

Ontario Line

East Segment Virtual Open House

June 24, 2021

Land acknowledgement

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular, we acknowledge that the Ontario Line project takes place on Treaty 13 territory with the Mississaugas of the Credit First Nation.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on the Ontario Line project.

Safety moment

Safety near rail corridors, tracks, bridges and crossings is paramount.

Metrolinx has been working to improve safety infrastructure across the network, but with the warmer weather and more people outdoors, it's important to remain vigilant.

If you see someone dangerously close to a rail line, call 9-1-1 or Transit Safety, 24 hours a day at 1-877-297-0642.



The anti-trespass panels create a hard and uneven surface making it nearly impossible to walk over. Their primary function is to make people think twice before they trespass into the rail corridors.

The Ontario Line



Richard
Tucker

Ontario Line
Project Director



Malcolm
MacKay

Ontario Line
Project Sponsor



Ranjit
Multani

Manager,
Property Team



Carrie
Sheaffer

Senior Manager,
Environmental
Programs and
Assessment



Carolyn
Tunks

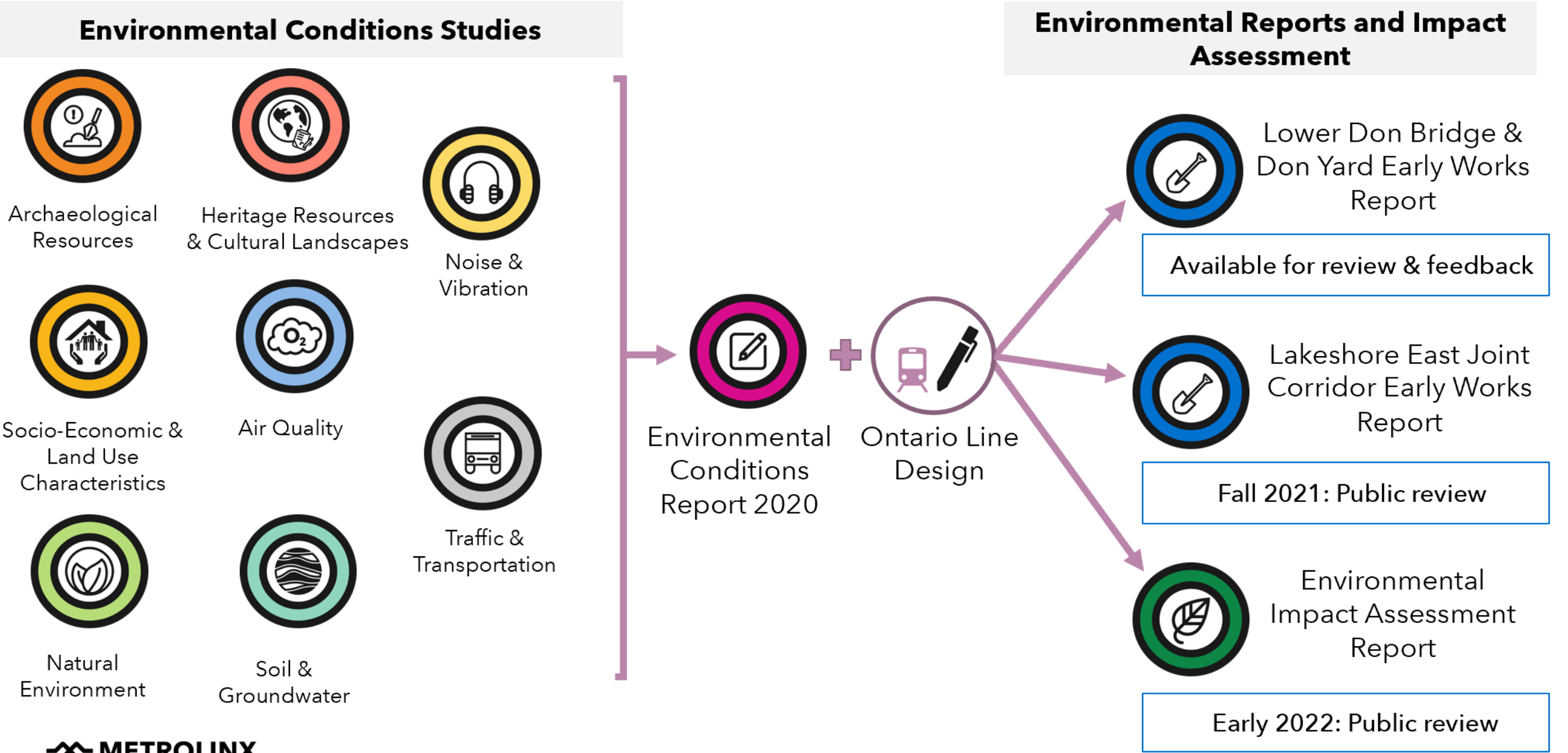
Manager, Pre-
Construction Services

Agenda

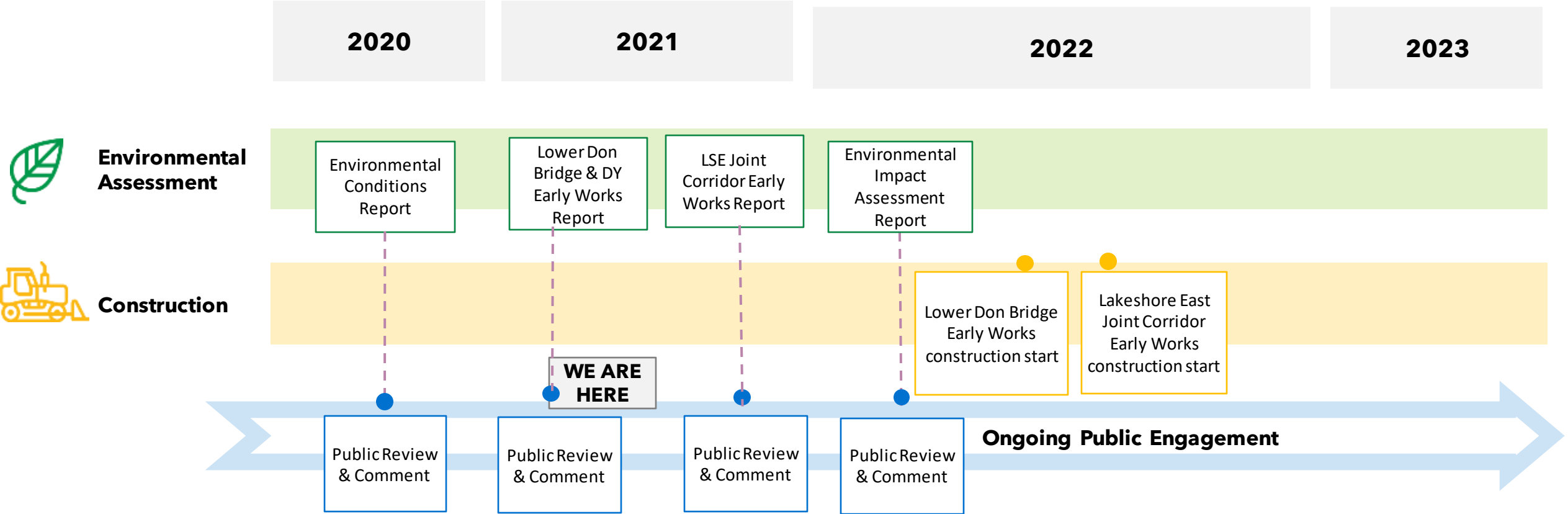
Ontario Line East Segment Presentation:

