12:44 p.m. (GMT-05:00)

To: [REDACTED]

Subject: RE: Concerns regarding proposed Ontario Line route

Good afternoon [REDACTED],

Our sincere apologies for the delay in getting back to you. We've been receiving a very high volume of emails over the past month.

We understand your concerns and we will be working closely with the community to share any details about impacts. I've also noted all your concerns and will be sharing them with our project team for review.

Consultation is very important to us and we've already begun some consultation across the project corridor. We continue to develop detailed consultation plans and activities as teams finalize more details. This includes more open houses, information sessions, advanced notices about drilling and newsletters to keep the community informed about the project. I will share your feedback with our community relations team to ensure that future locations we choose are more accessible to everyone.

We are currently conducting environmental field studies and expect to be back out in communities later this year to share more reports in spring 2020. We will know more about the potential property impacts as the project moves through further design stages, which will inform property requirements. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. We will share the results of impact assessments as design details for the project are confirmed.

Please feel free to reach out if you have any further questions.

Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100



-----Original Message-----

From: [REDACTED]

Sent: January-24-20 5:15 PM

To: CEO (Metrolinx)

Cc: [REDACTED] [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca); [JULIE.DABRUSIN@PARL.GC.CA](mailto:JULIE.DABRUSIN@PARL.GC.CA)

Subject: Concerns regarding proposed Ontario Line route

Dear Phil Verster,

I am writing to you to express my concerns regarding the construction of the Ontario Line.

My house is located near the corner of [REDACTED] and I am deeply concerned about the potential impact this project will have on myself and my neighbours. Many of us, myself included, are faced with the possibility of losing our homes.

You have, without consulting stakeholders in the community, created a plan which is lacking in detail. You have not provided any clarity on the potential impact to our neighbourhood. You are now drilling in our neighbourhood. Do you intend to proceed in this manner?

You have scheduled advisory meetings about this project 7 months after you posted the business plan and after you have already started preparatory work. The meetings are being held well outside of our neighbourhood. We have many older people and young families who will be impacted by this project, and your choice of locations excludes their voices.

I ask you to:

- Immediately provide clarity on what your intention is with respect to buying \ expropriating properties in the [REDACTED] area.
- Meet with members of the community in the community to hear and address our concerns.
- Keep the community informed as to the progress of your project and what changes we can expect • Share with the community your detailed planning documents • Consult with the community in the development of this project

I look forward to hearing from you.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Toronto West](#)  
**Subject:** RE: Noise Complaint  
**Date:** Thursday, March 12, 2020 1:53:00 PM  
**Attachments:** [image003.png](#)

---

Good afternoon [REDACTED],

Thanks for your email. We understand your concerns and have shared them with our geotechnical team. Unfortunately due to complexities between the rail schedule, project schedule and contractor's schedule this work has to be completed at night and whenever the opportunity is available for us to complete this work. We've asked that they make every effort to mitigate noise and impacts, wherever possible.

This work must be done to determine the approach for the construction of the Ontario Line, and will support the creation of foundation designs and other structural plans.

Thank you for your patience as we work to build this new project. Please don't hesitate to reach out if you have any further questions.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** Thursday, March 12, 2020 11:24 AM  
**To:** Toronto West  
**Subject:** Re: Noise Complaint

Hi [REDACTED],

Who can we protest to to have this work stopped on Sunday nights. It is very disruptive. Sunday's no work should be done. Do it Friday night Saturday night who cares but Sunday? It's a peaceful day and used to be a peaceful night!

On Thu, Mar 12, 2020 at 10:14 AM Toronto West <[TorontoWest@metrolinx.com](mailto:TorontoWest@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for your patience.

We've looked into this and the overnight noise you've been experiencing is coming from preliminary work for the Ontario Line. The work is expected to take place for the duration of the year.

The attached notice provides more information and will be distributed to residents in the area.

If you have any concerns or questions there is a dedicated team to assist. You can reach them at: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com), or 416-202-5100.

Thank you,

**Stefany Stadnyk**

Community Relations & Issues Specialist, GO Expansion

O: 416-202-6500

---

**From:** Toronto West  
**Sent:** Tuesday, March 10, 2020 3:51 PM  
**To:** [REDACTED]  
**Subject:** RE: Noise Complaint

Hi [REDACTED],

Thank you for reaching out. I am sorry to hear you've been disrupted due to the overnight noise. I am currently looking into this for you and will be in contact as soon as possible.

Thank you for your patience during this time.

Regards,

**Stefany Stadnyk**

Community Relations & Issues Specialist, GO Expansion

O: 416-202-6500

---

**From:** [REDACTED]  
**Sent:** Monday, March 09, 2020 3:18 PM  
**To:** Toronto West  
**Cc:** [REDACTED]  
**Subject:** Noise Complaint

Hello - I am a resident in [REDACTED] For several weeks now I have been putting up with loud noises all hours of the night. Last night was ridiculous this noise was loud annoying and shouldn't be allowed during this time of the night. PEOPLE ARE TRYING TO SLEEP to go to work!!!

When will this work be done? As per the notice that went out to residents this should of been done Feb 2020.

I have cc'd a member of the local councillors office here also.

I have attached a video to prove the time of the noise and how loud it is and a copy of the notice sent to residents.

Thanks

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line - Proposed Route along Overlea Blvd.  
**Date:** Thursday, March 12, 2020 3:40:00 PM  
**Attachments:** [image003.png](#)

---

Good afternoon [REDACTED],

Thanks for your email. We understand your concerns and we will be working closely with the community to share any details about impacts. I've also noted all your concerns and feedback and will be sharing them with our project team for review.

The alignment and station locations are subject to change as we advance planning and design work. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.

We are currently conducting environmental field studies and expect to be back out in communities later this year to share more details. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. We will know more about the potential property impacts as the project moves through further design stages, which will inform property requirements.

We will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

Thanks again for your email and patience as we gather more information.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** Thursday, March 12, 2020 9:56 AM  
**To:** Franca Di Giovanni  
**Subject:** Ontario Line - Proposed Route along Overlea Blvd.

Dear Franca DiGiovanni (Director of Community Relations and Capital Projects Metrolinx),

I am writing today in regards the Ontario Line proposed rapid transit line in Toronto. My name is [REDACTED] and I live at [REDACTED]. I have recently been advised that you currently

working on a proposed rapid transit line that would run parallel to the Leaside (Millwood) Bridge and turn to run along Overlea Blvd on an elevated platform t [REDACTED]

I was shocked and I am deeply concerned about this proposal for numerous reasons such as that fact that your proposal will essentially have a rail line located directly outside my 6th floor unit which faces Overlea Blvd.

Other major concerns that I have are

- Noise Pollution – Impacting not only my residence but other condos, town homes, elementary schools, places of worship and seniors home due to the construction and also the frequency of the trains running once line is active.
- Negative impact on property values within my condo and surrounding areas, condo's, town homes and businesses.
- Pollution – from trains running in front of my home especially if elevated.
- Visual and physical intrusion – Being directly outside our building , over small residential boulevard and the graffiti that this will encourage
- Living in a state of construction outside my front door for several years
- Expropriation of homes within the area
- Negative impact on the environment (building a second bridge over Don Valley)
- Financial Impact on business along the route

Proposed Alternative to this route to avoid residential impact:

- Proceed with the original downtown relief line proposed by city
- Move the Ontario Line a little north. Build behind the Salvation Army building (just north of Overlea Blvd) to connect to Banigan Drive which can be joined to Thorncliffe Park Dr. behind Costco and directly to where the proposed maintenance yard will be. This will avoid impacting ANY residential properties of schools.
- Use the existing CN rail near Redpath Drive (or build a line beside it)
- Move line completely underground. (This would be a last resort suggestion but better than an elevated platform in front of my home)

I am deeply upset by this proposed line and the negative it will effect on all residences and businesses within this area along Overlea Blvd. I beg of you to reconsider this line and your current proposed route.

Thank you for your consideration of this email.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Franca Di Giovanni](#)  
**Cc:** [REDACTED] [Ontario Line](#)  
**Subject:** Re: PACCT walk with Metrolinx re Ontario Line  
**Date:** Wednesday, March 11, 2020 7:31:28 PM

---

Thank you for the reply. Can we discuss setting up a meeting date the week of March 21?

On Thu., Mar. 12, 2020, 05:01 Franca Di Giovanni, <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)> wrote:

Hello [REDACTED]

Thank you for your letter to the President and CEO of Metrolinx, Phil Verster, that details your concerns about the Ontario Line route and the offer to give the Metrolinx team a neighbourhood walk highlighting the concerns of the community with regards to the planning and implementation of the service.

As we undertake this process, please allow me to provide some further detail on the status of the project. The period that we are currently in, through until spring, will advance the technical details that will allow us to identify some of the details that we know the community is concerned about.

We welcome the opportunity to meet with you and would be pleased to come out and meet you at your location in the community where you can walk us through your grounds and understand how you use the space. This will help inform our team as we work to mitigate impacts on your community.

Thank you,

Franca Di Giovanni

Director, Community Relations

Capital Projects Group-Toronto Region

Metrolinx

416-202-4631

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Overnight drilling on Pape Ave - NOISE ISSUE  
**Date:** Wednesday, March 11, 2020 1:04:56 PM  
**Attachments:** [image001.png](#)

---

Hi Joshua,

Thanks for getting back to me.

Based on what the Ontario Line project shared about noise minimization goals, this is really not a strong start for the project. I support transit expansion, but not at the cost of the citizen's health.

At this time there is no work happening on Pape during the day, maybe it is starting soon? The Ontario Line crew took up very little space last night, I imagine something could be worked out with the other daytime crew. Was that option even explored?

Also note, 2 lanes were closed on Pape between Mortimer and Sammon last year for weeks on end and I did not witness any impact on traffic. Most of the day/night those are reserved for parking and residents found other spots. Traffic seemed only be impacted when multiple lanes closed closer to Pape station and on Mortimer Ave right at the Pape intersection.

Looking forward to hearing the solution.

Regards  
[REDACTED]

On Wednesday, March 11, 2020, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good afternoon [REDACTED],

We understand your concerns and sincerely apologize for the inconvenience. I'll speak with our contractors to see if there's anything else we can do to reduce the noise from this work.

This work needs to be completed overnight because of an existing conflict with ongoing utility work in the zone where this borehole needs to be drilled to collect samples. In addition, daytime work would require a two-lane southbound closure on Pape Avenue which would severely impact daytime traffic. Completing this work overnight reduces traffic impacts and allows for the work to be completed quickly and safely.

We appreciate your patience.

Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** March-10-20 9:40 PM  
**To:** Ontario Line; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Overnight drilling on Pape Ave - NOISE ISSUE

Hello,

I received a notice of drilling on Pape Ave for Ontario line planning. It's expected to last for 2-3 weeks from 8pm to 6am. It just started a couple of hours ago and it is VERY loud.

Why was this scheduled for overnight? Pape had watermain work that closed the curb lane & parking for 9 months last year. There was non-stop noise in the daytime, which I didn't complain about once. People need to sleep at night, this is NOT acceptable!!

Please respond ASAP with a plan on how to greatly reduce the noise or move to the daytime.

Regards,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** RE: Investigative work Strathcona & Blake  
**Date:** Wednesday, March 11, 2020 12:47:22 PM  
**Attachments:** [image001.png](#)

---

Thank you for your rapid response!

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** March 11, 2020 12:40 PM  
**To:** [REDACTED]  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** RE: Investigative work Strathcona & Blake

Hi [REDACTED],

Thanks for your email. The geophysical survey and geotechnical drilling along Strathcona Avenue and Blake Street helps provide a better understanding, generally, of the subsurface conditions in the area and is meant to confirm the trends in the soil data obtained along Pape Avenue. The subway alignment is not intended to go along that route.

Hope that helps clarify the geotechnical work.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-11-20 12:27 PM  
**To:** Ontario Line  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Investigative work Strathcona & Blake

Good afternoon:

Could you please explain why Metrolinx is doing locates on Blake and Strathcona when the proposed subway tunnel is to be built on Pape Avenue? Has the route changed? Will the tunnel be going along Strathcona and through the park or down Blake?

Thank you

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Potential Impacts of Relief Line on 301, 305-311 and 315-317 Queen St East at Berkeley Church  
**Date:** Friday, March 06, 2020 12:02:00 PM  
**Attachments:** [image002.gif](#)  
[image003.png](#)

---

Good morning [REDACTED],

I have checked with the project team and unfortunately we are unable to provide any specific designs of the Ontario Line near the properties listed below at this point in time, as design has not been finalized. The only information available right now is through our Initial Business Case:

[http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725\\_Ontario\\_Line\\_IBC.PDF](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF)

Stay tuned as we will have more information on the design and alignment of the Ontario Line this summer.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** March-02-20 1:13 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Potential Impacts of Relief Line on [REDACTED]

Potential Impacts of Relief Line on [REDACTED]  
[REDACTED]

Route Mapping Request.

Hi,

Can you please send detailed Relief line alignment for Berkeley and Queen Street East area as my client has a filed condominium development application encompassing [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario line input  
**Date:** Wednesday, March 04, 2020 9:52:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thanks for your email and for sharing your feedback with us. We've noted your concerns and will share this with our project team.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** February-29-20 3:00 PM  
**To:** Ontario Line  
**Subject:** Ontario line input

Hi,

I've been seeing a lot more info about the technical development of the Ontario Line, which is very exciting. As a transit user, driver, and walker, I support higher-order transit for addressing congestion and reducing commute times across the city.

I'm quite perplexed, however, by the apparent decision to run a portion of the line above ground through an established neighbourhood, Leslieville. I acknowledge that there are existing GO lines that may appear attractive for new routing but these tracks are already slated for heavy usage increases with GO Regional Expansion. Further, they're bordered by homes, stores, and community centres.

The addition of two new tracks for the Ontario Line, running at 90-second frequency seems incongruent to a walkable, treed neighbourhood.

Toronto has delivered subways (below ground) to Vaughan and plans to deliver a subway (below ground) to Scarborough, both low-density, car-based areas. I recommend the city core receive at least the same level of service as other parts of the city.

Respectfully

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Construction work on Hopedale.  
**Date:** Wednesday, March 04, 2020 9:51:33 AM  
**Attachments:** [image001.png](#)  
[image001.png](#)

---

Thanks for the response. This is helpful.

[REDACTED]

On Wed., Mar. 4, 2020, 9:48 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for your email. The proposed alignment goes under Minton Place which is where a lot of the boreholes have been drilled. The geophysical survey in the area on Hopedale helps provide a better understanding, generally, of the subsurface conditions in the area and is meant to confirm the trends in the soil data obtained along Pape Avenue and Minton Place.

Hope that helps.

Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** March-03-20 3:15 PM  
**To:** Ontario Line  
**Subject:** Construction work on Hopedale.

Hello,

I noticed that there was core drilling happening on the driveway of a home on the north side of Hopedale at the top of Stanhope. I think this is about 30-50m away from Minton Pl and Hopedale. Can you advise what the purpose of this drilling so far away from the initial intersection listed on the notices on the Ontario Line website?

Thanks,



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**From:** [Ontario Line](#)  
**To:** [Metrolinx Customer Relations](#)  
**Subject:** RE: 301-468295-Y6X7D0 > Customer Service > General Inquiry EM0002363368  
**Date:** Thursday, February 27, 2020 11:15:00 AM  
**Attachments:** [image001.png](#)

---

Hi Andrea,  
Sorry for the delay. I'll get in touch with the person.

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



**From:** Metrolinx Customer Relations  
**Sent:** February-27-20 9:02 AM  
**To:** Metrolinx Customer Relations; Ontario Line  
**Subject:** RE: 301-468295-Y6X7D0 > Customer Service > General Inquiry EM0002363368

Good morning,

Has anybody had a chance to review this?

Thank you,

Andrea C

----- Original Message -----

**From:** Metrolinx Customer Relations  
**Received:** 2/24/20 2:48 PM  
**To:** ontarioline@metrolinx.com  
**Subject:** 301-468295-Y6X7D0 > Customer Service > General Inquiry EM0002363368

**\*\*RESPONSE REQUIRED\*\***

The following customer concern requires your attention. Response is required.

If you have access to the Contact Management system you may access the case directly by clicking on the following link.

[Case Number: 301-468295-Y6X7D0](#)

**If you are responding to the case via email please do not change the subject line.**

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Case Number: [301-468295-Y6X7D0](#)

Channel Received: **E-comment**

Date of Receipt: **2/12/20 12:01 PM**

Incident Date: **2/12/20**

Incident Time: **N/A**

Service Category: **Customer Service**

Complaint Code: **General Inquiry**

Office: **Customer Contact Centre**

---

CSR Name: [REDACTED]

CSR Comment:

Hello Ontario Line,

can you help me with messaging regarding the resident questions.

I have pasted below.

I live on the Ontario Line route. I support more transit to move people into the city and within the city. I would like a subway line that is buried - not above ground. I feel that spending more money to completely bury an additional transit line is worth it. I do not support a mixed above ground/below ground line.

1. I am concerned about the noise of very frequent trains
2. I do not like the use of the rail corridor for subway near Dundas and Carlaw making future train expansion on that line impossible.
3. I do not like the indoor/out door path of trains increasing the likelihood of transit delays.
4. I do not like the choice to throw out a previously studied plan. This was a waste of taxpayer money.

How can I have my view as a person who will use that line and have their house affected by that line heard?

Thank you,

██████

---

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

---

## Customer Comment

---

**Subject: I live on the Ontario Line route. I support more transit to move people into the city and within the city. I would like a subway line that is buried - not above ground. I feel that**

Message:

I live on the Ontario Line route. I support more transit to move people into the city and within the city. I would like a subway line that is buried - not above ground. I feel that spending more money to completely bury an additional transit line is worth it. I do not support a mixed above ground/below ground line.

1. I am concerned about the noise of very frequent trains
2. I do not like the use of the rail corridor for subway near Dundas and Carlaw making future train expansion on that line impossible.
3. I do not like the indoor/out door path of trains increasing the likelihood of transit delays.
4. I do not like the choice to throw out a previously studied plan. This was a waste of taxpayer money.

How can I have my view as a person who will use that line and have their house affected by that line heard?

[REDACTED]

---

**From:** Joshua Patel  
**Sent:** Friday, February 21, 2020 9:47 AM  
**To:** [REDACTED]  
**Cc:** Ontario Line  
**Subject:** RE: Form submission from: Contact

**Categories:** Josh

Good morning [REDACTED],

Thanks for your email. I understand your concerns and we will be working closely with the community to share any details about impacts. We will know more about the potential property impacts as the project moves through further design stages, which will inform property requirements. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. Once we have a firm understanding of what's needed, we will reach out individually to impacted property owners.

Regarding the information session you referenced below, I'm unaware of our Ontario Line team hosting any information sessions at Queens Quay/George Brown. We just finished a round of consultations and will be hosting more of these sessions in the Spring. We may have a little more information to share at the Spring sessions. If you're interested in viewing a digital version of the presentation boards from the last Open Houses, you can find them here:

[https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small\\_file\\_size-60611173-aoda\\_0.pdf](https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small_file_size-60611173-aoda_0.pdf)

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** February-20-20 6:28 PM  
**Cc:** Joshua Patel  
**Subject:** Re: Form submission from: Contact

Hello,

Based on the current development plans, do you have a list of homes/ properties that will be demolished for the expansion around Jimmie Simpson park to occur? I believe it is for the Ontario line. Furthermore, I know there is an information night next week by Queens Quay/ George Brown. Is any information, including the development plan site maps, available online at this moment?

Thank you

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, February 20, 2020 10:57 AM  
**To:** Ontario Line  
**Subject:** Re: Joining the Ontario Line mailing list

**Categories:** Katherine

Thanks Katherine! I've just signed up and look forward to following along with the updates. Thanks for your work on this project!

On Tue, Feb 18, 2020 at 10:09 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED],

Thank you for your interest in the Ontario Line. If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>. Your postal code is required, otherwise I would have signed up for you.

Thank you,

**Katherine Abraham**

Community Relations & Issues Specialist



**From:** J [REDACTED]  
**Sent:** Friday, February 14, 2020 3:07 PM  
**To:** Ontario Line  
**Subject:** Joining the Ontario Line mailing list

Hi there,



I'm a resident in the King and Bathurst neighbourhood and would like to sign up for any future emails/newsletters to follow along for updates and any events happening relating to the Ontario Line. Could you please add me to the subscription list?

Thank you!



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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: Science Centre Open Hosue Jan 2020  
**Date:** Tuesday, February 18, 2020 12:33:26 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Thank you Katherine. I'll sign up to follow progress.

Cheers,  
[REDACTED]

-----Original Message-----

**From:** "Ontario Line" <ontarioline@metrolinx.com>  
**Sent:** Tuesday, February 18, 2020 10:31am  
**To:** [REDACTED]  
**Subject:** RE: Science Centre Open Hosue Jan 2020

Good morning [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share your concerns about the proposed routing at Overlea and the location of the proposed maintenance facility with our project team.

To be kept up to date on information about the Ontario Line project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

Katherine Abraham  
Community Relations & Issues Specialist



**From:** [REDACTED]  
**Sent:** Friday, February 14, 2020 11:34 AM  
**To:** Ontario Line  
**Cc:** kwynne.mpp.co@liberal.ola.org  
**Subject:** Science Centre Open Hosue Jan 2020

Good Morning Metrolinx Folks,

Thank you for assembling the presentation materials and providing reasonably well informed people to share it with us.

As one of the consultants shared with me, this concept was an exercise in gathering public input based on the government's initial effort to "Put a line on a map."

Taking that as my lead, I would say that, while there are some positives of that line, particularly as it goes south along Don Mills, it's highly questionable as it turns west along or behind Overlea. Having an elevated line in that area could prove negative by way of bisecting the neighbourhood, and creating a rather unattractive and noisy industrial element in the area.

More troubling is the maintenance yard location which appeared to be proposed for prime parkland! When a number of us questioned that location, and suggested the site be moved into the existing OSC parking lot (or most of it), the reaction from your consultants was unimpressive.