- Environmental Assessment update
- Ontario Line and your Neighbourhood Parks
- Lakeshore East Joint Corridor Early Works - Potential Lands Temporarily Needed
- East Segment Overview
- Station Updates:
 - East Harbour
 - Riverside/Leslieville
 - Gerrard
 - Upcoming Community Engagement Activities
- *Building Transit Faster Act, 2020* and Transit Corridor Lands
- Q&A

How will Metrolinx analyze impacts in your community?



Environmental Assessment Timeline (Lower Don and Lakeshore Joint Corridor Early Works*)



Timelines are subject to change.
* Early Works = EA Report for components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process

Lower Don Bridge / Don Yard Early Works Report



Construction Tender – Fall 2021



Construction Start – Mid-2022

- The Lower Don Bridge and Don Yard early works will include:
 - Construction of a new bridge north of the existing Lakeshore East rail corridor bridge and over the Lower Don River that will carry the Ontario Line tracks;
 - Shifting the Union Station rail corridor GO tracks to accommodate Ontario Line infrastructure within the Union Station rail corridor and Don Yard;
 - Modifications to the existing Lakeshore East rail corridor bridge to accommodate the future Lakeshore East GO track shifts for Ontario Line infrastructure; and
 - Utility and signal infrastructure relocation or protection.

Lower Don Bridge / Don Yard Early Works Report



Archaeological
Resources



Built Heritage
Resources
& Cultural
Landscapes



Noise &
Vibration



Natural
Environment



Socio-Economic
& Land Use
Characteristics



Air Quality



Traffic &
Transportation



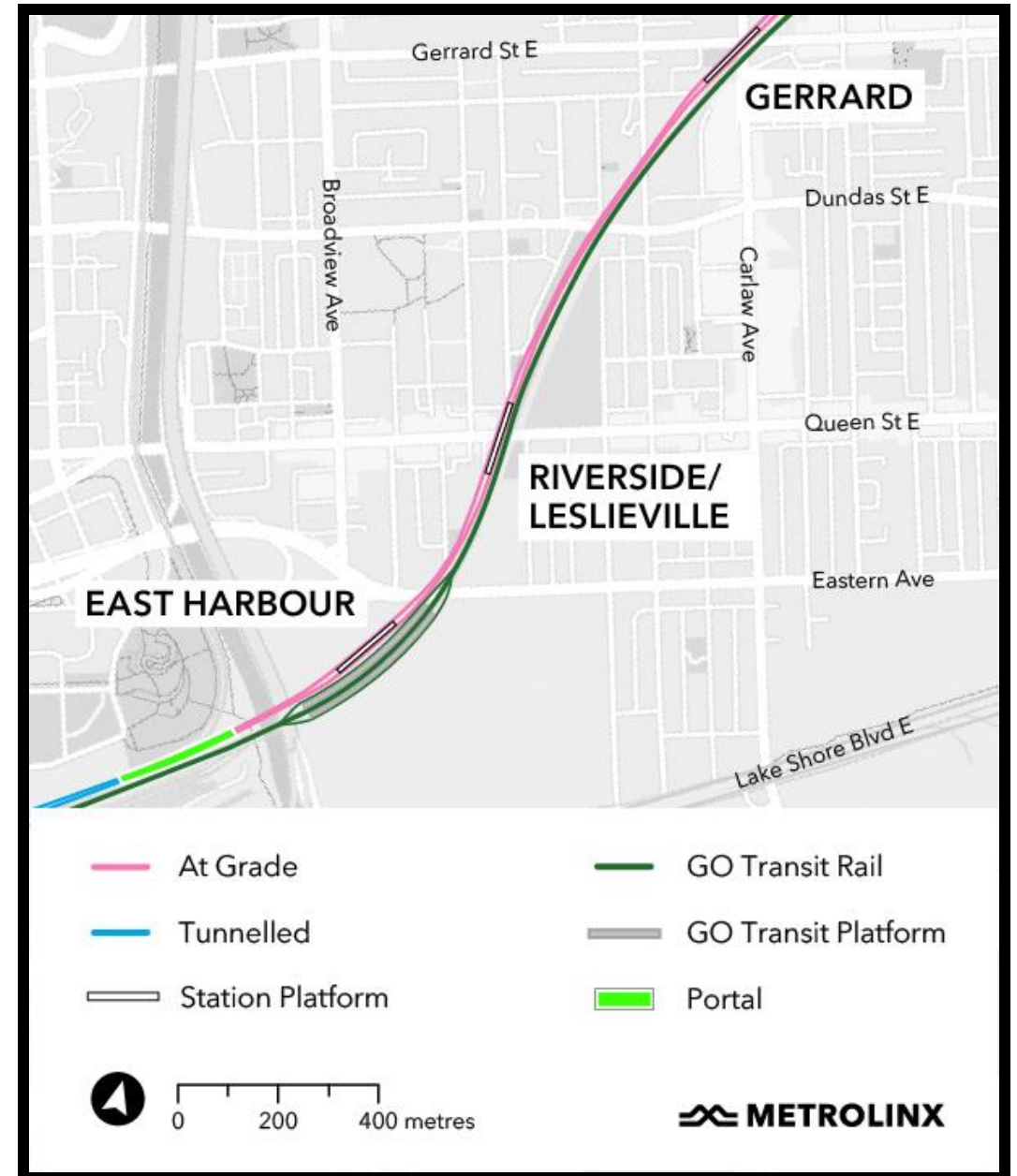
Soil &
Groundwater



Have your say and comment on any of the study areas above. Draft early works report is available on MetrolinxEngage.com/OntarioLine for public consultation until **July 22, 2021**

East Segment

- Leaving downtown, the Ontario Line runs within the existing rail corridor to stations, serving communities of:
 - East Harbour
 - Riverside and Leslieville
 - Gerrard and Carlaw
- After Gerrard, the Ontario Line dips into a tunnel portal and turns north up Pape Avenue.



Ontario Line and your Neighbourhood Parks

Parks	Approximate New Green Space (m ²)	Maximum Permanent Takes (m ²)	Net Increase in Green Space (m ²)
McCleary Playground	300	-	300
Jimmie Simpson Park	700	-	700
Bruce Mackey Park	1,300	-200	1,100
Gerrard-Carlaw Parkette / Dog Park	1,100	-600	500
Saulter Street Parkette	-	-	-
Tiverton Parkette	-	-	-
Total:	3,400	-800	2,600