Clearly, this line has not been well thought out. Fair enough. But some elements impressed me as cynical grandstanding by the Ford government. The thinking being: "We're not really committed to this, so let's just toss up a vague plan with plenty of objectionable elements to ensure this whole idea is mired in pointless debate for years. Then we can blame the objectors for slowing progress."

Let's not forget that Doug Ford and his brother once killed a thoughtful transit plan after \$100 million had been invested in - and they did it for political reasons. Given the current provincial government's track record of policy pronouncements, back-tracking and politically motivated stupidity (burning through \$250 million to cancel renewable energy projects), my confidence in their vision for the future is low.

That isn't cynicism talking - it's history. Hopefully, I'm wrong and subsequent presentations will help move the needle in a more positive direction. Please keep me posted and thanks again for the initial effort.

[REDACTED]



[REDACTED]

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[REDACTED]

---

**From:** Ontario Line  
**Sent:** Tuesday, February 18, 2020 10:52 AM  
**To:** [REDACTED]  
**Subject:** RE: Feedback on Ontario Line

Good morning [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share your concerns with our project team.

The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts, and potential for partnering with developers. We will continue to refine the exact alignment as more planning work is done, as part of the Preliminary Design Business Case.

To stay up to date on information about the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



**From:** [REDACTED]  
**Sent:** Thursday, February 13, 2020 9:21 PM  
**To:** Ontario Line  
**Subject:** Feedback on Ontario Line

Dear Metrolinx,

What is important to me about the Ontario Line is that it provides subway service that takes pressure off the Yonge Line. I want the line to be underground with input from affected communities along the line.

I want an environmental assessment performed similar to the one done for the Relief Line. I don't want the environmental assessment process that is shortened in any way.

I would like transparency regarding the public consultations carried out by Metrolinx. I would like more open houses held in venues bigger than the Metropolitan Community Church. I would also like more Metrolinx staff to be able to answer questions at open houses. The open house at Metropolitan Community Church was useless.

I would like to have more detailed information about the design of the Ontario Line, the stations and the properties that would be expropriated for the transit line. I would like to hear more about any other consultations you're holding, e.g. with developers.

I would also like to hear about the timeline and the project costs for the Ontario Line.

Sincerely,

A solid black rectangular box used to redact a signature.

[REDACTED]

---

**From:** Ontario Line  
**Sent:** Tuesday, February 18, 2020 11:13 AM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line question

Good morning [REDACTED],

As you've noted, rat infestation is a long-standing issue in the city of Toronto. Because rodents live in extensive underground networks with many entrances and exits, it is difficult to control their migration. As such, there isn't much Metrolinx or our contractors can do in response. There are steps residents can take to protect their properties from pests; the City of Toronto has prepared a [Fact Sheet](#) about rat control in the city.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



-----Original Message-----

**From:** [REDACTED]  
**Sent:** Wednesday, February 12, 2020 1:40 PM  
**To:** Ontario Line  
**Subject:** Ontario Line question

>  
> Hi there,  
>  
> Thanks for sharing updates.  
>  
> Unfortunately we were not able to attend the info sessions due to work schedule.  
>  
> There is one particular issue which I am not sure was raised or if it's on your radar. Big expansions or construction projects like the underground tunnels proposed in the Ontario line tend to disrupt rodent populations. It has been documented that with this disruption the rodents often flee to surrounding homes.  
>  
> This is a big concern for us as we live in close proximity to the proposed construction. Has this been raised by anyone as a concern? I realize this is one of several issues. Do you know of any mitigation plans that are in place for rodent control. We have small children as does the rest of the neighbourhood and are concerned about the risks that come with infestation and disease. Rats are particularly hard to eradicate so is there a strategy to help residents who are vulnerable to this risk?  
>  
> Thank you for considering,  
>

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: TRACC for Ontario line travel time analysis  
**Date:** Tuesday, February 18, 2020 12:40:00 PM  
**Attachments:** [REDACTED]

---

Good afternoon [REDACTED],

Thank you for your interest in the Ontario Line project. We will share your feedback and the information below with the project team.

If you'd like more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). To receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

Katherine Abraham  
Community Relations & Issues Specialist



**From:** [REDACTED]  
**Sent:** Tuesday, February 11, 2020 8:08 AM  
**To:** Ontario Line  
**Subject:** TRACC for Ontario line travel time analysis

Hello, I wonder if it would be possible to please forward this to one of the planners working on the Ontario line. I believe this may be of interest.

[REDACTED]

---

I am pleased to announce that the travel time analysis software TRACC, which has become a standard with Transportation Planners in the UK, is now available for purchase in North America.

Examples of where TRACC is already being used on this side of the pond include;

- TRACC is being used by **OC Transpo in Ottawa** to assist in transit route and level of service planning.
- In St Louis TRACC is being used by East-West Gateway Council to analyse accessibility to public transport using a custom designed "Accessibility Index"
- West Vancouver, in BC has used TRACC to determine optimum footbridge location for maximum student walking access to schools.
- California Institute of Technology (Caltech) is getting trained to utilize TRACC as part of their curriculum

image.png



Assuming you are able to see the image...Above is a quick example of a simple map showing public transit access to the White House At 7:00 AM on monday morning. Each contour represents 5 minutes.

This may be of value for the Ontario line where you are assessing public access to different stop options and optimizing routes to reach the maximum amount of the public.

If you are interested, I would be pleased to send you brief case studies on the projects mentioned above. Better yet, if you or anyone else at metrolinx is interested we would be pleased to provide a 15 minute webinar on TRACC's unique capabilities. (basic literature attached)

My company, Centerpoint Analytics LLC are based in the Boston area and are proud to be licenced resellers of TRACC.

Respectfully,

--





[REDACTED]

---

**From:** Ontario Line  
**Sent:** Tuesday, February 18, 2020 4:37 PM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Public Open House : Feedback.

Thank you, [REDACTED]. I've added this to your feedback.

All the best,

**Katherine Abraham**  
Community Relations & Issues Specialist



**From:** [REDACTED]  
**Sent:** Friday, February 07, 2020 8:29 AM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line Public Open House : Feedback.

Please add this to my feedback, just read an article that might be of interest (building with wood) when it comes to the design of stations and other building such as the maintenance facility. [REDACTED]

<https://www.cbc.ca/news/technology/what-on-earth-newsletter-wood-buildings-climate-migrants-1.5454418>

On Thu, Feb 6, 2020 at 3:39 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

You are in fact already signed up!

Thanks,

**Katherine Abraham**  
Community Relations & Issues Specialist



**From:** [REDACTED]  
**Sent:** Thursday, February 06, 2020 2:43 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line Public Open House : Feedback.

Postal code is [REDACTED]

You might find that I've already signed up, if not please go ahead and add me.

Thanks [REDACTED]

On Thu, Feb 6, 2020 at 2:32 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

We need your postal code to sign you up for our mailing list. Please provide that at your convenience.

Thanks,

**Katherine Abraham**

Community Relations & Issues Specialist




**From:** [REDACTED]  
**Sent:** Wednesday, February 05, 2020 2:52 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line Public Open House : Feedback.

Hi Katherine

Please sign me up for any monthly newsletters.

Hope our comments help this project .

Yours 

On Wed, Feb 5, 2020 at 2:33 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi ,

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Do you consent to having your email address added to a monthly newsletter if one is produced?

Thank you,

**Katherine Abraham**

Community Relations & Issues Specialist



**From:** [REDACTED]  
**Sent:** Tuesday, February 04, 2020 5:38 PM  
**To:** Ontario Line  
**Subject:** Ontario Line Public Open House : Feedback.

We attended your open house last week, here is our feedback.

*1. What is most important to you about this project?*

- getting Toronto moving
- building momentum in terms of seeing public transit is an ongoing project of improvement. Transit is not one thing it's a mix of buses, surface and underground rail together with cycle paths, traffic control measures giving us walk-able and connected communities.

*2. What would you like to hear more about?*

- the rolling stock (trains). It sounded like Metrolinx is looking at 'off-the-shelf', 'tried and tested' technology rather than custom built. We like the sound of that if it means we can get transit up and running faster, better on-going running costs and overall the project is economically sound and serves the citizens of Toronto.

*3. How would you like to hear from us going forward?*

- monthly update email

*4. Is there anything we missed? Please let us know if you have additional thoughts or concerns about the Ontario Line.*

- as the City of Toronto declared a 'climate emergency', back in October 2019 we need all construction projects, especially those that are major infrastructure to promote sustainability and low impact building techniques. For example, high efficiency heating and cooling of buildings, low energy lighting, green roofs, rain water management, use of innovative building materials, waste management systems, careful disposal of tunnel spoil etc.

- What about collaborations/partnerships with other transit organisations (cities) to bulk purchase infrastructure, i.e. tunnelling machines, track, signalling equipment etc. with better terms. What sort of deal, for instance would we get with Alstom for LRT trains if we purchased along with another Canadian or US city?

- Make this project a 'showcase venture' for excellence in design and sustainability. In the end we want other jurisdictions to come to us for expert advise.

Thanks

--

[REDACTED]

[REDACTED]

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

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[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Ontario Line  
**Sent:** Tuesday, February 18, 2020 12:45 PM  
**To:** [REDACTED]  
**Cc:** Joe Cressy, Ward 10 City Councillor  
**Subject:** RE: Ontario Line: Need for Bathurst/Queen Station and Extension of the Line Westward on Queen to Dufferin Street

Good afternoon [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback regarding the proposed routing and potential station locations. We'll share your concerns and suggestions with our project team for their review.

If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr> For more information on the project in general, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine)

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



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**From:** [REDACTED]  
**Sent:** Sunday, February 09, 2020 3:46 PM  
**To:** Ontario Line  
**Cc:** F [REDACTED]; Joe Cressy, Ward 10 City Councillor  
**Subject:** Ontario Line: Need for Bathurst/Queen Station and Extension of the Line Westward on Queen to Dufferin Street

First of all great to see this project will be moving forward as critical to ensuring Toronto ability to truly become a World Class City.

My advice would be to scrap the diversion of the line down Bathurst to Ontario Place.

Why?

-Not an efficient use of taxpayer funds as the Exhibition grounds are more than adequately served with bus and particularly street car service as well as seasonal use GO train service, which is reflective of the very seasonal nature of the exhibition grounds. The Exhibition/Ontario Place properties are not qualified for such high density subway routing at this time.

-In lieu of completing the Ontario Line extension to Ontario Place, funds could be economically be deployed to:

- At a minimum, put in place a subway station at Bathurst and Queen to allow interconnection with the Bathurst Street cars. This will also allow greater access to the developing art and business district in the Bathurst and Queen area, including the many existing commercial art stores, schools, and theatres adjacent to the Bathurst/Queen intersection.

- Extend the subway line further west to Dufferin Street. This will better serve the natural extension of greater density that is presently occurring along the Queen Street corridor (eg north Liberty Village) and would also allow for an efficient extension of the Queen street subway even further west at a later date including a direct new line to the ex  
Exhibition and Ontario place sites once certainty of much greater density justifies such a connection above what is already being provided. (The name of the line, in recognition of the Province's great financial and inspirational support could remain as planned as the Ontario Line)

Appreciate the opportunity to make these suggestions.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my BlackBerry — the most secure mobile device — via the Rogers Network

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DISCLAIMER: The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, re-transmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer. This email and any file attached should be scanned for viruses. No liability is accepted for any loss or damage resulting from a computer virus, or resulting from a defect in transmission of this email or any attached file.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Question regarding proposed tunneled line on Bathurst  
**Date:** Tuesday, February 18, 2020 4:14:00 PM  
**Attachments:** [image001.png](#)

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Good afternoon [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback.

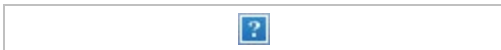
The current proposal for the Ontario Line notes that the line could be in service as early as 2027. We will have more information about construction timelines once we complete necessary procurement work and get detailed market feedback on plans. Procurement for the Ontario Line will begin this year (2020).

That being said, once underway, overnight work will be required to carry out this project. Similar to the Eglinton Crosstown LRT, during the tunnelling stage work will likely take place 24/7.

If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>. For more information on the project in general, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine)

Thank you,

Katherine Abraham  
Community Relations & Issues Specialist



**From:** [REDACTED]  
**Sent:** Saturday, February 15, 2020 10:37 AM  
**To:** Ontario Line  
**Subject:** Question regarding proposed tunneled line on Bathurst

Hi there,

I would like to get a bit more information on the impact of constructions that may come with the Ontario Line. As someone who lives on [REDACTED] I wonder in particular about the proposed time it will take for the construction in my neighbourhood and how this will impact my quality of living in terms of noise and vibration.

I have lived through condo constructions around me and it was not a pleasant experience. Will this project involve drilling overnight as with the crosstown one?

I understand that it may be too early to give me the detail but just an idea of what to expect and how it will impact my well being would be good to know.



[REDACTED]

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**From:** Ontario Line  
**Sent:** Friday, February 14, 2020 9:51 AM  
**To:** [REDACTED]  
**Subject:** RE: Feedback Form from Jan 28 Open House

Hi [REDACTED],

Thanks for your email and for sharing your feedback and concerns with us. We'll make sure to share this with our project team.

We will have more information to share in the coming months. If you're interested, you can also sign up to receive regular project updates including our next round of Open Houses via our digital newsletter - <http://eepurl.com/gPcesr>.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** February-10-20 12:11 PM  
**To:** Ontario Line  
**Subject:** Feedback Form from Jan 28 Open House

Hello -

I wanted to send an email as my Feedback Form follow up from the Jan 28 Winter open house at Metropolitan Community Church of Toronto Social Hall.

I have to say that the lack of specific info about how, when and what areas will be affected by the proposed Ontario Line construction was rather disappointing.

I, like all in my neighbourhood near Jimmy Simpson Park are strong supporters of the expansion of public transit. That said, I am absolutely opposed to an above ground line and am firmly of the belief that this needs to be underground where the current above-ground area through Riverdale/Leslieville is proposed.

An above ground line will wreak havoc on this neighbourhood and will have a profoundly negative affect on the quality of life in this area. To take on a project of this magnitude but cut a corner like this is not the way to proceed. Of course it will cost more money but that should simply be considered the cost of creating the best version of this transit improvement.

I look forward to more detail at the next open house in our area.

regards,

[REDACTED]

[REDACTED]

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**From:** Ontario Line  
**Sent:** Thursday, February 13, 2020 1:47 PM  
**To:** [REDACTED]  
**Subject:** RE: My thoughts on ontario line

Good afternoon [REDACTED]

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Take care,

Sara Wilbur | METROLINX

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**From:** [REDACTED]  
**Sent:** February-13-20 1:11 PM  
**To:** Ontario Line  
**Subject:** My thoughts on ontario line

Hi Metrolinx,

I am writing this email to share my thoughts on the plan.

I checked the planned stops and i noticed first two stops are exhibition and king bathurst.

I am wondering if the fort york/ cityplace area, which sits in the middle of those two stops could be considered as one additional potential stop.

The reason for that is the population from this area is very very high. Only speaking for cityplace, it has population as high as 13,500, double the ones in liberty village. And fort york area also has lots of condos, which i think at least 7000 people living there.

This area is probably one of the most high dense community in downtown. Currently is only covered by one line of ttc bus. The demand here for the convenient transportation is very high and now it is under-supplied.

I do hope when you plan the ontario line, please take this area into consideration.

Thanks,

[REDACTED]

[REDACTED]

---

**From:** Ontario Line  
**Sent:** Wednesday, February 12, 2020 10:27 AM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line feedback

Hi [REDACTED],

Thanks for your email. We understand your concerns and will be working closely with the community to share any details about impacts. We will know more about the potential property impacts as the project moves through further design stages, which will inform property requirements. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. Once we have a firm understanding of what's needed, we will reach out individually to impacted property owners.

We will also provide more information at the upcoming public engagement events this spring. We expect to have more details to share in the coming months, when we will have completed further design work.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



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**From:** [REDACTED]  
**Sent:** February-05-20 6:43 AM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line feedback

Hi. I have started to see numerous references to demolishing Jimmy Simpson park. Can you advise if this is currently part of the plans? If so what is the plan for homeowners close to this corridor are homes being expropriated? I can't imagine this isn't already known considering the timelines this project has published and the phase the design is at.

If the answer is this isn't known at what point in time will these questions be answered.

Sent from my iPhone

On Jan 30, 2020, at 8:30 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

**Joshua Patel**

Community Relations and Issues Specialist, Capital Projects

**METROLINX**

T: 416.202.5100

<image001.png>

-----Original Message-----

From: [REDACTED]

Sent: January-27-20 6:35 AM

To: Ontario Line

Cc: councillor\_fletcher@toronto.ca

Subject: Ontario Line feedback

I am unable to attend the meeting this week re the Ontario Line.

I would like to register my current view that this line should be a subway as the relief line was to be particularly in the area south of pape to corktown.

- Above ground rail reduces space otherwise usable for housing which is in great shortage In Toronto. How has housing and effective land use been factored into the assessment of this new plan.

- this new plan has all rail coming into downtown on one right of way. I do not see how this is a good idea. Should there be any issues ( flooding etc) the entire train connections to the downtown from the east would be disrupted Can metrolinx please comment on the rationale for overloading one route above ground into the downtown core from the east.

Thank you listening.

[REDACTED]

Sent from my iPhone

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Unanswered Questions  
**Date:** Wednesday, February 12, 2020 9:57:00 AM  
**Attachments:** [image001.png](#)

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Hi [REDACTED],

Thanks for your email and apologies for the delay in response time – we've been receiving a very high volume of emails. I'm sorry that you weren't able to find all the answers to your questions at our Open Houses. We are still in the pre-EA phase for the project and are still doing a lot of studies and investigation work that will help with the final designs for the project.

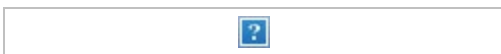
Safety is a top priority at Metrolinx and I can assure you that the Ontario Line will be built and operated with the highest safety standards. We will have more information about construction timelines once we complete necessary procurement work and get detailed market feedback on plans. Procurement for the Ontario Line will begin in 2020.

There will be many opportunities for people to provide input and learn more about what the project means for them throughout its lifecycle. All the feedback we've received in our inbox and through the Open Houses is being consolidated and will be shared with our project. We will be sharing environmental studies and reports for review and comment throughout the formal EA process, as well as conducting many other engagement events outside of that process.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** February-03-20 5:09 PM  
**To:** Ontario Line  
**Subject:** Unanswered Questions

Hello

I attended your info session for the Ontario line last week and was not able to get an answer to these question.

1. Is it allowable to have a TTC equipment running in the same corridor as the train system?  
This would be the Gerrard to Eastern above ground section.

The locomotives look like they would do a lot of damage to a TTC subway car if there was

ever an accident? The construction of the rail cars looks to be to much higher standard than the subway cars. Transport truck vs a sedan was one comment.

2. During construction expectations are that streetcars will be suspended from Queen Street based on previous examples of how this work affects roads and station construction. Major disruption for how many years? What will the impact be on the other lines coming out of the Leslie street barn for diversions and blockages over the 3 years this will likely take.

3. Has Richmond Street been considered as another option and if it has why was it rejected.

4. There seem to no information other than it will allow us to build more as the reason for going above ground at Gerrard and further south. What is being done to assess the damage this project will do to this neighbourhood? What cost will be an acceptable trade off? What is the cost of putting this section underground?

5. No one was sure how you would get the TTC tracks on the outside of the train tracks. It would require the rail lines to cross the train tracks at 2 locations. Assuming it would be the northbound track at both locations. This is assuming the posters were reflecting the intention. If not then the current model we see at Go stations with platforms in the centre will require more space at these few station locations. The posters did not show the additional 2 platforms required to get people on and the stations. In the existing above ground corridor this is a big expansion with much greater implications for the area.

6. Many people seemed very unhappy with the sales pavilion aspect of this process. Many said it was a done deal and you are only going thru the motions for process and nothing else.

I look forward to your response



[REDACTED]

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**From:** Ontario Line  
**Sent:** Wednesday, February 12, 2020 10:15 AM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line : Questions and Concerns - please respond.

Good morning [REDACTED],

Thanks for your email and interest in the project. We understand your concerns and are working to get you more answers. We are still in the pre-EA phase for the project and are still doing a lot of studies and investigation work that will help with the final designs for the project. We will have more information to share in the coming months. We will also have another round of consultations this spring where we'll have some more information to share.

We will have more information about construction timelines once we complete necessary procurement work and get detailed market feedback on plans. Procurement for the Ontario Line will begin in 2020. Metrolinx has a number of measures it can take to reduce and manage impacts to residents and communities, both during and after construction, which we will use whenever and wherever necessary.

The Ontario Line will have a Community Relations team with Community Relations Offices along the line to better serve the community. We are also always available via phone or email.