NOTE: Land areas are approximate

- 1

Permanent Space Required

800 m²
- 2

Potential New Available Green Space After Construction*

2,600 m²

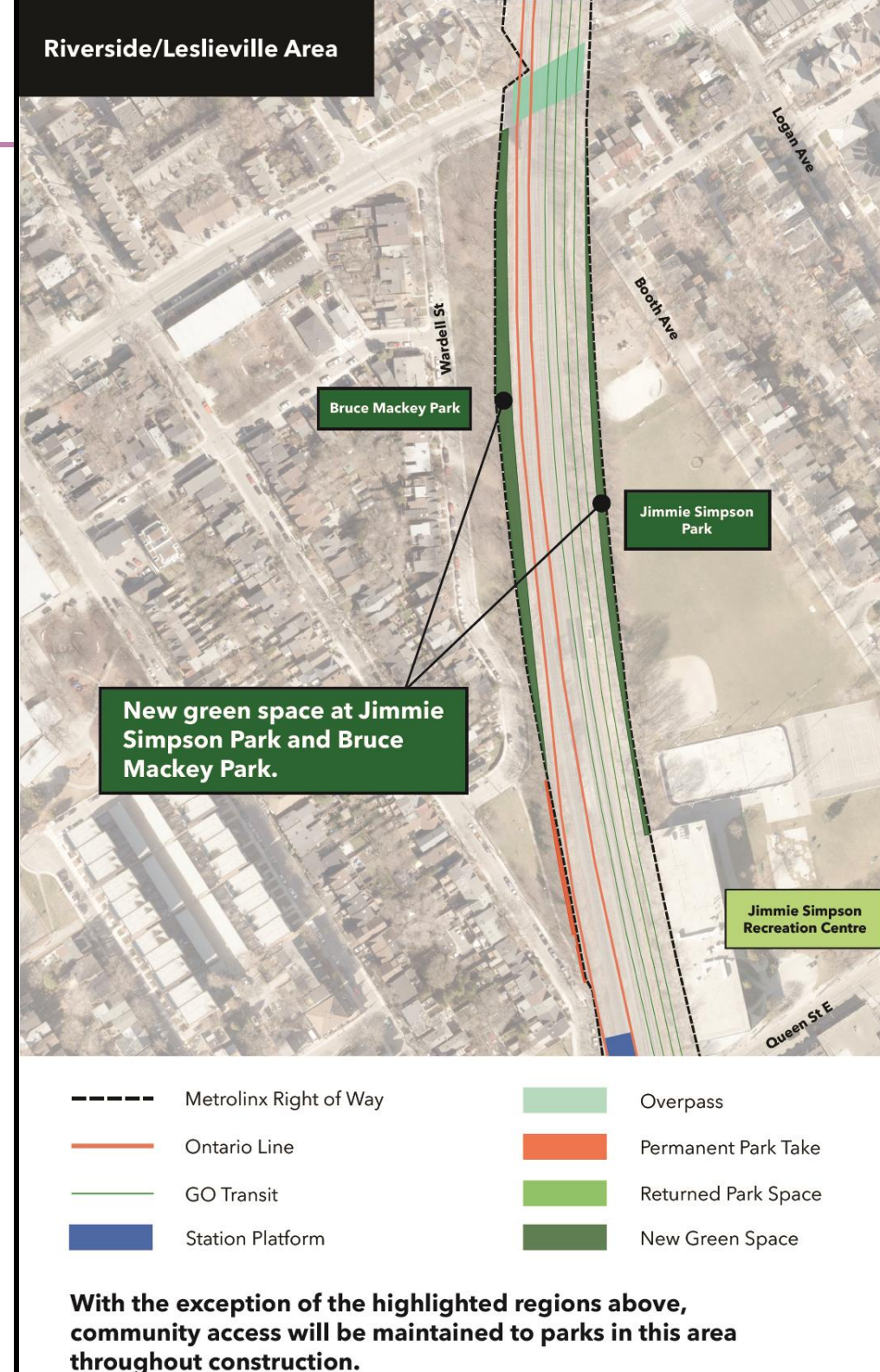
Careful planning has ensured Tiverton Parkette, Saulter Street Parkette, McCleary Playground, Bruce Mackey Park and Jimmie Simpson Park + Rec Centre will not be used for construction and fully open to public during construction and beyond.



Bruce Mackey/Jimmie Simpson

After construction of the Ontario Line, local parks will have new available green space, including:

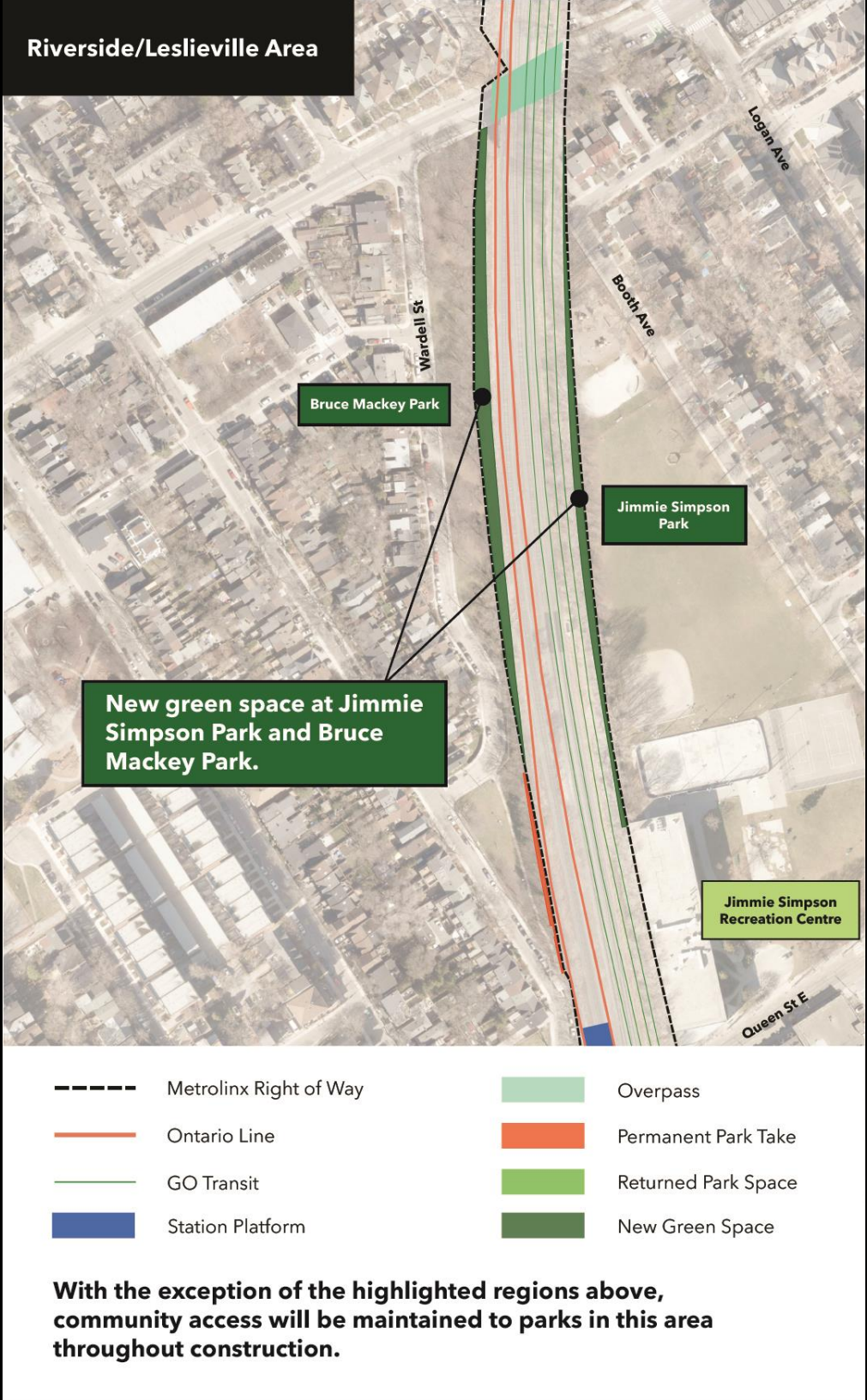
- Jimmie Simpson Park, which will have approximately 700 m² of new green space.
- Bruce Mackey Park, which will have approximately 1,100 m² of new green space.



Future retaining/noise walls near Bruce Mackey/Jimmie Simpson Parks



Physical markers in Bruce Mackey and Jimmie Simpson Park indicate locations of the future retaining/noise walls behind the existing fence.



McCleary Playground

Approximately 300 m² of new green space will be added.

Riverside/Leslieville Area



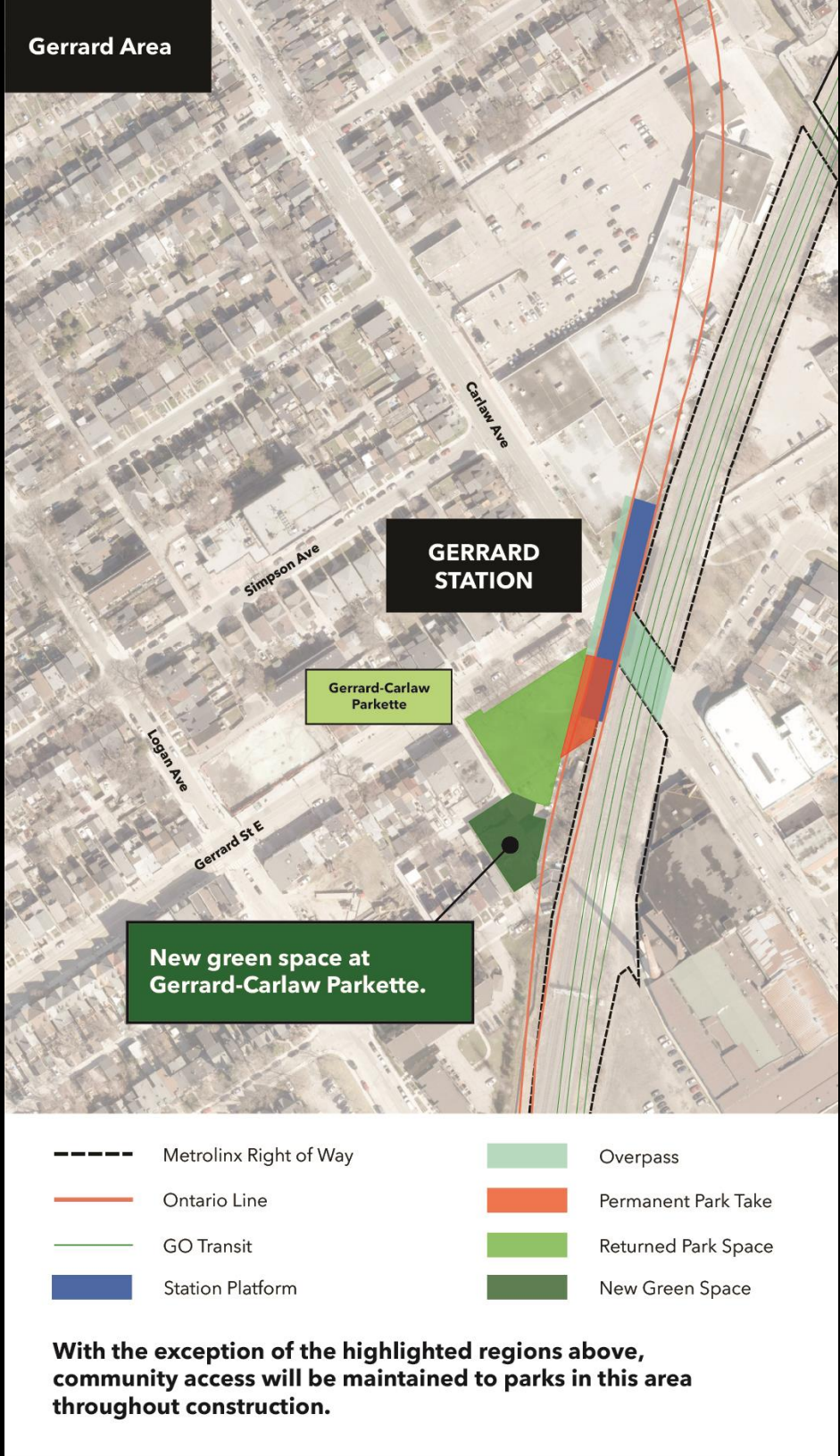
- | | | | |
|-------|------------------------|--|---------------------|
| ----- | Metrolinx Right of Way | | Overpass |
| ----- | Ontario Line | | Permanent Park Take |
| ----- | GO Transit | | Returned Park Space |
| | Station Platform | | New Green Space |

With the exception of the highlighted regions above, community access will be maintained to parks in this area throughout construction.