Hope that helps answer some of your questions. Feel free to reach out if you have any additional questions.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



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**From:** [REDACTED]  
**Sent:** February-07-20 4:46 PM  
**To:** Ontario Line; Councillor Paula Fletcher; Tabunsndp@gmail.com  
**Cc:** [REDACTED]  
**Subject:** Ontario Line : Questions and Concerns - please respond.  
**Importance:** High

Good Afternoon,

While we have attended several of the community meetings that Metrolinx has organized, we still have many unanswered questions about the Ontario Line. We are very concerned and have the following questions:



1. When and how will Metrolinx make drawings and schematics available for the following:
  - The depth and exact dimensions of the subway tunnel along Pape Avenue.
  - The portal that's being constructed off of Minton Place.
  - The bridge that is being constructed over the Don Valley.
  - The elevated guide way along Overlea Boulevard.
  - The Cosburn, Thorncliffe and Flemington Stations.
2. How will the noise decibel levels which have been legally set by the Ontario provincial government be adhered to and enforced? <https://www.ontario.ca/page/noise-our-environment>.
  - ***Who are the Metrolinx, City of Toronto and Ontario government's representative for citizens to launch their formal grievances regarding unacceptable noise levels.***  
***This includes during daily construction, daily operation and ongoing maintenance.***
3. What exactly will be the level of vibration that will occur and effect our homes - especially those in close proximity to the line – and how will it be measured?
  - ***Who are the Metrolinx, City of Toronto and Ontario government's representative for citizens to launch their formal grievances regarding unacceptable levels?***  
***This includes during daily construction, daily operation and ongoing maintenance.***
4. What exactly will be the alternate traffic routes while Pape Avenue is under construction? Our neighborhood streets (The Golden Triangle for example) do not have the capacity or space to accept heavy vehicular traffic including buses and commercial trucks. Our neighborhood streets are completely residential with families, small children etc., and are not designed for this type of traffic. Especially in winter months.
5. What is the designated location(s) to store the multitude of construction vehicles, equipment, materials, waste, staff vehicles - during the on-going construction?
6. What exactly are the protocols and safeguards that will be **implemented** and **enforced** by Metrolinx, The City of Toronto and the Ontario government to protect and respect our residential streets surrounding Pape Avenue during construction disruption?
7. ***Who are the Metrolinx, City of Toronto and Ontario Government's representatives for citizens to launch their formal grievances for any damages that occur to our properties and homes during and post construction of the Ontario Line?***

[REDACTED]

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**From:** Ontario Line  
**Sent:** Wednesday, February 12, 2020 10:25 AM  
**To:** [REDACTED]  
**Subject:** RE: Impact on community centre, rink and park

Hi [REDACTED]  
Thanks for your email. We understand your concerns and will be working closely with the community to share any details about impacts. We will know more about the potential property impacts as the project moves through further design stages, which will inform property requirements. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. Once we have a firm understanding of what's needed, we will reach out individually to impacted property owners.

We will also provide more information at the upcoming public engagement events this spring. We expect to have more details to share in the coming months, when we will have completed further design work.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** February-06-20 9:16 AM  
**To:** Ontario Line  
**Subject:** Impact on community centre, rink and park

To whomever it may concern,

I'm a homeowner in the area, and I'm wondering what the impact of the proposed line will be on the Jimmy Simpson community centre, park and outdoor rink? My concern comes from the fact that the ontario line runs right alongside it and it would necessitate expansion of the rail bed.

Will the rink and park survive the expansion?

Regards,

[REDACTED]

[REDACTED]

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**From:** Ontario Line  
**Sent:** Tuesday, February 11, 2020 12:58 PM  
**To:** [REDACTED]  
**Subject:** RE: King-Bathurst subway planning

Hi [REDACTED],  
Thanks for your email and the suggestion. We will definitely pass this along to our planning team.

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** February-08-20 8:49 AM  
**To:** Ontario Line  
**Subject:** King-Bathurst subway planning

Dear Metrolinx planning committee,  
I am thrilled with the idea of our subway expansion. Especially as it will come very near where I reside and own a condominium since 2000.  
I am proud to say that although I own a car I see myself walking or TTC' ing most of the time.  
My 17 years old car barely show 60,000 km !

I am sure you have heard or read about millions of location suggestions.  
May I suggest an approach for the King/Bathurst station that I think would please many and work very well for both, the residential community as well as your organization during and after the construction process.

How about the **STACK market** location .

- No residential building near.
- Lots of unused land that could even include an underground parking or drop off zone for cars
- . Closer access for the residents across south of the Bathurst bridge.
- The soil removed could be use for the Park project covering the tracks along Front.
- Corridors access could be built leading to exits at King/Bathurst corners in one or some of the upcoming high-rise. Therefore still motivating them in playing a financial part.

The train could go down Spadina and veer off on to Front Street, all the way to Bathurst. Then off to exhibition above ground from there.

I feel by taking this approach it would disrupt the least number of residents while excavating and after.

Give it some thoughts

I'll leave this in your very capable hands thank you



[REDACTED]

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**From:** Ontario Line  
**Sent:** Tuesday, February 11, 2020 10:54 AM  
**To:** [REDACTED]  
**Subject:** RE: Proposed Ontario Line subway and Ontario Environmental Assessment Act!

Thanks [REDACTED] I'll pass that along to our project team.

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



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**From:** [REDACTED]  
**Sent:** February-07-20 4:45 PM  
**To:** Ontario Line  
**Subject:** FW: Proposed Ontario Line subway and Ontario Environmental Assessment Act!

February 7, 2020  
Joshua Patel, Community Relations Specialist, Capital Projects, Metrolinx:

I have reviewed the below panels presented at recent Open Houses for the proposed Ontario Line subway. I notice how Requests for Proposals is in advance of release of Environmental Reports. To be fair and transparent with potential Bidders it may be appropriate to release Environmental Reports before the Request for Bidders.

This slight amendment may reduce potential Claims and delays by contractors during construction. Potential Bidders should have all available information before preparing their bids.

Just a suggestion for your Management Team to evaluate and consider.

Thank you for the opportunity to provide input.

Again, the above is simply a suggestion for your professional staff to consider.

Most Kindly,

[REDACTED]  
[REDACTED]

---

**From:** [Ontario Line](#)  
**Sent:** February 7, 2020 10:15 AM  
**To:** [REDACTED]  
**Subject:** RE: Proposed Ontario Line subway and Ontario Environmental Assessment Act!

Hi [REDACTED],

Please click here to view the digital panels- [https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small\\_file\\_size-60611173-aoda\\_0.pdf](https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small_file_size-60611173-aoda_0.pdf)

Best,

**Joshua Patel**

Community Relations and Issues Specialist, Capital Projects

**METROLINX**

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** February-07-20 10:12 AM  
**To:** Ontario Line  
**Subject:** FW: Proposed Ontario Line subway and Ontario Environmental Assessment Act!

Joshua Petel:

I am unable to find the display panels for the recent Open houses for the Ontario Line on the below link.

Is it possible for you to send these panels to me directly as an attachment to an email?

This would be extremely helpful.

Kindly,

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** February 7, 2020 9:45 AM  
**To:** [Ontario Line](#)  
**Cc:** [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca); [lindsey.parkco@pc.ola.org](mailto:lindsey.parkco@pc.ola.org); [caroline.mulroney@pc.ola.org](mailto:caroline.mulroney@pc.ola.org); [REDACTED]  
**Subject:** RE: Proposed Ontario Line subway and Ontario Environmental assessment Act!

Joshua Patel, Community Relations and Issues Specialist, Metrolinx:

Thank you so much for your initial response as I was feeling shunned by your Organization.

I look forward to a detailed response as to the type of EA underway for the Ontario Line. Is it a Class EA or an Individual EA?

Kindly,

[REDACTED]  
[REDACTED]

Cc: Honourable Caroline Mulroney, Ontario Minister of Transportation

Cc: Lindsey Park, MPP, Durham Riding

[REDACTED]

---

**From:** [Ontario Line](#)  
**Sent:** February 7, 2020 9:26 AM  
**To:** [REDACTED]  
**Subject:** RE: Proposed Ontario Line subway and OntEnvironmental assessment Act!

Good morning [REDACTED],

Sorry for the delay, we've been receiving a very high volume of emails. The Ontario Line project will be undergoing an environmental assessment under the OEAA but we are still in the pre-EA phase. At this time, we don't have more information to share about the EA but we will have more information to share over the next few months.

If you're interested, a digital version of our open houses is available through our website - [www.metrolinxengage.com](http://www.metrolinxengage.com). You'll find a digital copy of the open house boards available there, as well as the opportunity to leave us feedback.

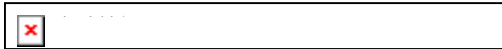
Hope this helps.

Best,

**Joshua Patel**

Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** January-11-20 12:53 PM  
**To:** Ontario Line  
**Cc:** cindy.batista@ontario.ca  
**Subject:** FW: Proposed Ontario Line subway and OntEnvironmental assessment Act!

Sara Wilbur, Metrolinx:

I am to understand that Metrolinx is undertaking an environmental assessment for the proposed Ontario Line subway in Toronto.

Please explain to me if this is a Class EA or an Individual EA in accordance with the Ontario Environmental Assessment Act.

Thank you in advance for responding and clarifying.

As well thank you so much for responding to my questions. I am simply asking questions out of interest sake.

I am very pleased to see that Public Open Houses or PIC's are planned for January.

I am disabled and unable to attend the upcoming PIC's. I appreciate your Office keeping me updated via email. Please explain how I can access the Panels for the upcoming PIC's via the internet or alternatively simply submit to me via email.

Most Kindly,

[REDACTED]  
[REDACTED]

Cc: Cindy Batista, Transit Officer, Environment Approvals Branch, MOECP

---

**From:** [Ontario Line](#)  
**Sent:** January 10, 2020 3:30 PM  
**To:** [REDACTED]  
**Cc:** [cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca) ; [John Tory](#)  
**Subject:** RE: Proposed Ontario Line subway and Ont. Environmental assessmentAct!

Hi [REDACTED]

Thank you for reaching out about the Ontario Line and the Ontario Environmental Assessment Act. Metrolinx is undertaking planning and design work, including environmental work, in compliance with all applicable legislation and regulations.

Environmental fieldwork and desktop studies are currently underway to inform planning of the Ontario Line. The work will make use of previously completed environmental studies, including those carried out for the Relief Line North and Relief Line South, and will cover the entire extent of the Ontario Line. Potential impacts, including noise, vibration, construction impacts, and changes in land use for the project will be identified and mitigated. Once completed, these reports will be shared with the public for review.

You can always visit [Metrolinx.com/Ontarioline](https://www.metrolinx.com/ontarioline) for project updates and join the mailing list on that page to have updates sent directly to your inbox.

Regards,

Sara Wilbur | METROLINX

---

**From:** [REDACTED]  
**Sent:** December-28-19 2:29 PM  
**To:** Ontario Line  
**Cc:** cindy.batista@ontario.ca ; John Tory  
**Subject:** Proposed Ontario Line subway and Ont. Environmental assessment Act!

Metrolinx:

Now that the Ford Government and City of Toronto have agreed on the route(alignment) of the proposed Ontario Line subway please explain to me how Metrolinx plans to comply with the Ontario Environmental Assessment Act for this proposed project.

As explained to me by Cindy Batista of the MOECP, Metrolinx as the proponent has the responsibility to comply with the Ontario Environmental Assessment Act for this proposed project.

Throughout my 32 year professional engineering career I have never seen an example of where an EA was undertaken after the fact.

Thank you in advance for providing an explanation.

Most Kindly,

[REDACTED]  
[REDACTED]  
[REDACTED]

cc: Cindy Batista, Public Transit Officer, EA APPROVALS BRANCH, Ontario Ministry of Environment, Conservation and Parks

cc: John Tory, Mayor of Toronto

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[REDACTED]

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**From:** Ontario Line  
**Sent:** Tuesday, February 11, 2020 1:30 PM  
**To:** [REDACTED]  
**Subject:** RE: Proposed plans

Hi [REDACTED],

Thanks for your email. We will know more about the potential property impacts as the project moves through further design stages, which will inform property requirements. We understand that residents and businesses want specific details about impacts to their properties as well as community amenities. Once we have a firm understanding of what's needed, we will reach out individually to impacted property owners. We will also provide more information at the upcoming public engagement events. We expect to have more details to share in the coming months, when we will have completed further design work.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects METROLINX

T: 416.202.5100

-----Original Message-----

**From:** [REDACTED]  
**Sent:** February-06-20 4:57 PM  
**To:** Ontario Line  
**Subject:** Proposed plans

Hi,

I currently live and work in the riverdale area, wondering how the proposed transit expansion will affect the no frills plaza. Are plans on the table to expropriate the land in this area?

[REDACTED]

[REDACTED]

---

**From:** Ontario Line  
**Sent:** Friday, February 7, 2020 10:15 AM  
**To:** [REDACTED]  
**Subject:** RE: Proposed Ontario Line subway and Ontario Environmental assessment Act!

Hi [REDACTED],  
Sorry for making you feel that way – that was definitely not our intention. Metrolinx is committed to meeting or exceeding all regulated requirements under EA legislation. If legislation changes then we will have to follow those requirements.

We will have more information to share in the coming months. If you're interested, you can also sign up to receive regular project updates via our digital newsletter - <http://eepurl.com/gPcesr>.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** February-07-20 9:46 AM  
**To:** Ontario Line  
**Cc:** minister.mto@ontario.ca; lindsey.parkco@pc.ola.org; caroline.mulroney@pc.ola.org; brittany.rosen@globalnews.ca  
**Subject:** RE: Proposed Ontario Line subway and Ontario Environmental assessment Act!

Joshua Patel, Community Relations and Issues Specialist, Metrolinx:  
Thank you so much for your initial response as I was feeling shunned by your Organization.  
I look forward to a detailed response as to the type of EA underway for the Ontario Line. Is it a Class EA or an Individual EA?

Kindly,

[REDACTED]  
[REDACTED]

Cc: Honourable Caroline Mulroney, Ontario Minister of Transportation  
Cc: Lindsey Park, MPP, Durham Riding  
Cc: Britany Rosen, Global News

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**From:** [Ontario Line](#)  
**Sent:** February 7, 2020 9:26 AM  
**To:** [REDACTED]  
**Subject:** RE: Proposed Ontario Line subway and OntEnvironmental assessment Act!

Good morning [REDACTED],

Sorry for the delay, we've been receiving a very high volume of emails. The Ontario Line project will be undergoing an environmental assessment under the OEAA but we are still in the pre-EA phase. At this time, we don't have more information to share about the EA but we will have more information to share over the next few months.

If you're interested, a digital version of our open houses is available through our website - [www.metrolinxengage.com](http://www.metrolinxengage.com). You'll find a digital copy of the open house boards available there, as well as the opportunity to leave us feedback.

Hope this helps.

Best,

**Joshua Patel**

Community Relations and Issues Specialist, Capital Projects

**METROLINX**

T: 416.202.5100



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**From:** [REDACTED]  
**Sent:** January-11-20 12:53 PM  
**To:** Ontario Line  
**Cc:** cindy.batista@ontario.ca  
**Subject:** FW: Proposed Ontario Line subway and OntEnvironmental assessment Act!

Sara Wilbur, Metrolinx:

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Thank you in advance for responding and clarifying.

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I am disabled and unable to attend the upcoming PIC's. I appreciate your Office keeping me updated via email. Please explain how I can access the Panels for the upcoming PIC's via the internet or alternatively simply submit to me via email.

Most Kindly,

[REDACTED]  
[REDACTED]

Cc: Cindy Batista, Transit Officer, Environment Approvals Branch, MOECP

---

**From:** [Ontario Line](#)  
**Sent:** January 10, 2020 3:30 PM  
**To:** [REDACTED]  
**Cc:** [cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca) ; [John Tory](#)  
**Subject:** RE: Proposed Ontario Line subway and Ont. Environmental assessmentAct!

Hi [REDACTED]  
[REDACTED]

Thank you for reaching out about the Ontario Line and the Ontario Environmental Assessment Act. Metrolinx is undertaking planning and design work, including environmental work, in compliance with all applicable legislation and regulations.

Environmental fieldwork and desktop studies are currently underway to inform planning of the Ontario Line. The work will make use of previously completed environmental studies, including those carried out for the Relief Line North and Relief Line South, and will cover the entire extent of the Ontario Line. Potential impacts, including noise, vibration, construction impacts, and changes in land use for the project will be identified and mitigated. Once completed, these reports will be shared with the public for review.

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Regards,

Sara Wilbur | METROLINX

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**From:** [REDACTED]  
**Sent:** December-28-19 2:29 PM  
**To:** Ontario Line  
**Cc:** cindy.batista@ontario.ca ; John Tory  
**Subject:** Proposed Ontario Line subway and Ont. Environmental assessment Act!

Metrolinx:

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Throughout my 32 year professional engineering career I have never seen an example of where an EA was undertaken after the fact.

Thank you in advance for providing an explanation.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

cc: Cindy Batista, Public Transit Officer, EA APPROVALS BRANCH, Ontario Ministry of Environment, Conservation and Parks

cc: John Tory, Mayor of Toronto

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[REDACTED]

---

**From:** Ontario Line  
**Sent:** Thursday, February 6, 2020 2:34 PM  
**To:** [REDACTED]  
**Subject:** RE: Community Consultations

Hi [REDACTED],

Thanks for the feedback. We'll take those suggestions into account for our next round of consultations. I forgot to mention, that for people that weren't able to attend our Open Houses we hosted online engagement through our website – [www.metrolinxengage.com](http://www.metrolinxengage.com). Digital copies of the boards are available on that website along with the opportunity to leave us feedback.

Thanks again for the suggestions. I'll be sure to pass them along.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** February-05-20 7:05 PM  
**To:** Ontario Line  
**Subject:** Re: Community Consultations

Hi Joshua,

Thank you for your reply. Though it seemed more important to you to "school" me in the things you have done than to listen to my complaint.

I work in a community organization, I am sure you have done many of the things you mentioned in the above, what I am telling you is that it was inadequate. Case in point, tens of millions of riders access GO and the TTC on an annual basis, yet you and your organization feel 100,000+ mailers is adequate. Not to mention, I live in Parkdale, near where a station is supposed to be: there has been no mail to my address, there have been no signs on the 504 to Dundas West that I take every day.

This is a critical project that is a potential remedy for a very unsafe situation. Public transportation in Toronto is dangerous, someone is going to be critically hurt by the overcrowding if they haven't been already. There should be ambassadors at major stations conducting surveys and interviews, you should have web portals. Local Toronto City Councillors should be hosting town halls in their respective Wards along the line, the TTC should be involved in this process.

This is all to say if someone in their late 20's with a full-time job who commutes every day and is active on social media isn't seeing your ads until they are too late - then you're not doing enough. Though it is my duty as

a citizen to engage in important projects like this, it is not my responsibility. Though it is the responsibility of Metrolinx to conduct meaningful consultations.

Your organization exists to serve the people of Ontario, please consider all people of Ontario in your next round of consultations.

On Tue, Feb 4, 2020 at 8:38 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for sharing your feedback with us. We're sorry you didn't see information about our Open Houses prior to the third one. We did promote these Open Houses widely through a number of different channels. These included postcard mail outs through Canada Post to 100,000+ addresses along the route, advertisements in local newspapers, advertisements on social media, emails to community groups and elected officials and digital advertisements on the TTC. If there are any other suitable channels that you'd like to share with us, we're more than happy to take them into consideration.

We will be hosting another round of these Open Houses in the Spring where we'll be able to share more of our findings with the community.

We've invited attendees at our Open Houses to also sign up to receive email updates directly through our e-newsletter. You can sign up to receive regular updates about the project here, including community consultations-  
<http://eepurl.com/gPcesr>

Best,

**Joshua Patel**

Community Relations and Issues Specialist, Capital Projects

**METROLINX**

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** February-03-20 4:37 PM  
**To:** Ontario Line  
**Subject:** Community Consultations

Hello,

I am a very concerned citizen. Your timeline for this new line is completely insane.

The community consultations, for instance, have been poorly communicated. You need to do better here.

I am a fairly active person in Toronto. Travelling around the city attending different events for work and pleasure, and not once in my travels both physically and online did I see mention of the community meetings until after two of them had already happened.

This is unacceptable behaviour from a Crown Corporation. Yes, you could list a number of reasons as to why I didn't see anything. Posters removed (though known were placed), Facebook/Instagram algorithms, etc. but in reality, a politically charged and city changing project like this deserves more than four consultations, it deserves more than just community meetings.

You need our input to provide services for us better.

Because transportation in the city is so poor already many of the locations you are hosting are hard to get to for many folks. These meetings **MUST** be low barrier, and in their current form, they are not.

Please inform me of ways you're addressing this issue and any remedies you can provide in the meantime would be helpful.

Thanks in advance,

From: Ontario Line  
Sent: Thursday, February 6, 2020 9:47 AM  
To: [REDACTED]  
Subject: RE: Ontario Line Open House Feedback

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your thorough feedback. Your comments will be shared with our project team for their review and consideration.

The next round of public consultation meetings are expected in spring.

In the meantime, if you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Wednesday, January 29, 2020 4:09 PM  
To: Ontario Line  
Cc: [REDACTED]  
Subject: Ontario Line Open House Feedback

Hello,

I attended the open house at the Ontario Science Centre. For a first look it was fine but there are points to discuss.

- \* Elevated trains are a BIG NEGATIVE!
  - ugly, noisy, a wasteland underneath.
  - Thorncliffe Park and Don Mills Rd. are residential and shopping areas. An elevated train would destroy this.
  - The Ontario Science Centre would look terrible with an elevated train in front of it to block the view.
- \* Use an open cut for the train in non-subway areas, such as in Thorncliffe Park and Don Mills Rd.
  - Safer than at street level.
  - Lower cost than elevated. Much lower cost than subway.
  - Hides the train from view.
  - Reduces the noise.
  - The retaining walls could also provide the above-ground barriers for the cut.
- \* Do not need low-floor cars if there are no street-level tracks.
  - Flat floors give more seat and headroom as seats are not on a raised platform to clear underfloor mechanicals.
  - Can use 3<sup>rd</sup> rail for power instead of an overhead wire and pantograph.
  - Train does not have to be crash-worthy ... a big cost saving.
- \* If there are no street-level tracks the cars can be wider than current LRT and streetcar designs.
  - We were told that the cars may be approximately 3 metres wide.
  - Wider cars would give me more room to easily and safely move between seats and cars with my walker.
- \* Please do not use "club seating" in the cars. (This is where you sit opposite another rider and share knee and foot space.)
  - TTC streetcars now use this type of seating. (Eglinton Crosstown and Finch West are supposed to use it.)
  - Difficult to enter or exit window seat when the other 3 seats are occupied.
  - I am tall with long legs and big feet. No-one can sit opposite me as there is no room.
  - In a narrow car with club seats on both sides, the aisle is very narrow ... too narrow for my walker.
  - The current subway car seating works best. (I usually sit with my back to the windows, facing the aisle.)
- \* What is the thinking for the part of the line that will use the CN Rail right-of-way?
  - There are currently 3 tracks. Some Metrolinx expansion plans show 4 tracks. More to come?
  - Where will the Ontario Line go? Above? Below? Beside?



- This section of line is mostly residential. What is the noise abatement strategy?

\* Please have more open house events as the design progresses.

\* Please put on-line as much progress information as possible on design and construction.

\* Please look beyond Bombardier and Alstom. The Siemens Inspiro design looks interesting. (I have no connection.)

Thank you.

[REDACTED]  
[REDACTED]  
[REDACTED]

From: Ontario Line  
Sent: Thursday, February 6, 2020 12:14 PM  
To: [REDACTED]  
Subject: RE: Ontario line

Hi [REDACTED]

Thank you for your interest in the Ontario Line project and providing us your feedback. Your comments will be shared with our project team for their review and consideration.

In the meantime, if you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Friday, January 24, 2020 8:57 AM  
To: Ontario Line  
Subject: Ontario line

Hi,

I will not be able to attend the meeting and wanted to give some feedback.

I understand not having as many stops keeps the cost down but this will be a very good line in my opinion if it is built right. There should be a stop at o'connor and pape. I believe it goes through there - not sure from the map that I saw. The one at cosburn will be a heavy congested one while a stop at o'connor will help alleviate this congestion especially cars dropping people off. If you look at the area you can see that a stop there will connect the west broadview area with the rest of what I would call North East York. This stop will not only enhance its use but also do it in an area that is less congested by cars.

Once again, this is a much needed good line that will not only relieve congestion but help people in all these areas if built right -lets get it built!

A frequent TTC family of users in the area.

[REDACTED]  
[REDACTED]  
[REDACTED]

\_\_\_\_\_

Hi [REDACTED],

Thank you for your interest in the Ontario Line.

You can find a digital copy of the Open House boards and leave feedback for us at <https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line-open-houses>

Grace Lau  
Metrolinx

**From:** [REDACTED]

Hello, where can I find the presentation panels from the recent community consultation meetings?

Thanks

Device Type	Percentage of Respondents
Smartphone	100%
Tablet	85%
Smartwatch	5%
Smart TV	55%
Smart Home Device	45%
Smart Car	65%
Smartwatch	60%
Smart TV	50%
Smart Home Device	40%
Smart Car	50%

From: Ontario Line  
Sent: Thursday, February 6, 2020 12:13 PM  
To: [REDACTED]  
Subject: RE: Feedback form: Ontario Line Public Open House , January 28th, 2020, Metro Community Church

Hi [REDACTED],

Thank you for coming out to the Ontario Line public open house and for providing us with your thorough feedback. Your comments will be shared with our project team for their review and consideration.

In the meantime, if you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Tuesday, January 28, 2020 9:03 PM  
To: Ontario Line  
Subject: Feedback form: Ontario Line Public Open House , January 28th, 2020, Metro Community Church

1. What is the most important part of this project?

Response: Public transit done right is the most important part of the project.

Done right means all parts of the object of the Metrolinx corporation are met:

conforms with transportation policies of growth plans prepared and approved under the Places to Grow Act, 2005 applicable in the regional transportation area,

conforms with other provincial transportation policies and plans applicable in the regional transportation area, and

supports a high quality of life, a sustainable environment and a strong, prosperous and competitive economy.

Regarding Mx's 3rd objective, tonight's open house was a setback for Metrolinx. The staff was poorly informed, had very poor answers to some questions about impacted communities and contradicted prevailing and well-known information.

Most critically I was told by a member of Mx staff that a "fully integrated environmental assessment that considers the development of the RER and the OL would be conducted in the communities affected by the above-ground expansion segments of the line." For months we have been told by the CAC that the EA was only considered for the RER and that the OL line would not get an EA and a TPAP would also not be forthcoming.

Second, I was told by another representative that an expansion of the width of the current corridor was not necessary; that only bridge expansions would be necessary. "The corridor is expanding from 3 lines to 6 lines. How can this be true?" I asked. No answer was forthcoming.

2. What would you like to hear more about?

Response:

- The detailed business case with all capital costs known, all operating costs known.
- All environmental impacts known.
- All baseline measures for a healthy community known (noise, vibration, emissions).
- All schedules clearly identified, all expropriation and expropriation dates known.
- A revised analysis of the costs to go underground on all parts of the OL. \*

3. How would you like to hear from us moving forward?

Response:

Good question. I guess open houses have their place, but they are limiting. There must have been 500 people there tonight talking over each other; a bit crazy.

If you were making a serious attempt to listen and include the community, you'd be conducting topical and frequent webinars with the public and you'd have subject matter experts available to provide accurate, clear information in a controlled environment (i.e. questions received addressed and answers documented). You'd also be able to collect serious feedback and data for collation. Its more effective, extremely low cost and more transparent. Then again, it depends on your intentions and how effectively you want to communicate with the public. If you want to gin up superficial support and tick the box on public consultation keep doing what you are doing. IDEA: Make sure an Mx board member attends each open house. See what they think. My guess is things would change at Mx.

4. Anything we missed and let us know of any concerns with the Ontario Line.

Response:

First, quit calling it a subway. It's not a subway. It's a hybrid line (skyway and subway). Second, be transparent with affected residents. Let them know EXACTLY what will happen and when. And third, your staff was very nice, very respectful and patient. But they had an impossible task. They were ill-informed and did not have answers to basic questions. You did citizens and your staff a real disservice, and, frankly, you are making normal people

like me feel like a crazy person trying to unpack Mx fact from Mx fiction. It's a pretty terrible way to feel.

\*Btw, I am a stakeholder in this project as I live 28 meters from a corridor boundary. Just thought you should know. You've achieved nothing more and nothing less than increase the stress levels of hundreds of citizens. And that's not healthy. It's also unnecessary.

Phone, text.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line  
Sent: Thursday, February 6, 2020 9:26 AM  
To: [REDACTED]  
Subject: RE: Ontario Line planning

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your thorough feedback. Your comments will be shared with our project team for their review and consideration.

In the meantime, if you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Wednesday, January 29, 2020 2:48 PM  
To: Ontario Line  
Cc: [REDACTED]  
Subject: Ontario Line planning

Hello;

I have attended the early open house for the Ontario Line and spent some time in advance of that looking at line routing and train technology. I have the following comments.

Ontario Line Feedback  
[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

- Environmental impacts

background information and field investigations to determine baseline environmental conditions used to inform impact assessment and develop mitigation measures while pertinent for the construction phase will not resolve noise and vibration issues that become evident once the line is in operation.

- Elevated, at & below grade tracks

Suggestion that tracks along Overlea Boulevard and Don Mills Road be constructed on an elevated guide way neglects the impact of such structures on the community. As we have seen with the Gardiner Expressway elevated structures such as this separate communities, create wastelands for dirt and debris below, broadcast traffic noise into the adjacent community and are an eye sore. Cities throughout North America have been actively removing this type of elevated structure, it makes little sense for Toronto to create a new one. Do we want such an ugly elevated transit structure passing directly along Don Mills Road in front of the gem that is the Ontario Science Centre?

A much better solution would be to either place the right of way in a trench in the middle of Overlea Boulevard and Don Mills Road or to place it fully underground in a tunnel. A trench installation with retaining walls and local street bridges would be cost effective while containing transit noise, eliminating the under structure wasteland, reduce maintenance costs and eliminate the visual community dividing eye sore. The underground solution while fully eliminating the surface impact of the line would be more costly and increase the need for more vertical travel for the customer meaning additional elevators, escalators and stairs as well as on going maintenance for the additional underground station and tunnel structures.

Along the rail corridor shared with GO and VIA it may be necessary to "stack" the Ontario Line tracks due to limited space availability. This "stacking" would mean that northbound and southbound OntarioLine tracks would reside in the space required for one track. Along the rail corridor where there is proximity to dwellings it should be a requirement that sound reduction measures such as sound walls and vibration damping be used.

- technology

Train technology is a concern as it impacts afford ability, capacity, dwell time, accessibility maintenance etc. The recent love affair with LRT equipment has yet to see any in service experience in Toronto and it is a concern that design restrictions of low floor technology and articulated construction have a negative impact on vehicle capacity, customer safety, maintenance costs and dwell times. We have had experience with the Bombardier Flexity in it's streetcar application and have not been impressed with the narrow aisles, restrictive

seating, loss of space due to articulation, limited entry door widths etc. and would not consider an LRT vehicle for the Ontario Line where it is desirable to achieve maximum capacity and efficient loading. For the Ontario Line which is fully within a protected right of way i.e. does not travel in mixed traffic a more conventional subway type vehicle with third rail power would provide superior capacity and accessibility at a lower initial cost and have lower maintenance costs. There are newer lighter weight trains now on the market that should be considered. I also don't agree that "the vehicle type will be determined by the successful bidder" is a good policy as the bidder will not be the one living with the system as the long term rider or operator.

With respect to line carrying capacity, much has been stated about 90 seconds between trains but unless the line is automated the train turn around at each end of the line will likely negatively impact this interval. Another factor that seems to be missing when speaking about a 90 second interval is the dwell time for passengers to exit and board the train, this will need to be added to the 90 seconds before making a determination of passenger capacity per hour.

#### - Budget & timelines

I agree that design efficiency and innovation are an important factor in prosecuting the work as quickly as possible. The problem right now is to get proper documentation in place in a timely fashion such that the contractor will be able to design and build a project, within the allotted time, that fully meets the needs of customers and the operator with no deficiencies or cost overruns.

With respect to budget I have concern that these Public Private Partnership (P3) arrangements can result in taxpayers paying a larger bill. The private consortium can not borrow money at the same low rate as governments and need to make a profit over the span of the extended maintenance period. However If these factors can be balanced out against projected construction costs and maintenance costs for a conventional general construction contract and ongoing operation then there should not be a problem.

#### - Expandability

You have not mentioned expandability i.e. extensions to the line. It should be a requirement of the design and further study of transit needs in the northeast part of Toronto that plans provide for extension beyond the Science Centre station.

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Transport Canada Regulations  
**Date:** Wednesday, February 05, 2020 2:42:00 PM  
**Attachments:** [image001.png](#)

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Hi [REDACTED],

All Metrolinx projects adhere to applicable Transport Canada regulations. If you have questions or concerns about a specific issue, please let us know.

Thank you,

Katherine Abraham  
Community Relations & Issues Specialist



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**From:** Mayor Tory [mailto:Mayor\_Tory@toronto.ca]  
**Sent:** Tuesday, February 04, 2020 3:40 PM  
**To:** Ontario Line  
**Subject:** Transport Canada Regulations

Hello,

A resident, [REDACTED] contacted our office inquiring about how the Ontario Line complies with Transport Canada regulations.

If a member of your staff is able to look into the residents' concerns and follow up directly with the resident at [REDACTED] it would be much appreciated.

Thank you,

Zameer Dhanraj  
Mayor's Administration



From: Ontario Line  
Sent: Wednesday, February 5, 2020 3:15 PM  
To: [REDACTED]  
Subject: RE: Ontario Line feedback

Good afternoon [REDACTED]

Thank you for your interest in the Ontario Line project and for providing us with your thorough feedback and related concerns. Your comments will be shared with our project team for their review and consideration.

In the meantime, if you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



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From: [REDACTED]  
Sent: Wednesday, January 29, 2020 4:41 PM  
To: Ontario Line  
Subject: Ontario Line feedback

Hello,

As a resident of the West Donlands, and transit user, this project will directly impact me. Therefore, I would like to provide some feedback on its plan and design.

First, I am glad that there will be additional rapid transit being brought to my neighbourhood (via the East Harbour Station).

However, I feel that the current design and plan are a short-term decision to save costs on a piece of infrastructure that will be designed to last 50-75 years if not more.

Chiefly, my concerns are that the line will not be underground. In neighbourhoods like Thorncliffe Park, an elevated guideway will not only be unattractive, it will generate noise disruption for residents, and be a barrier to the travel of the residents in the neighbourhood. If the Gardiner Expressway is to be looked at, such concrete structures fall into disrepair and become "ugly" quite fast. Furthermore, the disruption of constant train traffic to the residents of Leslieville is not good, neither would be the need to disrupt existing parks and houses.

I understand that the costs of burying the line under the Don River is prohibitive, and I would support bridges that span the river crossings. However, I would put my support and desire in a design where a portal is added just north of East Harbour to take the line underground to the next bridge crossing at Overlea. I've attached a marked up map to illustrate my suggestion.

The cost of Leslieville and Gerrard Stations will be high, I understand. However, as I said this transit line will be in place for 50+ years and it would be unfortunate that short term cost considerations create something that will be regretted a few decades from now.

At Thorncliffe Park and beyond, the line should also be buried because long-term that will be best for the neighbourhoods.

The need to have the Ontario Line as the same platform as GO Transit is strange as I'm not sure how great the need will be for such transfers at East Harbour, but I feel this is somewhat non-negotiable given the geology of the area and the current vision for the line.

*That being said, I would ask that serious consideration be given to covering the bridge crossing at East Harbour, and adding substantial noise abatement walls along the rail corridor to contain the noise of the constant trains. The West Donlands will be growing community and such disruptions should be avoided at this stage of design and build-out.*

I am also not a fan of using rolling stock that is not currently in TTC's operation. However, I don't see an easy solution to this given the project as proposed.

**In a nutshell, if I had to summarize my wish, the Ontario Line should be a subway with bridge crossings over the Don like Line 2.**

Thank you for your time. I hope that my comments, as well as the many others that are being sent in, will be reviewed and given proper consideration.

Sincerely,  
[REDACTED]

From: Ontario Line  
Sent: Wednesday, February 5, 2020 4:28 PM  
To: [REDACTED]  
Subject: RE: Enhancing Ontario Line Effectiveness

Good afternoon [REDACTED],

Thank you for your interest in the Ontario Line and for providing us with your feedback and suggestions for the project. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



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From: [REDACTED]  
Sent: Tuesday, January 28, 2020 4:27 PM  
To: CEO (Metrolinx); Mathieu Goetzke; Matt Clark; Ontario Line  
Cc: [REDACTED]  
Subject: Enhancing Ontario Line Effectiveness

Hello. Please access the attached letter regarding the Ontario Line.

[REDACTED]

[REDACTED]

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**From:** Ontario Line  
**Sent:** Wednesday, February 5, 2020 2:53 PM  
**To:** [REDACTED]  
**Subject:** RE: GO Station

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your suggestion about a Richmond Hill Go line connection. We'll share this suggestion with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



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**From:** [REDACTED]  
**Sent:** Saturday, February 01, 2020 9:51 PM  
**To:** Ontario Line  
**Subject:** GO Station

Hi

It would be great if you can add a Richmond Hill Go Line connection to the Ontario Line at Millwood Road Bridge, through a large elevator shaft and a new GO station.

[REDACTED].

From: Ontario Line  
Sent: Wednesday, February 5, 2020 4:09 PM  
To: [REDACTED]  
Subject: RE: Feedback - Ontario Line

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback regarding connecting the proposed route to existing TTC stops at Dufferin Loop. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



From: [REDACTED]  
Sent: Wednesday, January 29, 2020 12:54 AM  
To: Ontario Line  
Cc: [REDACTED]  
Subject: Feedback - Ontario Line

I am not able to attend the consultations but I would like to recommend that the line connect with the Dufferin loop where the TTC stops for the 29 Dufferin Bus and where the King 504B line begin/end. These TTC lines are critical for Parkdale and south Liberty Village residents. It will also increase ridership for the Ontario line. The walk from the Exhibition GO to the Dufferin loop to gain access to TTC access service west of the CNE is a 10 to 15 minute walk. This will deter ridership and will not adequately serve residents of Parkdale. If the line provided direct access to the TTC lines west of the Exhibition GO stop it would serve thousands more on a daily basis.

Thank you for your consideration.

[REDACTED]

From: Ontario Line  
Sent: Wednesday, February 5, 2020 4:29 PM  
To: [REDACTED]  
Subject: RE: Open house presentation material

Hi [REDACTED],

Information about the Ontario Line project can be found on our website. Please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine).

If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form:  
<http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



-----Original Message-----

From: [REDACTED]  
Sent: Monday, January 27, 2020 2:26 PM  
To: Ontario Line  
Subject: Open house presentation material

Hello,

Unfortunately I am unable to attend the open house sessions. Could you please send me a copy of the open house presentation material? I am a resident in close proximity to the proposed line and would like to stay informed on how plans are progressing.

Thanks,  
[REDACTED]

Sent from my iPhone

[REDACTED]

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**From:** Franca Di Giovanni  
**Sent:** Tuesday, February 4, 2020 4:43 PM  
**To:** [REDACTED]  
**Cc:** Ontario Line; [REDACTED]  
**Subject:** RE: Ontario Line Conversation

**Categories:** Franca

Sure, will do [REDACTED].

FD

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**From:** [REDACTED]  
**Sent:** Monday, February 03, 2020 7:06 PM  
**To:** Franca Di Giovanni  
**Cc:** Ontario Line; Diana Chu  
**Subject:** FW: Ontario Line Conversation

Franca, please see the comments below from [REDACTED] forwarded to us from the Councillor's office. Would you please ensure that his suggestions are shared with the project team for consideration. Also, can you please provide a response to him and copy the Councillor's office with a copy to me as well.

Thanks,  
[REDACTED]

**From:** [REDACTED]  
**Sent:** December 19, 2019 9:07 AM  
**To:** Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>  
**Subject:** Ontario Line Conversation

....

### ***Ontario Line Drilling Work in Thorncliffe Park***

I am sharing the soft copy of the Ontario Line drilling notice (attached) with you slightly later than I anticipated due to yesterday's power outage. Metrolinx is posting its Ontario Line community notices [here](#).

As we discussed, I was pleasantly surprised to read in the notice that Metrolinx will be extracting soil samples from Banigan Drive. It seems to signal that Metrolinx is considering at least two route alignments through Thorncliffe Park. Metrolinx might be differentiating the desirability of having a station located on Overlea Boulevard in the area of East York Town Centre from the necessity of laying track across the entire length of Overlea Boulevard.

The soil samples from specific streets are tremendously important in the big picture because the resulting soil analyses, in addition to other data points, will be provided to potential construction consortiums to inform their bids to design, build, and maintain the Ontario Line.

At this very early stage of the Ontario Line process, if "Street X" does not have a soil sample collected, construction consortiums will automatically exclude it from their respective bids. The contract with the winning bidder will be based on these very specific parameters with likely no easy way (i.e. no relatively inexpensive contractual way) to subsequently consider "Street X".

Based on this, I would suggest that Metrolinx be requested to take a complete inventory of soil samples of Thorncliffe Park area streets, including:

1. Pat Moore Drive
2. William Morgan Drive
3. Village Station Road
4. Redway Road

Particularly on the north side of Overlea Boulevard, it might be prudent for Metrolinx to consider in its design of the Ontario Line how the street grid may change to adapt to transit-oriented development. For example, if Banigan Drive, Pat Moore Drive, and William Morgan Drive developed into one continuous street due to property redevelopment this might impact the preferred Ontario Line alignment.

Also, with regard to today's Thorncliffe Park, Beth Nealson Drive is essentially a dirt mound built up to support just two lanes of traffic. It might be easier to build north from a segment of Pat Moore Drive or William Morgan Drive to access the proposed maintenance and storage facility.

I will elaborate on Village Station Road and Redway Road as I am certain that these are surprising suggestions for soil samples given that both are on the periphery of Thorncliffe Park.

You may be aware that Metrolinx, through GO Transit, owns disused track known as the Don Branch. Not to be confused with the Richmond Hill GO Line or the CP freight line, the Don Branch is currently single-tracked and, in part, passes above Evergreen Brick Works via the Half Mile Bridge before terminating beside the Esso Car Wash and Hydro One transmission station properties at the Millwood Road / Redway Road / Village Station Road intersection.

Using a portion of the Don Branch is an outlier alignment for a potential route into Thorncliffe Park presently, but it is an interesting alternative if there are budgetary pressures and/or if there are technical conflicts relating to interactions with the hydro transmission corridor at Millwood Road, Beth Nealson Drive, and at Don Mills Road. It might also have merit in its own right as a way to provide a faster route to not only downtown Queen Street, but also to Union Station.

In conclusion, taking soil samples from more streets allows for more options to be considered, whether or not any of them are ultimately pursued.

....

Best Regards,



[REDACTED]

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**From:** Ontario Line  
**Sent:** Monday, February 3, 2020 2:17 PM  
**To:** [REDACTED]  
**Subject:** RE: elevated track in TP and FP

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

**From:** [REDACTED]  
**Sent:** Sunday, February 02, 2020 11:57 AM  
**To:** Ontario Line  
**Subject:** elevated track in TP and FP

I attempted to make a comment in the on-line survey but it came back with a message that it was undeliverable.

There is opposition to an elevated track in TP and FP. due to noise concerns mostly.  
I would recommend that Metrolinx reconsider the elevated track in TP and FP and instead switch to "at grade" track in these communities.  
There is already a wide ROW and in TP a median which would accommodate two tracks. At grade has major benefits to riders and communities; riders can view the businesses along the line and are encouraged to patronize them; its more accessible for riders to enter and leave the vehicles, and communities benefit from the visible transportation in their midst.

--

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



[REDACTED]

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**From:** Ontario Line  
**Sent:** Friday, February 21, 2020 2:52 PM  
**To:** [REDACTED]  
**Subject:** RE: Feedback

Hi [REDACTED],  
Sorry for the delayed response. We've been receiving a very high volume of emails.

I'll pass on your feedback regarding the style of our sessions to our community relations staff. The current style of our sessions give the community more direct opportunity with our planning team and subject matter experts.

I understand your concerns and hopefully we'll have some more answers for you in the near future. A lot of details are still being worked out as we complete environmental field studies to help us progress and refine the designs for the project. We'll have more details to share in the coming months as we gather and analyze more data. All the feedback we've been receiving is also being compiled and shared with our project team. Our next round of consultations will be in the spring of this year. We'll have some more information to share with the community that time.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



-----Original Message-----

**From:** [REDACTED]  
**Sent:** February-01-20 7:41 AM  
**To:** Ontario Line  
**Cc:** Tabuns Peter; councillor\_fletcher@toronto.ca  
**Subject:** Feedback

Hello,

I attended your information session this past Tuesday. I realize it was publicized as an information session, but I think it should have been a presentation. Or secure a larger venue to allow for both.