Gerrard-Carlaw Parkette

The Gerrard-Carlaw Parkette (dog park) will also see an increase of approximately 500 m² of new green space.

Together with the City of Toronto, Metrolinx is working to provide temporary community programming space in nearby green spaces during construction.



Ontario Line and Neighbourhood Parks

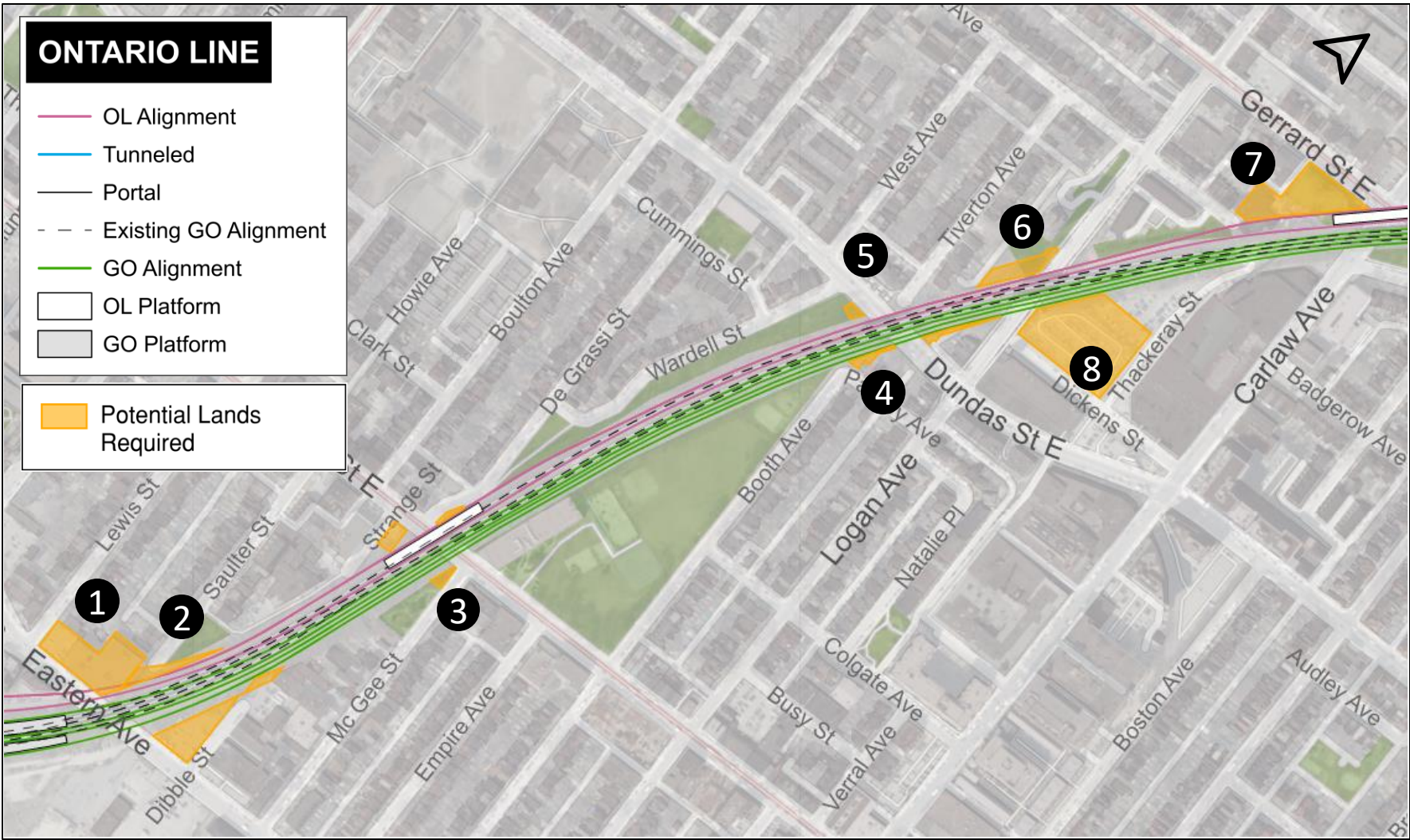
Constructors of the Ontario Line and GO Expansion will:

- Build T-cast retaining walls from within the rail corridor to minimize impacts.
- Keep park size the same or larger after the Ontario Line/GO Expansion is complete.
- Work with the City of Toronto and your community to **improve all the park spaces**, such as rejuvenating existing amenities, adding new amenities and/or offering new vegetation options.



Example of T-wall construction

Potential Land Requirements | Early Works



NOTES:

1. Not all properties are identified at this time and the map will be updated as design progresses, property owners are informed and/or agreement reached.

2. Track alignment and location/height of retaining walls is subject to continued review and design and may change.

3. Bridges in the East Segment will be replaced, updated and regraded to meet the City of Toronto's and Metrolinx's new standards and structural load requirements.