In terms of engagement, presentations with Q&A provide an important accountability mechanism for the public. Metrolinx personnel told me that presentations are often heated, which was one of the reasons to have an info session instead. This may be true, presentations may be fraught, but with skilled moderation can be managed. The potential for contentious debate or dialogue shouldn't just be avoided for the sake of... I'm not sure what exactly. For metrolinx to save face?

I have several concerns about the above ground section of track and would simply say that these are informed by the City of Toronto Managers Report on the issue and because I live adjacent to the rail corridor on McGee st. So: environment, noise, expropriation, social and health impacts especially vulnerable persons, inadequate capacity to meet

future population needs, not knowing the full cost etc. All of these have been heard by Metrolinx already, and we are still at the point of having information session? For what? How about a public response to the specific concerns or a clear plan with timelines.

Expecting more, demanding better,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** Re. your question about GO-Subway transfer volumes and elevated portion of Ontario Line  
**Date:** Friday, January 31, 2020 2:17:27 PM  
**Attachments:** [image001.png](#)

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Hi [REDACTED],

It was good to talk to you at the Ontario Line public information session on January 28.

Following up on your question about whether the transfer volume of riders to/from GO justifies elevating the line and larger footprint of the stations that will have GO-Subway level transfer:

The volume of riders transferring to/from GO lines is one of several factors in planning the Ontario Line. GO-Subway (Ontario Line) transfer time, impacts to the natural and built environment, and construction cost, for example, are among other factors considered. Further details are available in the Ontario Line Business Case that can be accessed here:

[http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725\\_Ontario\\_Line\\_IBC.PDF](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF)

I also wanted to clarify that the footprint of the GO-Subway interchange stations that allow for level transfer won't necessarily exceed that of the non-interchange stations, though the interchange stations may need to be set up differently.

Please let me know if you have any further questions.

Regards,  
Maria

**Maria Zintchenko**

Project Manager, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416.202.1663 C: 416.843.2189



[REDACTED]

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**From:** Maria Zintchenko  
**Sent:** Friday, January 31, 2020 1:48 PM  
**To:** [REDACTED]  
**Cc:** Ontario Line  
**Subject:** Re. your question about Eglinton Crosstown completion timeline

**Categories:** Complete

Hi [REDACTED],

It was good to talk to you at the Ontario Line public information session on January 28.  
Following up on your question about whether Eglinton Crosstown project was on time:  
We are currently on schedule to open the Eglinton Crosstown Line at the end of September 2021.  
If you have any inquiries about this project, you can contact the Eglinton Crosstown team at [Crosstown@metrolinx.com](mailto:Crosstown@metrolinx.com).  
You are also welcome to check out the project website for construction and status updates at [TheCrosstown.ca](http://TheCrosstown.ca).

Regards,  
Maria

**Maria Zintchenko**  
Project Manager, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416.202.1663 C: 416.843.2189



From: Ontario Line  
Sent: Thursday, January 30, 2020 8:31 AM  
To: [REDACTED]  
Subject: RE: Ontario Line feedback

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



-----Original Message-----

From: [REDACTED]  
Sent: January-27-20 6:35 AM  
To: Ontario Line  
Cc: [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
Subject: Ontario Line feedback

I am unable to attend the meeting this week re the Ontario Line.

I would like to register my current view that this line should be a subway as the relief line was to be particularly in the area south of pape to corktown.

- Above ground rail reduces space otherwise usable for housing which is in great shortage In Toronto. How has housing and effective land use been factored into the assessment of this new plan.
- this new plan has all rail coming into downtown on one right of way. I do not see how this is a good idea. Should there be any issues (flooding etc) the entire train connections to the downtown from the east would be disrupted Can metrolinx please comment on the rationale for overloading one route above ground into the downtown core from the east.

Thank you listening.

[REDACTED]  
I

Sent from my iPhone

From: Ontario Line  
Sent: Friday, February 14, 2020 11:43 AM  
To: [REDACTED]  
Subject: RE: Make it Underground, like the city and resident approved DRL was!

Hi [REDACTED],  
Apologies for the delayed response, we've been receiving a very high volume of emails. Thanks for sharing your feedback. We do understand your concerns and will be working closely with the community to share more details as the designs develop over the next few months. We will definitely share your concerns and feedback with our project team.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



From: [REDACTED]  
Sent: January-24-20 9:37 AM  
To: Ontario Line; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
Subject: Make it Underground, like the city and resident approved DRL was!

Hi Ontario Line Metrolinx opinions, and Councillor Fletcher,

The Downtown Relief Line was planned to be underground through our city core and Leslieville up to Danforth. The Ontario Line needs to remain underground just as the approved Downtown Relief Line was.

It is absolutely absurd that anyone in their right mind would cut through some of the most historical and dense areas of the city above ground. It is absolutely absurd that Eglinton Cross Rail would be underground, but a much further downtown line wouldn't.

The disruption and potential for forced evictions to buy land at grade will be devastating for communities, needlessly and severely impacting hard working Torontonians without good reason. The DRL was approved with this in mind for goodness sake!!!

The continuous noise pollution at grade is also completely unacceptable. Even today, those living above ground along Line 2 right now are impacted by underground train noise. This will be exponentially worse for residents along a grade level track of every 90 second trains.

I can even hear Go trains north of Gerrard in my house, which is south of Dundas! Sound travels!!! There are no solutions to these problems other than burying the trains.

Only underground lines will work here for the community and for the future of Toronto. Nothing less will suffice, which is why the original city approved and recommended plans were for underground.

I cannot make it to the public consultations unfortunately, but the needs and views of the residents must be respected as they were with the DRL plans, and with or without these public consultations. Nobody wants above grade subways running through the most sense parts of the city except Metrolinx! Even Doug Ford has consistently been against this too as a City Councillor!

How do we make sure Ontario Line stays underground as per the DRL city and resident approved plans, or is simply cancelled?

[REDACTED]

From: Ontario Line  
Sent: Friday, February 14, 2020 11:40 AM  
To: [REDACTED]  
Subject: RE: Extending the Ontario Line Westbound in the Future

Good morning [REDACTED]  
Sorry for the delayed response, we've been receiving a very high volume of emails over the past month.

We will pass along your feedback and suggestions to our project team. Right now, the plan and scope for the Ontario Line is progressing between Exhibition Place and the Science Centre. However, future expansion is always a possibility.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**  
  
T: 416.202.5100



From: [REDACTED]  
Sent: January-23-20 11:59 AM  
To: Ontario Line  
Subject: Extending the Ontario Line Westbound in the Future

Hi

I am curious, what are some suggested routes for a further westbound extension in the future and when about would we see these extensions?

Etobicoke only has 4 subway stops and I was hoping to see this line follow Queen St to Queensway and all the way to Sherway Mall.

It would make a lot of sense to make a large hub at Sherway Mall (or alternatively Park Lawn) so that drivers west of Toronto can park their car and take a subway downtown.

An ending at the Ex won't alleviate traffic on the Gardiner, nor really help half the commuters from the West end.

Thank You for your time.  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Work on Minton Place  
**Date:** Thursday, January 30, 2020 1:04:00 PM

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Hi [REDACTED],

Thank you again for reaching out and apologies for the delay in our response. I wanted to ensure my information was correct before sharing it with you. We've recently announced a fifth open house taking place in East York next week and are hopeful you'll be able to attend.

Wednesday, February 5th  
Estonian House  
958 Broadview Avenue

Take care,

Sara Wilbur | METROLINX

**From:** [REDACTED]  
**Sent:** January-27-20 3:19 PM  
**To:** Ontario Line  
**Subject:** Re: Work on Minton Place

Hello,

I just want to share how discouraging this message is. Our community deserves the same consultation and openness that other communities are receiving.

We want the same opportunity to know how this project will affect our community and, again, we are being left out. Like the lack of communication surrounding the drilling, Metrolinx feels that it's okay to just pat community members on the head and say "there there, we'll talk to you when we feel like it".

[REDACTED]

On Thu, Jan 23, 2020 at 12:12 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

There will be many opportunities to provide input and learn more about what the project means for you and your community throughout its lifecycle. This will include an array of in-person and online outreach activities such as public open houses, community pop ups, regional town hall meetings, information sessions, newsletters, and web and social media updates. The next round of public consultation meetings are expected in the spring.

We will advertise these opportunities in a variety of ways. You can stay up-to-date on the Ontario Line project as well as how to get involved by visiting the [Ontario Line](#) webpage.



Grace Lau  
Metrolinx

**From:** [REDACTED]  
**Sent:** Friday, January 10, 2020 9:56 AM  
**To:** Ontario Line  
**Subject:** Re: Work on Minton Place

Hi Sara,

Can you advise if any open houses are planned for the neighbourhoods between Danforth and the DVP? Based on the open houses that are planned, both the Science Centre and Metropolitan Community Church are in two different neighbourhoods. Each is about 4km away from the north most point (Minton Pl).

Please let me know what steps Metrolinx will be taking to engage residents and businesses along these neighbourhoods.

Thanks,

On Wed, Jan 8, 2020 at 2:40 PM [REDACTED] > wrote:

Hi Sara,

I live around the corner from the work. Well within 500m. Are you 100 per cent certain that notices were issued? I'm sorry, but I've already lost faith in the process set out by Metrolinx, since we had to find out about the work on our own.

[REDACTED]

On Wed, Jan 8, 2020 at 2:35 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

I'm sorry that you haven't received a notice. I'm able to confirm that they have been received as we've been getting feedback from the residents in response to the notice. Metrolinx standard is to deliver notices to all residences within 500m of the digging area. If you're outside of that 500m you won't have been sent one. If you are within the 500m, it's likely that your address was missed by Canada Post.

We're continuing to work at improving our notice time for residents and are also developing an electronic notice that will be shared via email. I'll happily share that sign up link with you when it's up and running.

Regards,

Sara Wilbur | METROLINX

**From:** [REDACTED]  
**Sent:** January-07-20 6:48 PM  
**To:** Ontario Line  
**Subject:** Re: Work on Minton Place

Hello,

I've noticed that notices still haven't been sent out for this work. Can you explain why?  
And - yes - I know the notice is available online.

[REDACTED]

On Thu., Dec. 12, 2019, 4:14 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

You're absolutely right. We always aim to have our notices in the hands of community members well in advance of any work starting. Unfortunately, this work was approved and started faster than we were able to get notices drafted and into distribution. Our team is always careful to ensure that construction notices are accurate, fact-checked and provide the right information to the community and therefore take some time to complete.

This work is happening fast. But, we will be working hard to ensure that notices are distributed as soon as possible going forward.

You can always check the [Ontario Line webpage](#) for up-to-date information as the project moves ahead.

Regards,

Sara Wilbur  
**Error! Filename not specified.**

**From:** [REDACTED]  
**Sent:** December-12-19 10:22 AM  
**To:** Ontario Line  
**Subject:** Re: Work on Minton Place

Hi Sara,

Can you help me understand why notices are only being sent today, when the machine was brought in at the beginning of the week? Wouldn't it be fair to proactively advise residents of work a bit before you start rolling machines in, considering this work might go for six months?

Thanks,  
[REDACTED]

On Thu, Dec 12, 2019 at 9:49 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for reaching out to us. Drill work will begin in that area this week starting on Minton Pl. and heading south down Pape Ave.

Construction notices are currently in distribution so should be in mailboxes soon.

Additionally, regular updates and construction notices are posted online –

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

Regards,

Sara Wilbur

**Error! Filename not specified.**

**From:** [REDACTED]

**Sent:** December-11-19 10:27 AM

**To:** Ontario Line

**Subject:** Work on Minton Place

Hello,

Can you advise if drilling work is commencing on Minton Pl?

Thank you,

[REDACTED]

--

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

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[REDACTED]

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From: Ontario Line  
Sent: Thursday, January 30, 2020 8:29 AM  
To: [REDACTED]  
Subject: RE: Ontario Line Community session

Hi [REDACTED],

Thanks for the kind words and your support – much appreciated. Most of the information that we've shared is available online in our Initial Business Case on our website – [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine).

We hope to see you at our next round of consultations in the Spring. If you're looking to sign up for regular project updates via email, you can use this link: <http://eepurl.com/gPcesr>

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



-----Original Message-----

From: [REDACTED]  
Sent: January-28-20 7:47 PM  
To: Ontario Line  
Subject: Ontario Line Community session

Hello team,  
I want to first say thank you and wish you support as you wade through the swamp of citizen's "thoughts" on the proposed line.  
I attended the Riverdale neighbourhood community info night on the 28th. Despite huge crowds (perhaps a larger venue next time) your staff remained remarkably pleasant and composed in the face of countless unreasonable and very jelly people. I hope they know how good a job they did. I would not want to be in their shoes.

The second thought I had is that in the absence of information, it is possible for misinformation to take root and grow like a weed. I heard several loud people complaining about "little tiny trains every 30 seconds next to freight trains", and how countless parks would be destroyed or neighbourhoods would be "cut in half". Very little is known at this time, as it's still in the planning stage, but it's important to publish widely what *\*is\** known so that these pieces of harmful and annoying fallacies can be squashed.

Thanks again for being here for the (probably well intentioned) community, and I look forward to riding the Ontario line.

[REDACTED]  
[REDACTED]

[REDACTED]

---

**From:** Ontario Line  
**Sent:** Thursday, January 30, 2020 3:49 PM  
**To:** [REDACTED]  
**Subject:** RE: Feedback

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Thursday, January 30, 2020 10:14 AM  
**To:** Ontario Line  
**Subject:** Feedback

Hi

If you are not going to bury the Ontario Line through Leslieville you should cover it.

There is a precedence of this on the Bloor-Danforth subway line where the subway bridge crossing Don Valley Road is a covered bridge to reduce the noise from subway trains in the Rosedale neighbourhood.

Covering the train tracks in Leslieville would be a lot cheaper than tunnelling.

You could probably crowd fund the down payment and arrange cheap debt financing for the remainder required to build the track covering.

With trains every 90 seconds in two directions means a train every 45 seconds. God help you if you are trying live with that racket. Would you live there??

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPhone

[REDACTED]

---

**From:** Ontario Line  
**Sent:** Thursday, January 30, 2020 2:59 PM  
**To:** [REDACTED]  
**Subject:** RE: questions

Hi [REDACTED],

Thank you for your email and interest in the Ontario Line.

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line and released the Initial Business Case for the project in July 2019. It provided a comprehensive analysis about the Ontario Line and Relief Line. Please view the details at this link:

[http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725\\_Ontario\\_Line\\_IBC.PDF](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF)

The Ontario Line project will include a combination of underground, at-grade and elevated components. Regarding construction start date, we will have more information about construction timelines once we complete necessary procurement work and get detailed feedback on plans. Procurement for the Ontario Line will begin in 2020 and construction is expected to begin in 2023. Please read the materials presented during the open houses: [https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small\\_file\\_size-60611173-aoda\\_0.pdf](https://www.metrolinxengage.com/sites/default/files/dsg-2019-01-22-ol-boards-master-small_file_size-60611173-aoda_0.pdf) where you can find the alignment map illustrating the proposed tunneled and elevated/at grade portions and estimated timeline of this project.

For more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

**From:** [REDACTED]  
**Sent:** Thursday, January 30, 2020 11:47 AM  
**To:** Ontario Line  
**Subject:** questions

Hi there,  
I have couple of questions :

- 1) When does the construction starts (approx) at Queen and Carlaw area and when does it finish (approx) ?
- 2) Is the subway line all underground or some above ground ? which part is above ground ?
- 3) Is Ontario-line same as Relief-line ?

Thanks,

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, January 30, 2020 3:49 PM  
**To:** Ontario Line  
**Subject:** RE: Notice of Drilling Work on Cherry St near Lakeshore Blvd

That is very helpful – thank you,

[REDACTED]

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** January 30, 2020 3:05 PM  
**To:** [REDACTED]  
**Subject:** RE: Notice of Drilling Work on Cherry St near Lakeshore Blvd

Hi [REDACTED],  
There is only one work site in this area right now – as described and shown on the notice sent out. We only anticipate the soil investigation work to take between 2-3 weeks. We have a 6 month permit in case we need to return to the site to conduct further tests.

Our drill rig will occupy part of the sidewalk and part of the bicycle lane. The bicycle lane will be maintained uninterrupted by providing a channel with traffic cones. In addition, traffic control personnel will be available for direction. No active traffic lane on northbound direction will be occupied.

There will be no impact on the operation of the existing sanitary and storm sewer line as this is only soil investigation work.

Hope that helps make things clearer.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



---

**From:** [REDACTED]  
**Sent:** January-30-20 12:49 PM  
**To:** Ontario Line  
**Subject:** Notice of Drilling Work on Cherry St near Lakeshore Blvd

I received your notification of the work to be done to do soil testing in our area by email yesterday. I am a little unclear about the scope of work and where it will be done.



There are a number of questions:

- What are the properties that will be accessed?
- Lane reductions on Cherry St – are you aware there is only one northbound and one southbound lane on Cherry St and both have a bicycle lane? Will the reduction only be northbound from Lakeshore?
- Work will last for approximately 6 months – 2-3 weeks per location. How many locations do you expect to do? I attended the Open House last night at Exhibition Place and I was told it would probably only take 2-3 weeks – is that correct?
- Will your drilling impact the sanitary sewer on Cherry street or the sanitary forcemain connection for the Stormwater Management system building south of the rail?

I look forward to a clearer communication on what to expect.

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, January 30, 2020 2:52 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line - Transit Expansion

**Categories:** [REDACTED]

Hi [REDACTED],

Thank you very much for your answer. I will keep my eyes open.

Regards,

[REDACTED]

---

**De :** Ontario Line <ontarioline@metrolinx.com>

**Envoyé :** 23 janvier 2020 10:43

**À :** [REDACTED]

**Objet :** RE: Ontario Line - Transit Expansion

Hi [REDACTED],

Thank you for your email.

The Ontario Line is currently going through further design work before we enter into procurement. We're currently doing the preparation work in advance of the bid process. We will begin procurement in 2020, and we are targeting to reach financial close with a project company in 2022.

For more information about the Ontario Line, please visit the Ontario Line webpage at this link:

<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Grace Lau  
Metrolinx

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**From:** [REDACTED]  
**Sent:** Monday, January 20, 2020 4:16 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line - Transit Expansion

Hi,

I am contacting you regarding the email I sent last month. I would like to know if you have an approximative date where you think that a general contractor will be awarded for this project?

Thank you in advance,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

---

**De :** [REDACTED]  
**Envoyé :** 20 décembre 2019 09:33  
**À :** ontarioline@metrolinx.com <ontarioline@metrolinx.com>  
**Objet :** Ontario Line - Transit Expansion

Hi,

I would like to know if you have an approximative date where you think that a general contractor will be awarded for this project?

Many thanks,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: Ontario Line  
Sent: Thursday, January 30, 2020 3:01 PM  
To: [REDACTED]  
Subject: RE: Feedback Form from Jan. 28, 2020 Open House- Metropolitan Community Church of Toronto Social Hall

Hi [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Wednesday, January 29, 2020 9:28 PM  
To: Ontario Line; [REDACTED]  
Subject: Feedback Form from Jan. 28, 2020 Open House- Metropolitan Community Church of Toronto Social Hall

**Tuesday, January 28th**  
Metropolitan Community Church of Toronto Social Hall  
115 Simpson Avenue  
Toronto, ON

**1) What is most important to you about his project?**

Creating more alternatives in public transportation to accommodate Toronto's growing population.

**2) What would you like to hear more about?**

What determines which parts of the line are above ground, on ground or below ground (geography/geology, existing infrastructure)?  
How/why the line goes along the route that is being proposed (Were there alternatives that were considered? Why were they not chosen?)

**3) How would you like to hear from us going forward?**

Prefer a 'community meeting' where a person presents the project and then takes questions from the audience.

**4) Is there anything we missed? Please let us know if you have additional thoughts or concerns about the Ontario Line.**

Answered in Question # 2

Sincerely,  
[REDACTED]

--  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: Ontario Line  
Sent: Wednesday, January 29, 2020 11:44 AM  
To: [REDACTED]  
Subject: RE: Ontario Line Stops

Hi [REDACTED],

Thank you for reaching out to us and for your interest in the Ontario Line. Finalized stop and station locations are still being studied. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. You can stay tuned to project updates at [Metrolinx.com/ontarioline](https://metrolinx.com/ontarioline)

Take care,

Sara Wilbur | METROLINX

-----Original Message-----

From: [REDACTED]  
Sent: January-23-20 6:13 PM  
To: Ontario Line  
Subject: Ontario Line Stops

Hi,

I just have one question. The Ontario Line will pass Bathurst and Lakeshore which there are so many condos and an Island Airport. That means so many people lives close by. How come there is not a stop there?

Thanks.

[REDACTED]

From: [REDACTED]  
Sent: Wednesday, January 29, 2020 11:03 AM  
To: Ontario Line  
Cc: [REDACTED]  
Subject: Re: Ontario Line

Categories: Complete, [REDACTED]

Thank you. [REDACTED]

On Wed, 29 Jan 2020 at 10:54, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

You can find a digital copy of the Open House boards and leave feedback for us at <https://www.metrolinxengage.com/en/content/get-engaged-ontario-line>.

We are committed to meeting or exceeding all regulated requirements under the environmental assessment legislation. Currently, transit projects are required to follow the transit projects assessment process (TPAP). Metrolinx has not yet initiated a TPAP for the Ontario Line.

We are doing environmental field studies and expect to be back out in the communities later this year to share existing conditions reports in spring 2020. We will share the results of impact assessments as design details are confirmed, which we estimate will start in fall 2020 and continue through to 2022.

Best,

**Joshua Patel**

Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



From: [REDACTED]  
Sent: January-29-20 10:51 AM  
To: Ontario Line  
Subject: Ontario Line

I wrote to you on 12 January 2020 indicating that I could not attend any of the public meetings as they were all late afternoon/evening meeting. You replied on 17 January saying the presentations would be posted on line. I am sorry, but I cannot find them.

Could you send them to me please?