Potential Access | Laneway Adjacent to Rail Corridor Near Saulter Street



Timeline

Spring/Summer 2023 to Spring 2025

Potential Access | Laneway Adjacent to Rail Corridor near Saulter

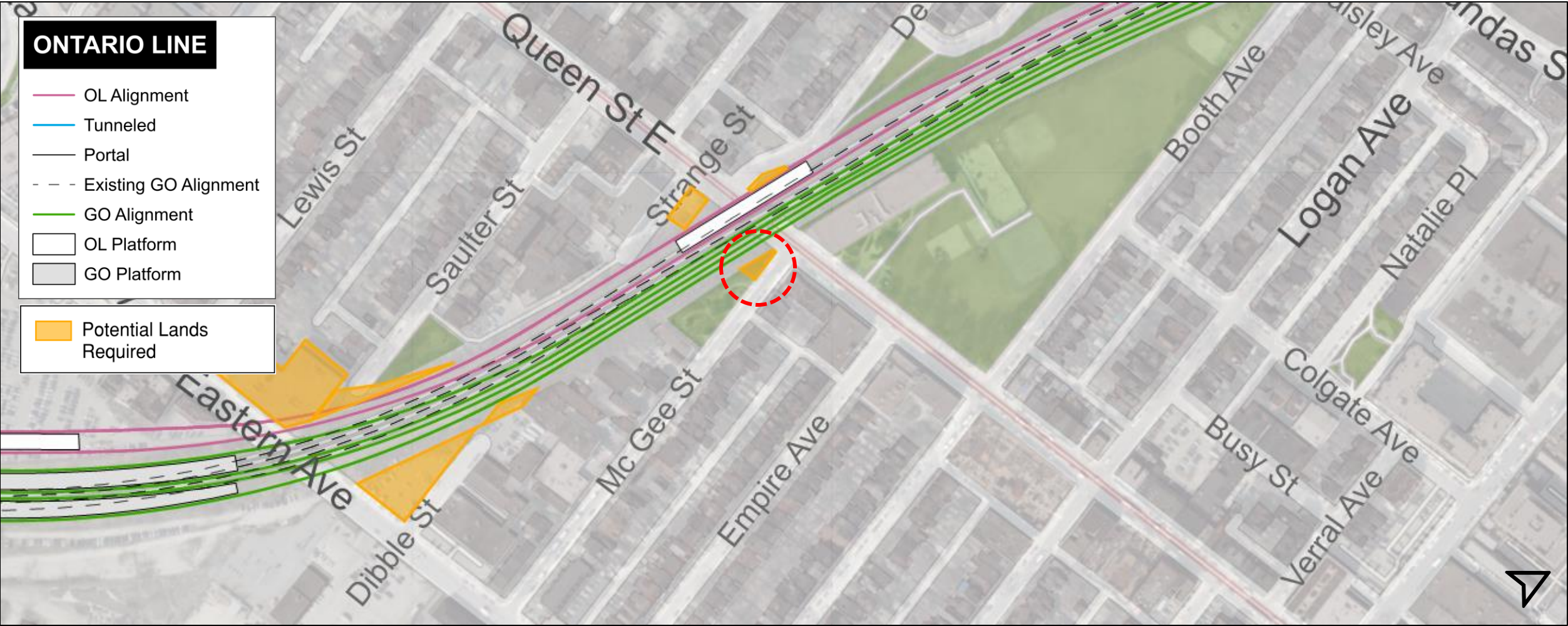
Access Requirements: 16 - 18 months
Early Works: Spring/Summer '23 to Spring '25



NOTE: this access graphic is outdated and plans have been refined to ensure no construction access through Saulter Street. Access to this laneway will be through Eastern Avenue.

Information shown is subject to change. No impact identified at Saulter Street Parkette.

Potential Access | City-owned Plaza North of McCleary Playground



Timeline Summer 2022 to Fall 2023

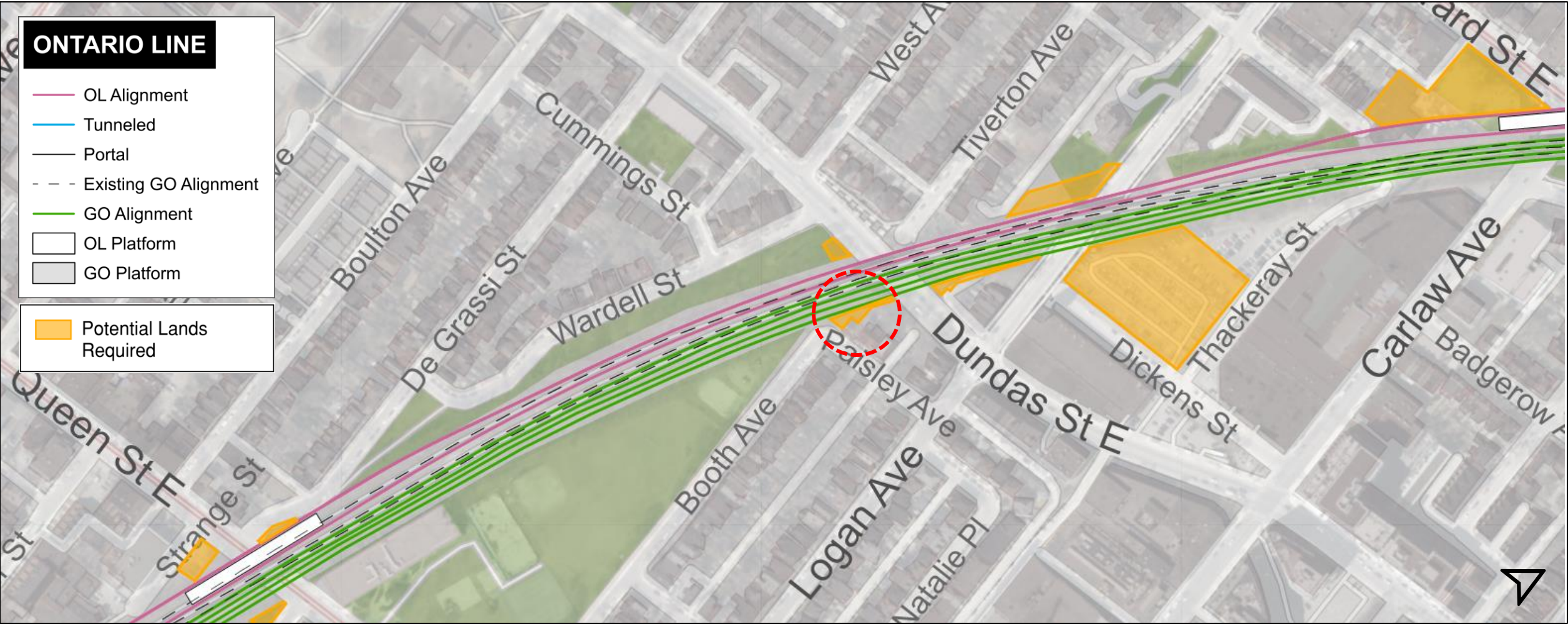
Potential Access | City-owned Plaza North of McCleary Playground