Furthermore could you send me the approved terms of reference for the Environmental Assessment please? I am particularly interested in the comparisons between the "do nothing alternative" and reasonable alternatives compared to the favoured alternative.

I am also interested in leaving sufficient space in the railway right of way for a proposed High Speed Rail link between Toronto and Ottawa/Montreal.

Thanking you in advance.

[REDACTED]

Sent from [Mail](#) for Windows 10

From: Luiza Sadowski  
Sent: Wednesday, January 29, 2020 10:51 AM  
To: [REDACTED]  
Cc: Ontario Line  
Subject: OL Open House Follow-up re: Sheppard Subway Extension

Hi [REDACTED],

It was great meeting you at the [Ontario Line](#) open house in Leslieville last evening!

Please find an update on the Sheppard Subway Extension below:

Messaging related to the Sheppard Subway extension is consistent with the Provincial announcement in the 2019 Ontario Budget, in that the Province remains committed to the Sheppard Subway Extension to connect the existing terminus at Don Mills Station with the future terminus of the Scarborough Subway Extension at McCowan Station.

As this line has not been a part of an official transit plan for some time, the Province will begin exploratory work on cost and on completion timelines to lock in the project for a future build date, following the completion of the Scarborough Subway Extension. Metrolinx is designing the station at Sheppard Avenue and McCowan Road on the Scarborough Subway Extension to accommodate a future Line 4 Sheppard extension.

Please let me know should you have any other questions.

Have a great day,

**LUIZA SADOWSKI**  
Senior Manager, Community Relations I Toronto West  
Community Relations and Communications I Metrolinx  
2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3  
T: 416.202.4692 I C: 416.989.5051

From: Ontario Line  
Sent: Wednesday, January 29, 2020 9:59 AM  
To: [REDACTED]  
Subject: RE: Ontario line question

Hi [REDACTED],  
Thanks for your email and interest in the Ontario Line project. The Ontario Line could be in service as early as 2027. We will share more details of construction timelines as the project progresses. We are still in the early stages and don't have that information just yet.

Regarding noise and vibration, Metrolinx is committed to continually improving our approach to managing noise and vibration. Metrolinx's Subway Program noise and vibration management approach will follow both the Ontario Ministry of the Environment and Energy/ GO Transit Protocol for Noise and Vibration Assessment (MOEE/GO Transit, 1994) and Ontario Ministry of the Environment and Energy/ Toronto Transit Commission Protocol for Noise and Vibration Assessment (MOEE/ TTC, 1993).

Here are some of the elements of our approach to managing noise and vibration during construction:

- Establish a comprehensive public relations program to inform affected parties about the project's scope, schedule, noise and vibration management strategies, and communication and complaint resolution protocols.
- Monitor noise and vibration to inform implementation of additional mitigation measures, as necessary.
- Address public complaints in a timely manner.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



From: [REDACTED]  
Sent: January-27-20 9:26 AM  
To: Ontario Line  
Subject: Ontario line question

Hello,

I'm unable to attend the Ontario Line public meetings this week. I have found a copy of the presentation online and it does not cover the detailed questions that I have.

Can you tell me when I can get answers to the following questions. NOTE: For reference, I live 25 ft from Pape Ave, approx 700 meters north of Pape station

#1 - How many approx. years will it take to build the section from Danforth to O'Conner?

#2 - I understand that resident along Eglinton were disturbed at night by construction materials moved along temporary tracks. What noise and vibration levels will be mandated for overnight work of the Pape section of the project?

Answers to these questions are vital to me. I need to know if I can handle living next to the construction or if I need to sell my house. I've been waiting over 3 years so far to get a clear answer.

Thank you in advance,

[REDACTED]  
[REDACTED]



**From:** Ontario Line  
**Sent:** Wednesday, January 29, 2020 11:10 AM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Public Open Houses

Hi [REDACTED],

Thanks for your email. We will share more details of construction timelines as the project progresses. We are still in the early stages and don't have that information just yet. If you're interested, you can sign up to our email newsletter to receive more frequent updates about the project and construction - <http://eepurl.com/gPcesr>

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



**From:** [REDACTED]  
**Sent:** January-22-20 11:42 AM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line Public Open Houses

Good morning,

At this time will you name streets that construction will be active on, I am "only" interested in the Pape station line going south & hook up with Gerrard. For i.e. will construction be west from Pape along Riverdale or will construction go through No Frills property

Thank you

On Fri, 10 Jan 2020 at 11:25, [reliefline@toronto.ca](mailto:reliefline@toronto.ca) <[reliefline@toronto.ca](mailto:reliefline@toronto.ca)> wrote:

You are receiving this email because you signed up for our mailing list.  
If you're having trouble viewing this message, view [open it in a browser window](#).

## Ontario Line Public Open Houses

Dear Stakeholders,

On June 4, 2019, the Ontario Government passed the "Getting Ontario Moving Act," which assigns responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project has now been replaced by the Ontario Line project. With this change, Metrolinx will lead a renewed consultation and exploration process, which will also include additional Environmental Assessment work. As this new process gets underway, we hope that you will continue to participate in engagement

opportunities.

Metrolinx is hosting four public open houses to introduce the Ontario Line later this month. Fifteen potential stations are proposed between Ontario Place and Ontario Science Centre, with links to GO Transit, the Eglinton Crosstown LRT, and TTC Lines 1 and 2. The objective of the information sessions will be to provide the public with an overview of the project, the process, and information on future engagement opportunities.

The information sessions will be hosted in the last two weeks of January. The same information will be available at each event. Details of the sessions are below, and included in [the flyer](#). The faulty link has been corrected, we apologize for the inconvenience.



### Public Open Houses

**Date: Thursday, January 23rd**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Ontario Science Centre  
770 Don Mills Rd, North York, ON  
M3C 1T3

**Date: Tuesday, January 28th**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Metropolitan Community  
Church (Leslieville)  
115 Simpson Ave, Toronto, ON  
M4K 1A1

**Date: Monday, January 27th**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Ryerson University,  
Tecumseh Auditorium  
55 Gould St, Toronto, ON M5B 1E9

**Date: Wednesday, January 29th**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Exhibition Place,  
Beanfield Centre, Room 201 ABC  
105 Princes' Blvd, Toronto, ON  
M6K 3C3



If you have any questions about the meetings or the project, please contact Metrolinx directly at [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com).



55 John Street , Toronto, Ontario M5V 3C6

If you don't want to receive emails from us anymore, [click here to unsubscribe](#).

From: Ontario Line  
Sent: Thursday, February 6, 2020 9:25 AM  
To: [REDACTED]  
Subject: RE: Relief line

Hi [REDACTED],

Thank you for your interest in the Ontario Line and for providing us with your suggestions for the project. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Wednesday, January 29, 2020 1:10 PM  
To: Ontario Line  
Subject: Relief line

<https://www.google.com/maps/d/edit?mid=1WrKhS-4cF0xEE6u7vk93fKzMTOhpKGQ8&usp=sharing>

This is my attempt to fix toronto.

From: Ontario Line  
Sent: Wednesday, January 29, 2020 12:02 PM  
To: [REDACTED]  
Subject: RE: Overlea Blvd Elevated Structure

Hi [REDACTED],

Thank you for your email and we appreciate your concerns. We will share your concerns with our internal team.

The project, including the elevated and at-grade components of it, is the plan we are advancing. By using the GO corridor and building bridges across the Don River instead of tunneling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Also, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people into deep underground stations. For example, under the Relief Line South proposal the platform at East Harbour would have been so deep that customers would have to spend 4 ½ minutes getting in and out of the station, resulting in a customer experience that would attract fewer riders. That said, we will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

Unfortunately, we cannot confirm any technical details of the alignment at this point. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts, and potential for partnering with developers. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case. We expect to have more detailed information to share in the coming months, when we will have completed further design work.

Please consider joining our mailing list to receive the latest Ontario Line project updates at this link: <https://metrolinx.us4.list-manage.com/subscribe?u=61243163545aaf635b99b9d60&id=6cb0d59ed4>

Grace Lau  
Metrolinx

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, January 29, 2020 8:30 AM  
To: Ontario Line  
Subject: Overlea Blvd Elevated Structure

Unfortunately I was unable to attend the recent meeting at the Ontario Science Centre concerning the Ontario Line between Overlea Blvd and Don Mills, however I have learned that you are proposing an elevated structure along Overlea Blvd.

I am an owner in the condo at [REDACTED] and am shocked that this structure would be built right outside the condo with no concern for the residents living there and for our resale value. Not only would the noise factor be unbearable, but wherever I look from my condo inside and on the balcony I would see this structure. There are a lot of commercial buildings here but the residential community needs to be taken into account.

Please confirm whether the elevated structure would also be on Millwood going over the bridge? Also how high is this elevated structure going to be?

Why wasn't an alternative route looked at - for example behind the Costco building and why isn't it being built underground like in other residential areas?

As a condo owner we have made many improvements to our building and prices are finally rising - this new development will mean that everyone will lose money and resale will be hard.

Please advise.

Sincerely

[REDACTED]

Sent from my iPad

From: Ontario Line  
Sent: Wednesday, January 29, 2020 9:52 AM  
To: [REDACTED]  
Subject: RE: Ontario Line

Hi [REDACTED],  
The Ontario Line project will include a combination of underground, at-grade and elevated components.

We are committed to meeting or exceeding all regulated requirements under the environmental assessment legislation. Currently, transit projects are required to follow the transit projects assessment process (TPAP). Metrolinx has not yet initiated a TPAP for the Ontario Line.

We are doing environmental field studies and expect to be back out in the communities later this year to share existing conditions reports in spring 2020. We will share the results of impact assessments as design details are confirmed, which we estimate will start in fall 2020 and continue through to 2022.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



-----Original Message-----  
From: [REDACTED]  
Sent: January-28-20 8:11 PM  
To: Ontario Line  
Subject: Ontario Line

Hi,  
  
I want to know why there isn't an Environmental Assessment and why the line isn't going to be underground?

Thanks,  
[REDACTED]

From: Ontario Line  
Sent: Wednesday, January 29, 2020 9:28 AM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Customer's questions about Ontario Line - Case # 463136  
Attachments: Noise and Vibration-Info Sheet-v5.pdf

Hi [REDACTED],  
Please see messaging below regarding noise and pest control for the Ontario Line. I've also attached a handout about noise and vibrations that we've been using at our Open Houses.

Metrolinx is committed to continually improving our approach to managing noise and vibration. Metrolinx's Subway Program noise and vibration management approach will follow both the Ontario Ministry of the Environment and Energy/ GO Transit Protocol for Noise and Vibration Assessment (MOEE/GO Transit, 1994) and Ontario Ministry of the Environment and Energy/ Toronto Transit Commission Protocol for Noise and Vibration Assessment (MOEE/ TTC, 1993).

- Key elements of our approach to managing noise and vibration during construction:
- Establish a comprehensive public relations program to inform affected parties about the project's scope, schedule, noise and vibration management strategies, and communication and complaint resolution protocols.
  - Monitor noise and vibration to inform implementation of additional mitigation measures, as necessary.
  - Address public complaints in a timely manner.

As on our other projects, our contractors in collaboration with our municipal partners will work closely on a pest control plan prior to construction beginning. The pest control plan will include regular inspections of sites. More information on this topic will become available as the project progresses.

Best,  
  
**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416-202-5100



---

From: [REDACTED]  
Sent: January-28-20 10:53 AM  
To: Ontario Line  
Cc: [REDACTED]  
Subject: Customer's questions about Ontario Line - Case # 463136

Hi Team,  
  
We received the questions below from a customer who wanted to know more about the Ontario line, and we would appreciate if you could provide us with some key messages that we can use for both this case and future ones.

Here are the questions:

1. How are you going to monitor or, what instruments are you going to install, to monitor noise levels, pollution levels, vibrations levels?
2. What are you going to do about rats? When Pape Station went under construction to install an elevator and an emergency exit from track level, my neighbours & I noticed rats, for the first time in 35+ years.

Your help will be greatly appreciated.

Thanks

[REDACTED]

Customer Relations Representative  
Metrolinx | 20 Bay St | Toronto | Ontario | M5J 2W3  
T: 416-202-1507



**From:** Ontario Line  
**Sent:** Wednesday, January 29, 2020 11:13 AM  
**To:** [REDACTED]  
**Subject:** RE: More info

Hi [REDACTED],

Thank you for your message and your interest in the Ontario Line. You can sign up for project updates at [this link](#).

Take care,

Sara Wilbur | METROLINX

**From:** [REDACTED]  
**Sent:** January-29-20 11:10 AM  
**To:** Ontario Line  
**Subject:** More info

Hi there,  
Could I sign up for more information on the Ontario Line?

Thanks,  
[REDACTED]



From: [REDACTED]  
Sent: Tuesday, January 28, 2020 7:25 PM  
To: Maria Zintchenko  
Cc: Ontario Line  
Subject: Re: Inquiry re. work along the Richmond Hill rail line near Thorncliffe Park

Categories: Complete

Thank you for the information.

On Tue, Jan 28, 2020 at 4:07 PM Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)> wrote:

Hi [REDACTED],

It was good talking to you at the Ontario Line public information session last Thursday. Following up on your question regarding the work along the rail line in vicinity of Thorncliffe Park you were observing: This is the Richmond Hill line, which crosses the Don River several times via bridges. The work you were observing is associated with bridge construction/repair work along the line. To be notified of any future works by Metrolinx happening in that area, I encourage you to send an email to [torontoeast@metrolinx.com](mailto:torontoeast@metrolinx.com) to be added to their email distribution list.

Let me know if you have any further questions.

Regards,  
Maria

**Maria Zintchenko**  
Project Manager, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416.202.1663 C: 416.843.2189



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Ontario Line  
Sent: Wednesday, January 29, 2020 11:06 AM  
To: [REDACTED]  
Subject: RE: Suggestion

Hi [REDACTED],  
Thanks for your suggestion and interest in the Ontario Line. We'll make note of that and share it with our internal team.

Metroinx places a high priority on ensuring that everyone regardless of age or ability has full access to our transit services, including our staff. We have an Accessibility Advisory Committee (AAC) that provide input on how identify, remove and prevent barriers during the planning, design and operational stages of our project.

The AAC is comprised of Metroinx customers from across our entire service area. They include customers with a wide range of disabilities, seniors, and staff from agencies that support people with disabilities. The main purpose of the AAC is to provide input on policy, planning and procedures wherever Accessibility / Universal Design issues may occur with GO Transit, PRESTO, UP Express and our future Rapid Transit services, stations or projects.

If you're interested in joining this committee, you can read more here: <http://www.metroinx.com/en/aboutus/accessibility/accessibility-advisory-committee.aspx>

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



From: [REDACTED]  
Sent: January-28-20 2:57 PM  
To: Ontario Line  
Subject: Suggestion

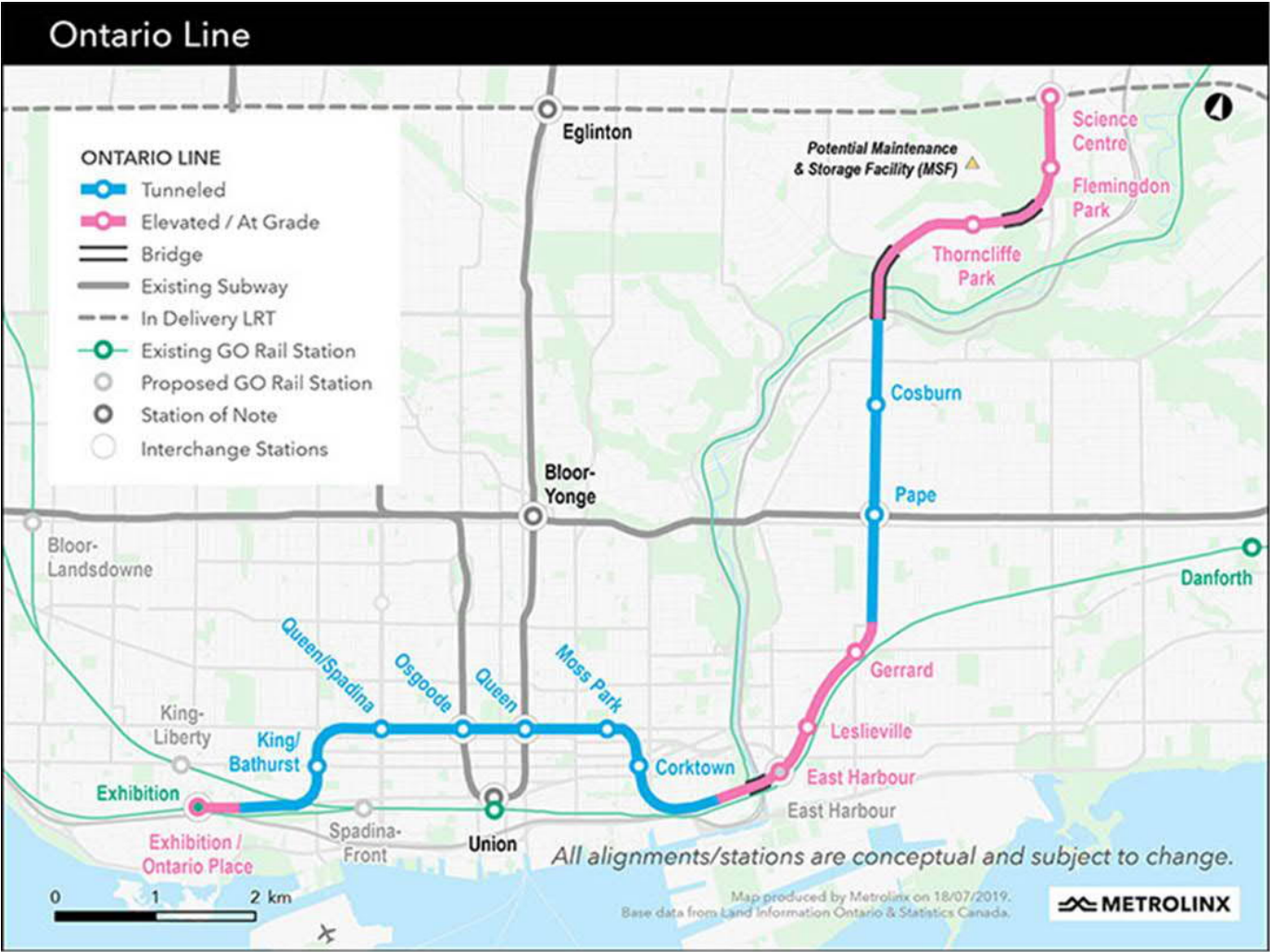
I think you should change the colours of the tunnel subway lights to accommodate operators that are green-white "colour blind". London Tube has done this with their new Jubilee Subway Line.

[REDACTED]

From: Ontario Line  
Sent: Wednesday, February 5, 2020 4:20 PM  
To: [REDACTED]  
Subject: RE: Streets Being Used

Hi [REDACTED],

Thank you for your interest in the Ontario Line project. While still in the conceptual phases, the proposed route is below:



The section between Gerrard St and the DVP is planned to be along Pape Ave.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, January 28, 2020 11:16 PM  
To: Ontario Line  
Subject: Streets Being Used

Hello,  
I live on [REDACTED] we've lived here my whole life, and I'm wondering which streets the subway will be moving under? When will this proposed line begin being built?  
Thank you,  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, January 28, 2020 9:33 AM  
**To:** Luiza Sadowski  
**Cc:** Franca Di Giovanni; Ontario Line  
**Subject:** Re: Location of Leslieville Station

**Categories:** Complete

We don't have exact location info at this time and won't until the next round of engagement at the earliest.

Page 30 of the initial business case, which is posted online, is the most specific source so far. Here's an excerpt:

The Ontario Line starts at Exhibition Station with platforms at grade to allow for a cross-platform interchange with GO. It goes underground just west of Strachan Avenue and continues east, turning north under Bathurst Street to a station at King Street. It continues north turning east under Queen Street West with stations at Spadina Avenue, University Avenue, Yonge Street and Sherbourne Street. At Berkeley Street/Parliament Street, the line turns south, with a station at the intersection of King Street, then turning east under the GO Corridor.

The line rises within the rail corridor, with a portal east of Cherry Street. The Ontario Line crosses over the Don River and continues along the GO Rail corridor, along a widened embankment or elevated structure. There is a station with cross-platform interchange to GO at the proposed East Harbour, with stations along the rail embankment also at Queen and Gerrard.

Sent on the go -- please excuse typos.

>> On Jan 27, 2020, at 10:11 PM, Luiza Sadowski <[Luiza.Sadowski@metrolinx.com](mailto:Luiza.Sadowski@metrolinx.com)> wrote:

> Hi both,

>

> Nice seeing you tonight. I will come by the tomorrow evening open house to help out as well as it's right in my neighbourhood, so I'm genuinely curious to hear residents' concerns.

>

> Could you please advise on the proposed intersection for the Leslieville station (Leslie and ?) A girl asked me today and I said I would get back to her with an answer soon.

>

> Thanks,

>

> LUIZA SADOWSKI

> Senior Manager, Community Relations | Toronto West Community Relations

> and Communications | Metrolinx

> 2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3

> T: 416.202.4692 | C: 416.989.5051

>

> -----Original Message-----

> From: [REDACTED]

> Sent: January-27-20 9:57 PM

> To: Luiza Sadowski

> Subject: Re: Location of Leslieville Station

>

> Thanks Luiza. Much appreciated!

>

> [REDACTED]

>

> Sent from my iPhone

>

> On Jan 27, 2020, at 7:50 PM, Luiza Sadowski <[Luiza.Sadowski@metrolinx.com](mailto:Luiza.Sadowski@metrolinx.com)> wrote:

>

> Hi [REDACTED],

>

> Nice meeting you at the OL open house @ Ryerson tonight. I will be in touch re the proposed Leslieville station intersection at Leslie as soon as I have an answer for you.

>

> Have a great evening,

>

> Luiza

>

> Sent from my iPhone

From: Ontario Line  
Sent: Thursday, January 30, 2020 1:05 PM  
To: [REDACTED]  
Subject: RE: Work on Minton Place

Hi [REDACTED],

Thank you again for reaching out and apologies for the delay in our response. I wanted to ensure my information was correct before sharing it with you. We've recently announced a fifth open house taking place in East York next week and are hopeful you'll be able to attend.

Wednesday, February 5th  
Estonian House  
958 Broadview Avenue

Take care,

Sara Wilbur | METROLINX

From: [REDACTED]  
Sent: January-27-20 3:19 PM  
To: Ontario Line  
Subject: Re: Work on Minton Place

Hello,

I just want to share how discouraging this message is. Our community deserves the same consultation and openness that other communities are receiving.

We want the same opportunity to know how this project will affect our community and, again, we are being left out. Like the lack of communication surrounding the drilling, Metrolinx feels that it's okay to just pat community members on the head and say "there there, we'll talk to you when we feel like it".

[REDACTED]

On Thu, Jan 23, 2020 at 12:12 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

There will be many opportunities to provide input and learn more about what the project means for you and your community throughout its lifecycle. This will include an array of in-person and online outreach activities such as public open houses, community pop ups, regional town hall meetings, information sessions, newsletters, and web and social media updates. The next round of public consultation meetings are expected in the spring.

We will advertise these opportunities in a variety of ways. You can stay up-to-date on the Ontario Line project as well as how to get involved by visiting the [Ontario Line](#) webpage.

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Friday, January 10, 2020 9:56 AM  
To: Ontario Line  
Subject: Re: Work on Minton Place

Hi Sara,

Can you advise if any open houses are planned for the neighbourhoods between Danforth and the DVP? Based on the open houses that are planned, both the Science Centre and Metropolitan Community Church are in two different neighbourhoods. Each is about 4km away from the north most point (Minton Pl).

Please let me know what steps Metrolinx will be taking to engage residents and businesses along these neighbourhoods.

Thanks,

[REDACTED]

On Wed, Jan 8, 2020 at 2:40 PM [REDACTED] <[REDACTED]> wrote:

Hi Sara,

I live around the corner from the work. Well within 500m. Are you 100 per cent certain that notices were issued? I'm sorry, but I've already lost faith in the process set out by Metrolinx, since we had to find out about the work on our own.

[REDACTED]

On Wed, Jan 8, 2020 at 2:35 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

I'm sorry that you haven't received a notice. I'm able to confirm that they have been received as we've been getting feedback from the residents in response to the notice. Metrolinx standard is to deliver notices to all residences within 500m of the digging area. If you're outside of that 500m you won't have been sent one. If you are within the 500m, it's likely that your address was missed by Canada Post.

We're continuing to work at improving our notice time for residents and are also developing an electronic notice that will be shared via email. I'll happily share that sign up link with you when it's up and running.

Regards,

Sara Wilbur | METROLINX

From: [REDACTED]

Sent: January-07-20 6:48 PM

To: Ontario Line

Subject: Re: Work on Minton Place

Hello,

I've noticed that notices still haven't been sent out for this work. Can you explain why? And - yes - I know the notice is available online.

[REDACTED]

On Thu., Dec. 12, 2019, 4:14 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

You're absolutely right. We always aim to have our notices in the hands of community members well in advance of any work starting. Unfortunately, this work was approved and started faster than we were able to get notices drafted and into distribution. Our team is always careful to ensure that construction notices are accurate, fact-checked and provide the right information to the community and therefore take some time to complete.

This work is happening fast. But, we will be working hard to ensure that notices are distributed as soon as possible going forward.

You can always check the [Ontario Line webpage](#) for up-to-date information as the project moves ahead.

Regards,

**Sara Wilbur**

Error! Filename not specified.

From: Ontario Line  
Sent: Wednesday, February 5, 2020 4:35 PM  
To: [REDACTED]  
Subject: RE: Suggestions for the Ontario Line

Good afternoon [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback. We'll share this information with our project team.

If you're looking for more information on the project, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine). If you'd like to receive regular project updates, including construction notices, please sign up to our email newsletter using this form: <http://eepurl.com/gPcesr>

Thank you,

**Katherine Abraham**  
Community Relations & Issues Specialist



From: [REDACTED]  
Sent: Friday, January 24, 2020 11:43 PM  
To: Ontario Line  
Subject: Suggestions for the Ontario Line

Hi there!

My name is [REDACTED] and I am a big advocate for active transportation, accessibility, and sustainability. As someone who was born and raised in Toronto and does not have access to a car, I have become very familiar with Toronto's transit system. While I have many, *many* thoughts/opinions on how we can better connect our city through transit, I'm emailing you today with regard to the proposed Ontario Line.

Without making too many dramatic changes, I feel that this line has a nice sentiment, but does not truly connect the city, which is what public transportation is meant to do. Here are some questions/suggestions:

1. The line finishes at Ontario Science Centre. If this train is going to be running along Don Mills, why not **finish the line at Don Mills Subway Station**? This would also help alleviate the traffic that occurs along Don Mills and because it is a terminal station, York Region and TTC busses tend to converge there.
2. The distance between Exhibition and King and Bathurst is a large gap. Between there, to keep with the "Ontario" theme, Fort York is also a historical site/common sightseeing location so perhaps **making a stop at Fort York and Fleet st. between Exhibition and King/Bathurst stops** would be a good idea. Especially since otherwise, it's a 20-25 min commute via other methods of public transit to go between the two locations.
3. This point is more of an aside to speak to the subway system as a whole, but the **yonge and sheppard subway station was originally built with the intention of extending west to connect the top of the yonge/university lines**. It doesn't make sense to not complete the loops there as a simple bus ride across from sheppard to yorkdale stations can take anywhere from 20-35 minutes depending on traffic when it could easily be a few minutes with an easy 1 stop subway station between sheppard and yorkdale.

Thank you for your time and consideration in listening to my concerns and suggestions!

[REDACTED]



**From:** [REDACTED]  
**Sent:** Friday, January 24, 2020 2:35 PM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** RE: Ontario Line: Open Houses & Project Updates

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Grace

Can you confirm your system is sending me an email with my password?  
It's not coming through to my desktop.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** Friday, January 24, 2020 8:54 AM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line: Open Houses & Project Updates

Please try this link: <https://www.metrolinxengage.com/en/content/get-engaged-ontario-line>

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**From:** [REDACTED]  
**Sent:** Thursday, January 23, 2020 2:28 PM  
**To:** Ontario Line  
**Subject:** RE: Ontario Line: Open Houses & Project Updates

I tried to open an account and get a password but didn't get an email

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** Thursday, January 23, 2020 10:08 AM



To: [REDACTED]  
Subject: RE: Ontario Line: Open Houses & Project Updates

Hi [REDACTED]

Please go to <https://www.metrolinxengage.com/en/collections/ontario-line>. This link will be live as of tomorrow.

Grace Lau  
Metrolinx

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From: [REDACTED]  
Sent: Wednesday, January 22, 2020 2:52 PM  
To: Ontario Line  
Subject: RE: Ontario Line: Open Houses & Project Updates

Thanks very much where in particular will I find the Online postings?  
Could you please send me the link?

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

From: Ontario Line [<mailto:ontarioline@metrolinx.com>]  
Sent: Wednesday, January 22, 2020 2:44 PM  
To: [REDACTED]  
Subject: RE: Ontario Line: Open Houses & Project Updates

Hi [REDACTED]

Thank you for your email.

The presentation materials will be posted online after the meetings. Online consultation will also be available through the Ontario Line website if you are unable to attend in person.

For more information about the Ontario Line, please visit the Ontario Line webpage at this link:  
<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Wednesday, January 22, 2020 11:02 AM  
To: Ontario Line  
Subject: RE: Ontario Line: Open Houses & Project Updates

Thanks if I can't make the open house, will a video be online?  
Alternatively will there be any handouts which can be obtained later?



# WELCOME

Thanks for signing up to the Ontario Line digital newsletter! This newsletter will provide you with regular updates on the project, including construction and upcoming events. Please consider adding us to your safe-sender list with your email provider.

For background information on the project, please visit our website at [metrolinx.com/OntarioLine](http://metrolinx.com/OntarioLine).

## GET INVOLVED

**Drop in at any one of the following Open Houses to learn more.**

**Each session will run from 6:30 p.m. to 8:30 p.m.**

**Thursday, January 23rd**

Ontario Science Centre  
Telus Room  
770 Don Mills Road  
North York, ON

**Monday, January 27th**

Ryerson University  
Tecumseh Auditorium  
55 Gould Street  
Toronto, ON

**Tuesday, January 28th**

Metropolitan Community Church of Toronto  
Social Hall  
115 Simpson Avenue  
Toronto, ON

**Wednesday, January 29th**

Exhibition Place  
Beanfield Centre  
Room 201 ABC  
105 Princes' Boulevard  
Toronto, ON

**If you cannot join us in person, there will be an online version of the consultation you can access from [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine) starting January 23rd.**

To advance the Ontario Line project, Metrolinx is evaluating the underground conditions of the area where the line will be built. This work is done by using a small drill rig that drills into the ground and collects soil and rock samples for further testing.

This is done to determine the approach for the construction of this important project, and will support the creation of foundation designs and other structural plans.

### **What to expect**

Testing at each individual test location can take between 2-3 weeks to complete. Multiple tests may be required at each location.

During construction hours, lane reductions may be required.

Traffic delays are expected.

Every effort will be made to minimize disruptions and expedite work.

Work could be rescheduled and delayed due to weather conditions or any unforeseen circumstances.

Specific work times will depend on permits from the City of Toronto.

Access to properties will be maintained at all times through at least one driveway.

Work equipment may be left on-site (inside a fenced area) until work is completed.

Street parking in some areas could be temporarily impacted while work is completed. Please follow signage.

Residents and businesses near the work site can expect to hear noise caused by a drill rig, trucks and other construction equipment related to this work.

Please take care when walking near construction areas. Watch for additional signs directing pedestrians as detours may be required.

Below are a list of areas where geotechnical investigations have begun. Detailed notices can be found on our website at [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine).





Queen Street West, Bathurst Street, Richmond Street West, Ryerson Avenue, Augusta Avenue, Wellington Street, Stewart Street, Niagara Street and Cameron Avenue

Work started in January 2020 and is anticipated to last approximately 6 months  
7 AM - 7 PM, Monday - Friday

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You are receiving this Ontario Line e-newsletter because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates.

Our email list is only used by the Ontario Line office to inform about project updates, initiatives and events. It is not sold or provided to any other party for their use, nor to market our services or products.

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

From: Ontario Line  
Sent: Tuesday, February 18, 2020 5:17 PM  
To: [REDACTED]  
Subject: RE: Thorncliffe Park and Flemingdon Jan 23 consultation feedback

Good afternoon [REDACTED],

Thank you for your interest in the Ontario Line project and for providing us with your feedback about your experience at the open house.

We have received a lot of feedback as a result of the open houses in many forms: through the paper feedback forms provided at the open house; through emails like yours; through our website; and from notes by Metrolinx staff at the event.

I attended one of the open house sessions and took notes when speaking to people. I recognize that in your experience, you did not see many people taking notes, and I am sorry to hear that, but I can assure you that a lot of feedback has been gathered from residents and employees alike.

I understand how this may have been frustrating for you, and I thank you for bringing it to our attention. Your feedback on this matter is valuable and appreciated, and I will share it with management for future events.

For more information on the project in general, please visit [www.metrolinx.com/OntarioLine](http://www.metrolinx.com/OntarioLine)

Sincerely,

**Katherine Abraham**  
Community Relations & Issues Specialist



From: [REDACTED]  
Sent: Thursday, January 23, 2020 8:52 PM  
To: Ontario Line  
Subject: Thorncliffe Park and Flemingdon Jan 23 consultation feedback

Hi,

I was at the consultation session. I want to make the point that almost no Metrolinx employee was taking notes. If this is an engagement session, people need to take notes so they know what people are saying. I was told to write down my concerns on a form, and I did that. But I would feel much better if the employees actually wrote down what I said. I was told they were going to have a debrief -- what exactly are they debriefing on, the stuff that they happened to remember? Perhaps the last thing that was said to them before they left?

It's totally unacceptable. It's hard to feel heard when no one seems to really be paying attention.

[REDACTED]

From: Ontario Line  
Sent: Friday, February 14, 2020 11:44 AM  
To: [REDACTED]  
Subject: RE: The Ontario Line

Good morning [REDACTED],  
Sorry for the delayed response, we’ve been receiving a very high volume of emails over the past month.

We will pass along your feedback and suggestions to our project team. Right now, the plan and scope for the Ontario Line is progressing between Exhibition Place and the Science Centre. However, future expansion is always a possibility.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



From: [REDACTED]  
Sent: January-23-20 9:36 PM  
To: Ontario Line  
Subject: The Ontario Line

WHY ARE WE STOPPING THE Ontario Line at Exhibition Place? Why not take it at least up to Lakeshore and Parklawn?

In recent years this area has seen massive build of condos and daily the 66 bus route has to ferry hundreds of commuters to Old Mills subway station. At the peak hours there isn't any standing room in these buses even.

In the near future the city and its great council is going to approve quite few more high rises here where the Christie factory used to be. The city or the province shouldn't only collect taxes, they should fulfill their obligation by providing reasonable services also!

May I request that The Honourable Premier approve extension of Ontario Line up to Lakeshore and Parklawn.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Ontario Line  
**Sent:** Thursday, January 23, 2020 12:23 PM  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED]

Hi [REDACTED],

Thank you for your email and we understand your concerns.

The precise alignment, including locations of other associated facilities such as emergency exit building, of Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts, and potential for partnering with developers.

We understand the residents will want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what’s needed. We expect to have more detailed information to share in the coming months, when we will have completed further design work.

Please stay up-to-date on the Ontario Line project as well as how to get involved by visiting the [Ontario Line](#) webpage.

Grace Lau  
Metrolinx

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**From:** [REDACTED]  
**Sent:** Friday, January 10, 2020 12:56 PM  
**To:** Ontario Line  
**Subject:** [REDACTED]

I  
We are very concerned by any effort to put an exit at our home as the city was thinking of doing.  
This house is near 100 years old and very distinct, much different then other homes in this area.  
It would be very sad to have any damage done to our home which has special features like  
Bevelled glass and leaded windows.

Now that you will continue the line farther north, we hope you will not be looking for an emergency  
Exit at our home. Please advise

Thank you  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



From: [REDACTED]  
Sent: Thursday, January 23, 2020 10:10 PM  
To: Ontario Line  
Subject: Re: Please Advise: Drilling on Degrassi Street

Ok great. Thank you Joshua.  
If you wouldn't mind keeping me posted that would be much appreciated.

Have a great night.

[REDACTED]

Sent from my iPhone

On Jan 23, 2020, at 1:45 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Our contractor is informed me that they plan to finish the drilling tomorrow but will need to come back over the next couple days/weeks to get some more readings. They will move all the equipment off the site as soon as the work is completed.

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.7559

<image001.png>

From: [REDACTED]  
Sent: January-23-20 11:35 AM  
To: Ontario Line  
Subject: Re: Please Advise: Drilling on Degrassi Street

Thank you Joshua.  
Much appreciated!

[REDACTED]

On Thu, Jan 23, 2020 at 8:34 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Let me find that out for you. I'll reach out to our contractors.

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100

<image002.png>

From: [REDACTED]  
Sent: January-22-20 4:58 PM  
To: Ontario Line  
Subject: Re: Please Advise: Drilling on Degrassi Street

Thank Joshua - really appreciate the quick response. When they are done the drilling on Degrassi, will they be removing

Thank you in advance!

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Ontario Line  
Sent: Wednesday, January 22, 2020 3:11 PM  
To: [REDACTED]  
Subject: RE: Hello there. QUESTION IN REGARDS TO THE CORKTOWN STOP

Hi [REDACTED],

Thank you for your email.

The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. Finalized stop and station locations are still being studied.

Please consider joining our mailing list to receive the latest Ontario Line project updates at this link: <https://metrolinx.us4.list-manage.com/subscribe?u=61243163545aaf635b99b9d60&id=6cb0d59ed4>

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Tuesday, January 21, 2020 7:53 PM  
To: Ontario Line  
Subject: Hello there. QUESTION IN REGARDS TO THE CORKTOWN STOP

I was wondering if you could inform me as to the planned location for the stop in CORKTOWN.

The Relief Line was to be where Bay Cat Hospital/ Bay Dog Hospital sits at 525 King Street East( Corner of Sumach and King). The Ontario Line was to by pass this property.

The schematic seems to show it may involve the Veterinary Hospital again.

Could you please advise.

Thank you for letting me know.

[REDACTED]

From: Ontario Line  
Sent: Wednesday, January 22, 2020 2:49 PM  
To: [REDACTED]  
Subject: RE: Information session at Science Centre

Good afternoon [REDACTED], [REDACTED],  
For complimentary parking tomorrow, please use the parking lot that is off of Don Mills road by the Ontario Science Centre main entrance.

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.7559



---

From: [REDACTED]  
Sent: January-21-20 12:30 PM  
To: Ontario Line  
Subject: Information session at Science Centre

Hello,

I am planning to attend the info session for the Ontario Line this Thursday at the Science Centre. I was wondering if there will be complimentary parking (given the Science Centre charges \$10 for parking) and if so, where?

Thank you  
[REDACTED]  
[REDACTED]

From: Ontario Line  
Sent: Tuesday, January 21, 2020 12:06 PM  
To: [REDACTED]  
Subject: RE: Question

Hi [REDACTED]

Thank you for your email.

The province will own the Ontario Line while the TTC will operate the line, similar to the arrangement for the Eglinton Crosstown LRT. The Ontario Line will run as part of the existing TTC network and accessed with a TTC fare.

For more information about the Ontario Line, please visit the Ontario Line webpage at this link:

<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Thursday, January 16, 2020 6:03 PM  
To: Ontario Line  
Subject: Question

Hi

- 1) When can we know if the Ontario Line will have a separate fare?
- 2) Are there preliminary indications that it is an integrated fare at no charge for TTC users, subject to formal announcement?
- 3) Are there preliminary indications that there will be a separate fare, subject to formal announcement?
- 3) Is this actively being considered with a decision expected in the near term?
- 4) Is this a postponed item, not a item for the near term?

Thank-you  
[REDACTED]

From: Ontario Line  
Sent: Tuesday, January 21, 2020 3:06 PM  
To: [REDACTED]  
Subject: RE: Pape relief line

Hi [REDACTED],

Thank you for your email.

Metrolinx and Infrastructure Ontario are working together to plan and build four priority projects under the Government of Ontario's Subway Program, including The Ontario Line, Scarborough Subway Extension, the Eglinton Crosstown West Extension and the Yonge North Subway Extension.

For more information about the Ontario Line, please visit the Ontario Line webpage at this link:

<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Friday, January 10, 2020 12:58 PM  
To: Ontario Line  
Subject: Pape relief line

Is metrolinx responsible for this project as well?

[REDACTED]

From: Ontario Line  
Sent: Tuesday, January 21, 2020 12:05 PM  
To: [REDACTED]  
Subject: RE: Ontario Line

Hi,

Thank you for email. We have already added your email in the mailing list.

For more information about the Ontario Line, please visit the Ontario Line webpage at this link:  
<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Grace Lau  
Metrolinx

-----Original Message-----

From: [REDACTED]  
Sent: Saturday, January 18, 2020 8:31 AM  
To: Ontario Line  
Subject: Ontario Line

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

Please put me on your emailing list.

[REDACTED]

**From:** Ontario Line  
**Sent:** Tuesday, January 21, 2020 2:43 PM  
**To:** [REDACTED]  
**Subject:** RE: Expropriation of Properties

Hi [REDACTED],  
Given the differences between the former Relief Line South proposal and the current Ontario Line project, some of the property requirements identified in the Relief Line South Environmental Report will change.

The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts, and potential for partnering with developers. We will continue to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case, which will in turn help us determine property requirements.

Previously identified owners, like yourself, and newly affected property owners will be notified and advised of any property impacts, including owners of properties, that were identified in the Relief Line South Environmental Report that are no longer required.

We expect to have more detailed information to share in the coming months, when we will have completed further design work.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.7559



---

**From:** Ontario Line  
**Sent:** January-21-20 2:12 PM  
**To:** [REDACTED]  
**Subject:** RE: Expropriation of Properties

Hi [REDACTED]  
Thanks for your interest and email. I've reached out to our project team to gather more information regarding your address and the property acquisition process for the Ontario Line.

I'll get back to you shortly.

Best,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.7559



---

**From:** [REDACTED]  
**Sent:** January-20-20 3:35 PM  
**To:** Ontario Line  
**Subject:** Expropriation of Properties

Hi there,

I am writing because I need to speak to someone asap about the New Ontario Line plans. Please forward this email to someone in charge of acquiring properties in the Pape and Danforth Area. My house ([REDACTED]) was on the list to be expropriated and demolished for the Relief Line and



so I would like to know whether the same situation is happening now that it's a new subway line.

Is the environmental assessment underway? When will local residents hear whether our properties are in jeopardy? Who is the contact person for this?

I will attend the info night in my local neighborhood this week, but since my house was directly affected last time I'd like someone to reach out to me directly and let me know what to expect in terms of the expropriation. We want to do a renovation but obviously I can't commit to this until I know whether I am able to stay in my house or not. My address is [REDACTED].

Thanks very much,

[REDACTED]

--  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: Ontario Line  
Sent: Tuesday, January 21, 2020 11:58 AM  
To: [REDACTED]  
Subject: RE: Question about Ontario Line

Hi [REDACTED],

Thank you for your email.

The province will own the Ontario Line while the TTC will operate the line, similar to the arrangement for the Eglinton Crosstown LRT. The Ontario Line will run as part of the existing TTC network and accessed with a TTC fare.

For more information about the Ontario Line, please visit the Ontario Line webpage at this link:

<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Monday, January 20, 2020 10:25 PM  
To: Ontario Line  
Subject: Question about Ontario Line

Hi,

Could you please let me know what the current plan is for fares on the Ontario line? Will they be integrated with TTC fares for free transfers between buses and subways or will it be standalone similar to the UP Express?

Thank you for your time. I look forward to hearing from you.

[REDACTED]

From: [REDACTED]  
Sent: Monday, January 20, 2020 4:39 PM  
To: Ontario Line  
Subject: Re: Information about the Ontario Line Public meetings beginning on January 23

Thank you.

---

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Date: Monday, January 20, 2020 at 2:32 PM  
To: [REDACTED]  
Subject: RE: Information about the Ontario Line Public meetings beginning on January 23

Hi [REDACTED],

Thank you for your email.

It is a drop-in session with no formal presentation. Display boards will be set up at each open house covering multiple topics and project staff will be on hand to answer questions. There will also be opportunity to provide feedbacks and sign up for future updates.

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Monday, January 20, 2020 10:50 AM  
To: Ontario Line  
Subject: Information about the Ontario Line Public meetings beginning on January 23  
Importance: High

Hello,

Can you please tell me if there will be any formal introduction/anyone speaking at the start of the public meetings regarding the Ontario Line? I am coordinating a group of graduate students from the University of Toronto who are attending the first meeting on January 23<sup>rd</sup> and we want to make sure we are on time to hear any opening remarks.

If there is an agenda for the evening, I would greatly appreciate receiving it in advance.

Many thanks,

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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From: Ontario Line  
Sent: Tuesday, January 21, 2020 8:40 AM  
To: [REDACTED]  
Subject: RE: public open house  
Attachments: Ontario Line Open House Postcard\_Jan2020.pdf

Here you go.

From: darryl frankfort [REDACTED]  
Sent: Monday, January 20, 2020 4:48 PM  
To: Ontario Line  
Subject: Re: public open house

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

On Mon, Jan 20, 2020 at 2:39 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for your email.

Please see attached the flyer of upcoming open houses. Display boards will be set up at each open house covering multiple topics and project staff will be on hand to answer questions. The presentation will be the same at each open house. There will also be an online version of the consultation available through the Ontario Line webpage if people are unable to attend in person.

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Thursday, January 09, 2020 4:17 PM  
To: Ontario Line  
Subject: public open house

- 1) there was no flyer attached to the email sent out
- 2) will the same information be presented at each event?

[REDACTED]  
[REDACTED]  
[REDACTED]

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From: Ontario Line  
Sent: Friday, January 17, 2020 11:33 AM  
To: [REDACTED]  
Subject: RE: Get Involved

Hi [REDACTED],

It is an open house with no formal presentation. Boards will be displayed for reading. All open houses will be staffed by people from a variety of technical teams, as well as team members from Metrolinx capital projects community relations group. They will be on hand to answer your questions.

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Friday, January 17, 2020 11:28 AM  
To: Ontario Line  
Subject: Re: Get Involved

Thank you Grace. I understand the open house hours are from 6:30 to 8:30 PM. Is there an agenda, or more of an open house format with just reading materials and an opportunity to speak to relevant members. If there are members there, who are they (TTC, Metrolinx, etc.) ?

Thanks,

[REDACTED]

On Fri, Jan 17, 2020 at 10:51 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for your email and interest in attending the open houses. Yes, the dates are for 2020.

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Wednesday, January 15, 2020 3:41 PM  
To: Ontario Line  
Subject: Get Involved

Hello,

I am hoping to learn more and get involved with the Ontario Line. On the website (<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>) I noticed some drop in dates. I just wanted to confirm these drop in dates were for 2020?

Thanks,

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [REDACTED]  
**Sent:** Friday, January 17, 2020 6:43 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line Public Open Houses

Thank you. [REDACTED]

On Friday, January 17, 2020, 3:50:10 p m. EST, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for your email.

The presentation will be posted online after the meetings. Online consultation will also be available and comments can be submitted electronically.

Grace Lau

Metrolinx

**From:** [REDACTED]  
**Sent:** Sunday, January 12, 2020 8:07 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line Public Open Houses

I am afraid that I cannot attend any of your public meetings. Please send me the information and I will send you a brief on my views on the project. [REDACTED]

On Thursday, January 9, 2020, 3:33:43 p m. EST, [reliefline@toronto.ca](mailto:reliefline@toronto.ca) <[reliefline@toronto.ca](mailto:reliefline@toronto.ca)> wrote:

You are receiving this email because you signed up for our mailing list.  
If you're having trouble viewing this message, view [open it in a browser window](#).

## Ontario Line Public Open Houses

Dear Stakeholders,

On June 4, 2019, the Ontario Government passed the "Getting Ontario Moving Act," which assigns responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project has now been replaced by the Ontario Line project. With this change, Metrolinx will lead a renewed consultation and exploration process, which will also include additional Environmental Assessment work. As this new process gets underway, we hope that you will continue to participate in engagement opportunities.

Metrolinx is hosting four public open houses to introduce the Ontario Line later this month. Fifteen potential stations are proposed between Ontario Place and Ontario Science Centre, with links to GO Transit, the Eglinton Crosstown LRT, and TTC Lines 1 and 2. The objective of the information sessions will be to provide the public with an overview of the project, the process, and information on future engagement opportunities.

The information sessions will be hosted in the last two weeks of January. The same information will be available at each event. Details of the sessions are below, and included in [the flyer](#).

**Public Open Houses**

**Date: Tuesday, January 28th**

**Date: Thursday, January 23rd**

Time: 6:30 p.m. – 8:30 p.m.

Location: Ontario Science Centre

770 Don Mills Rd, North York, ON M3C  
1T3

Time: 6:30 p.m. – 8:30 p.m.

Location: Metropolitan Community  
Church (Leslieville)115 Simpson Ave, Toronto, ON M4K  
1A1**Date: Monday, January 27th**

Time: 6:30 p.m. – 8:30 p.m.

Location: Ryerson University, Tecumseh  
Auditorium

55 Gould St, Toronto, ON M5B 1E9

**Date: Wednesday, January 29th**

Time: 6:30 p.m. – 8:30 p.m.

Location: Exhibition Place, Beanfield  
Centre, Room 201 ABC105 Princes' Blvd, Toronto, ON M6K  
3C3

If you have any questions about the meetings or the project,  
please contact Metrolinx directly at  
[OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com).

---

55 John Street , Toronto, Ontario M5V 3C6

If you don't want to receive emails from us anymore, [click here to unsubscribe](#)

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From: Ontario Line  
Sent: Friday, January 17, 2020 3:45 PM  
To: [REDACTED]  
Subject: RE: Ontario Line Open House

Hi [REDACTED],

Thank you for your email. Same presentations will be presented at each open house.

We look forward to seeing you in the open house.

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Friday, January 17, 2020 12:14 PM  
To: Ontario Line  
Subject: Ontario Line Open House

Hi There,  
I received the memo regarding the Ontario Line Open House with the below dates and locations below. I was wondering if the same presentation will be presented at all four, or if it will be adjusted based on the local community where the meeting is being hosted. Thank you in advance for your help.

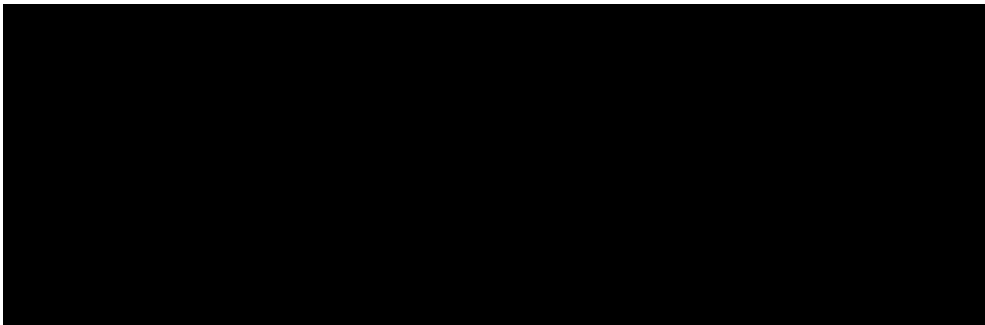
**Public Open Houses**

**Date: Thursday, January 23rd**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: **Ontario** Science Centre  
770 Don Mills Rd, North York, ON M3C 1T3

**Date: Monday, January 27th**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Ryerson University, Tecumseh  
Auditorium  
55 Gould St, Toronto, ON M5B 1E9

**Date: Tuesday, January 28th**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Metropolitan Community Church  
(Leslieville)  
115 Simpson Ave, Toronto, ON M4K 1A1

**Date: Wednesday, January 29th**  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Exhibition Place, Beanfield Centre,  
Room 201 ABC  
105 Princes' Blvd, Toronto, ON M6K 3C3





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: winter open houses  
**Date:** Friday, January 17, 2020 3:45:00 PM

---

Hi,

Thank you for your email. The presentation will be the same at each open house.

We look forward to seeing you at the open house.

Grace Lau  
Metrolinx

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 14, 2020 3:48 PM  
**To:** Ontario Line  
**Subject:** winter open houses

Are the presentations the same at each of these four open houses?

**From:** Ontario Line  
**Sent:** Friday, January 17, 2020 3:42 PM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Public Open House Inquiry

Hi 

Thank you for your email. Yes, the presentation material will be available online following the meetings.

Grace Lau  
Metrolinx

**From:** [REDACTED]  
**Sent:** Friday, January 17, 2020 3:19 PM  
**To:** Ontario Line  
**Subject:** FW: Ontario Line Public Open House Inquiry

Hello, will the presentation materials from the Ontario Line Public Open Houses be available following the meetings?

## Thanks

**From:** [REDACTED]  
**Sent:** Friday, January 10, 2020 3:39 PM  
**To:** 'OntarioLine@metrolinx.com' <[OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)>  
**Subject:** Ontario Line Public Open House Inquiry

Hello, will the presentation materials from the Ontario Line Public Open Houses be available following the meetings?

Thanks

Age Group	Should Take Action (%)	Should Not Take Action (%)
18-29	95	5
30-49	95	5
50-69	95	5
70+	95	5

From: Ontario Line  
Sent: Friday, January 17, 2020 3:53 PM  
To: [REDACTED]  
Subject: RE: Info Nights

Hi [REDACTED],

Thank you for your email.

The presentation will be posted online after the meetings. Online consultation will also be available and comments can be submitted electronically.

Grace Lau  
Metrolinx

---

From: [REDACTED]  
Sent: Saturday, January 11, 2020 9:03 PM  
To: Ontario Line  
Subject: Info Nights

Hello. I was wondering if I'm not able to attend an info night if you will be able to send out the information?

Also, is there a way for me to 'protest' the subway running along Pape? We live on Pape and we are worried the construction of the subway will damage our foundation, it is a very old house.

Thank you.

[REDACTED]

From: Ontario Line  
Sent: Friday, January 17, 2020 10:51 AM  
To: [REDACTED]  
Subject: RE: Metrolinx Open House

Hi Anna,

Thank you for your email and interest in attending the open houses. The meeting will be a drop in format with no formal presentation. Staff will be on hand to answer your questions.

Grace Lau  
Metrolinx

From: [REDACTED]  
Sent: Thursday, January 16, 2020 5:55 PM  
To: Ontario Line  
Subject: Metrolinx Open House

Hi,

I will attend one of the Ontario Line Open Houses to see how it impacts my neighborhood. What is the format of the Open House? Is it a presentation or a meeting? Can we ask questions? Please advise. Thank you.

[REDACTED]

From: [REDACTED]  
Sent: Tuesday, January 14, 2020 10:56 AM  
To: Ontario Line  
Subject: RE: Ontario Line - Public Open Houses

Perfect.

Thank you for the prompt reply. See you on January 29.

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: Tuesday, January 14, 2020 10:38 AM  
To: [REDACTED]  
Subject: RE: Ontario Line - Public Open Houses

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [REDACTED],

Thank you for reaching out. You will register in-person when you arrive on the 29<sup>th</sup>.

Best,

Sara Wilbur | METROLINX

From: [REDACTED]  
Sent: January-14-20 9:37 AM  
To: Ontario Line  
Subject: Ontario Line - Public Open Houses

To Whom This May Concern:

I plan on attending the open house scheduled for Wednesday January 29. Do attendants need to register or can we just show up between the time allotted.

Kindly confirm.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Thursday 23rd January 2019 6.30 p.m- 8.30 p.m - Metrolinx Ontario Line Public Open Houses

---

Hi [REDACTED],

Thank you for your emails and we will share your comments/suggestions with our project team.

Grace Lau  
Metrolinx

**From:** [REDACTED]  
**Sent:** Monday, January 13, 2020 10:09 AM  
**To:** reliefline@toronto.ca; Ontario Line  
**Subject:** Thursday 23rd January 2019 6.30 p.m- 8.30 p.m - Metrolinx Ontario Line Public Open Houses

I was able to open the attachment and mentioning 3 of my concerns

1. Additional to steps both sides have elevators on both sides going up and down
2. All of the subways to have washrooms
3. Additional to the normals elevators to have 2 on both sides when passengers are coming out of the trains who are Seniors, Pregnant womens and and toddlers with pushing cart with babies when they come out of the subways also and keep in contact.

Thanks

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** January 12, 2020 11:19 AM  
**To:** reliefline@toronto.ca <reliefline@toronto.ca>; ontarioline@metrolinx.com <ontarioline@metrolinx.com>  
**Subject:** Thursday 23rd January 2019 6.30 p.m- 8.30 p.m - Metrolinx Ontario Line Public Open Houses

I will try to make it and unable to open the flyer below and kindly send me and keep in contact.

Thanks

[REDACTED]  
[REDACTED]

---

**From:** reliefline@toronto.ca <reliefline@toronto.ca>  
**Sent:** January 9, 2020 3:33 PM

To:

Subject: Ontario Line Public Open Houses

You are receiving this email because you signed up for our mailing list.  
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## Ontario Line Public Open Houses

Dear Stakeholders,

On June 4, 2019, the Ontario Government passed the "Getting Ontario Moving Act," which assigns responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project has now been replaced by the Ontario Line project. With this change, Metrolinx will lead a renewed consultation and exploration process, which will also include additional Environmental Assessment work. As this new process gets underway, we hope that you will continue to participate in engagement opportunities.

Metrolinx is hosting four public open houses to introduce the Ontario Line later this month. Fifteen potential stations are proposed between Ontario Place and Ontario Science Centre, with links to GO Transit, the Eglinton Crosstown LRT, and TTC Lines 1 and 2. The objective of the information sessions will be to provide the public with an overview of the project, the process, and information on future engagement opportunities.

The information sessions will be hosted in the last two weeks of January. The same information will be available at each event. Details of the sessions are below, and included in [the flyer](#).



### Public Open Houses

**Date: Thursday, January 23rd**

Time: 6:30 p.m. – 8:30 p.m.

Location: Ontario Science Centre  
770 Don Mills Rd, North York, ON  
M3C 1T3

**Date: Tuesday, January 28th**

Time: 6:30 p.m. – 8:30 p.m.

Location: Metropolitan Community  
Church (Leslieville)  
115 Simpson Ave, Toronto, ON M4K  
1A1

**Date: Monday, January 27th**

Time: 6:30 p.m. – 8:30 p.m.

Location: Ryerson University,  
Tecumseh Auditorium  
55 Gould St, Toronto, ON M5B 1E9

**Date: Wednesday, January 29th**

Time: 6:30 p.m. – 8:30 p.m.

Location: Exhibition Place, Beanfield  
Centre, Room 201 ABC  
105 Princes' Blvd, Toronto, ON M6K  
3C3



If you have any questions about the meetings or the project,  
please contact Metrolinx directly at [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com).

55 John Street , Toronto, Ontario M5V 3C6

If you don't want to receive emails from us anymore, [click here to unsubscribe](#).

From: Ontario Line  
Sent: Monday, January 20, 2020 11:58 AM  
To: [REDACTED]  
Subject: RE: Scarborough Events for Ontario Line

Hi [REDACTED],

Thank you for your email and interest in Ontario Line.

Metrolinx and Infrastructure Ontario are working together to deliver the Ontario Line and released the Initial Business Case for the project in July 2019. Please review the details at this link:

[http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725\\_Ontario\\_Line\\_IBC.PDF](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF)

In late January, Metrolinx will be hosting four public open houses to share information and gather feedback about the Ontario Line. Please see the schedule and details of public open houses at this link: <http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Display boards will be set up at each open house covering multiple topics and project staff will be on hand to answer questions. There will also be an online version of the consultation available through the Ontario Line webpage if people are unable to attend in person.

Grace Lau  
Metrolinx

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From: [REDACTED]  
Sent: Friday, January 10, 2020 8:32 PM  
To: Ontario Line  
Subject: Scarborough Events for Ontario Line

Will there be any forums to explain the Ontario Line to residents of Scarborough? There is much to learn about this project and it would be great to share how this new line differs from the former Relief Line.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my Samsung Galaxy Tab® S



From: Ontario Line  
Sent: Friday, January 17, 2020 3:46 PM  
To: [REDACTED]  
Subject: RE: winter open houses

Hi,

Thank you for your email. The presentation will be the same at each open house.

We look forward to seeing you at the open house.

Grace Lau  
Metrolinx

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From: [REDACTED]  
Sent: Tuesday, January 14, 2020 3:48 PM  
To: Ontario Line  
Subject: winter open houses

Are the presentations the same at each of these four open houses?

[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <ontarioline@metrolinx.com>

**Sent:** December-16-19 3:58 PM

**To:** [REDACTED]

**Cc:** Reaman, Lauren <Lauren.Reaman@aecom.com>; Fiskin, Avril <Avril.Fiskin@aecom.com>

**Subject:** RE: Drilling work on Pape Avenue between Minton Place and Gowan Avenue

Hi [REDACTED],

Thank you for reaching out to us. Yes, the line will be underground between Gowan and Minton Plc. There will be a map available soon that will outline the elevation across the line.

Please continue to check the [Ontario Line](#) webpage for updated information and reach out with any further questions.

Regards,

Sara Wilbur  
METROLINX

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**From:** [REDACTED]

**Sent:** December-13-19 8:17 PM

**To:** Ontario Line

**Subject:** Drilling work on Pape Avenue between Minton Place and Gowan Avenue

Hello,

Will this line be underground between Gowan and Minton Place? I live between Woodville Ave and O'Connor Drive and am curious as to how this will affect my neighbourhood.

I can't seem to find a map that indicates underground, aboveground, etc. A more detailed map on your website would be most helpful.

Thank you

[REDACTED]

[REDACTED]

---

[REDACTED]

[REDACTED]

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>

Sent: December-16-19 2:57 PM

To: [REDACTED]

Subject: RE: Ontario Line Build

Hi [REDACTED],

The Ontario Line is currently going through further design work before we enter into procurement. We're currently doing some preparation work in advance of the bid process. We will begin procurement next year, and we are targeting to reach financial close with a project company in 2022 .

Regards,

MERLIN YUEN

T: 416.202.7353

-----Original Message-----

From: [REDACTED]

Sent: December-10-19 9:19 PM

To: Ontario Line

Subject: Ontario Line Build

Hi there,

Who has won the bid to construct the Ontario line?

Thank you,

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Reaman, Lauren](#)

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>

Sent: December-16-19 2:59 PM

To: Reaman, Lauren <Lauren.Reaman@aecom.com>; Fiskin, Avril <Avril.Fiskin@aecom.com>

Subject: FW: Timing

FYI - for OL Consultation Record.

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

-----Original Message-----

From: Ontario Line

Sent: December-12-19 4:23 PM

To: [REDACTED]

Subject: RE: Timing

Hi [REDACTED],

Thank you for contacting us. The estimated completion date for the Ontario Line is 2027.

The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. Finalized stop and station locations are still being studied.

You can always visit the Ontario Line webpage - [metrolinx.com/ontarioline](http://metrolinx.com/ontarioline) - for updated information as the project moves forward.

Regards,

Sara Wilbur  
METROLINX

-----Original Message-----

From: [REDACTED]

Sent: December-11-19 11:22 PM

To: Ontario Line

Subject: Timing

Hello

I'm curious to know when the Ontario Line is forecasted to be completed ? Also, where will the Moss Park, Corktown and East Harbour subway stops expected to be located ?

Thanks,



Sent from my iPhone

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** December-16-19 2:58 PM  
**To:** Reaman, Lauren <Lauren.Reaman@aecom.com>; Fiskin, Avril <Avril.Fiskin@aecom.com>  
**Subject:** FW: Work on Minton Place

FYI – for our consultation record.

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**From:** Ontario Line  
**Sent:** December-12-19 9:43 AM  
**To:** [Redacted]  
**Subject:** RE: Work on Minton Place

Hi [Redacted],

Thank you for reaching out to us. Drill work will begin in that area this week starting on Minton Pl. and heading south down Pape Ave.

Construction notices are currently in distribution so should be in mailboxes soon. Additionally, regular updates and construction notices are posted online – [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

Regards,

Sara Wilbur  
 **METROLINX**

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**From:** [Redacted]  
**Sent:** December-11-19 10:27 AM  
**To:** Ontario Line  
**Subject:** Work on Minton Place

Hello,

Can you advise if drilling work is commencing on Minton Pl?

Thank you,

[REDACTED]

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[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** December-16-19 2:59 PM  
**To:** Reaman, Lauren <Lauren.Reaman@aecom.com>; Fiskin, Avril <Avril.Fiskin@aecom.com>  
**Subject:** FW: Moss Park Station Future location

FYI – for OL consultation record.

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Ontario Line  
**Sent:** December-12-19 4:22 PM  
**To:** [REDACTED]  
**Subject:** RE: Moss Park Station Future location

Hi [REDACTED],

Thank you for contacting us. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as teams gather more information, including details on ground conditions, community and environmental impacts. Finalized stop and station locations are still being studied.

You can always visit the [Ontario Line webpage](#) for updated information as the project moves forward.

Regards,

Sara Wilbur  
 **METROLINX**



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**From:** [REDACTED]  
**Sent:** December-11-19 1:20 PM  
**To:** Ontario Line  
**Subject:** Moss Park Station Future location

Hello,

I live in the area and I was wondering if you have the location of the future Moss Park station and the estimated completion date.

Thanks,

[REDACTED]

Sent from [Mail](#) for Windows 10

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.