Access Requirements: 16 - 18 months
Early Works: Summer '22 to Fall '23



Information shown is subject to change. No impact identified at McCleary Playground.

Potential Access | Dundas Street Near Paisley and Booth Avenues



Timeline

Summer 2022 to Fall 2023

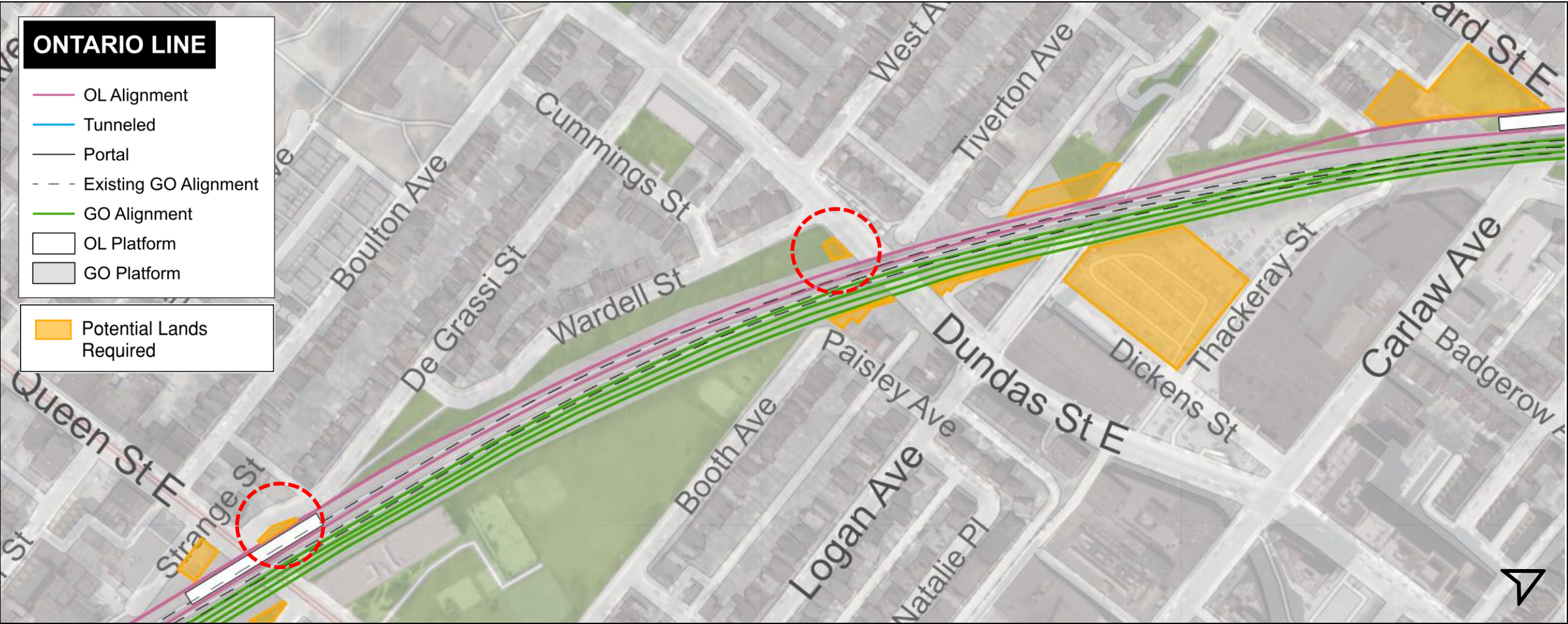
Potential Access | Dundas Street Near Paisley and Booth Avenues

Access Requirements: 16 – 18 months
Early Works: Summer '22 to Fall '23



Information shown is subject to change.

Potential Access | Dundas Street Near Bruce Mackey Park



Timeline

Summer/Fall 2023 to Fall 2024

Potential Access | Dundas Street Near Bruce Mackey Park

Access Requirements: 16 - 18 months
Early Works: Summer/Fall '23 to Fall '24



Information shown is subject to change.

Potential Access | Logan Avenue

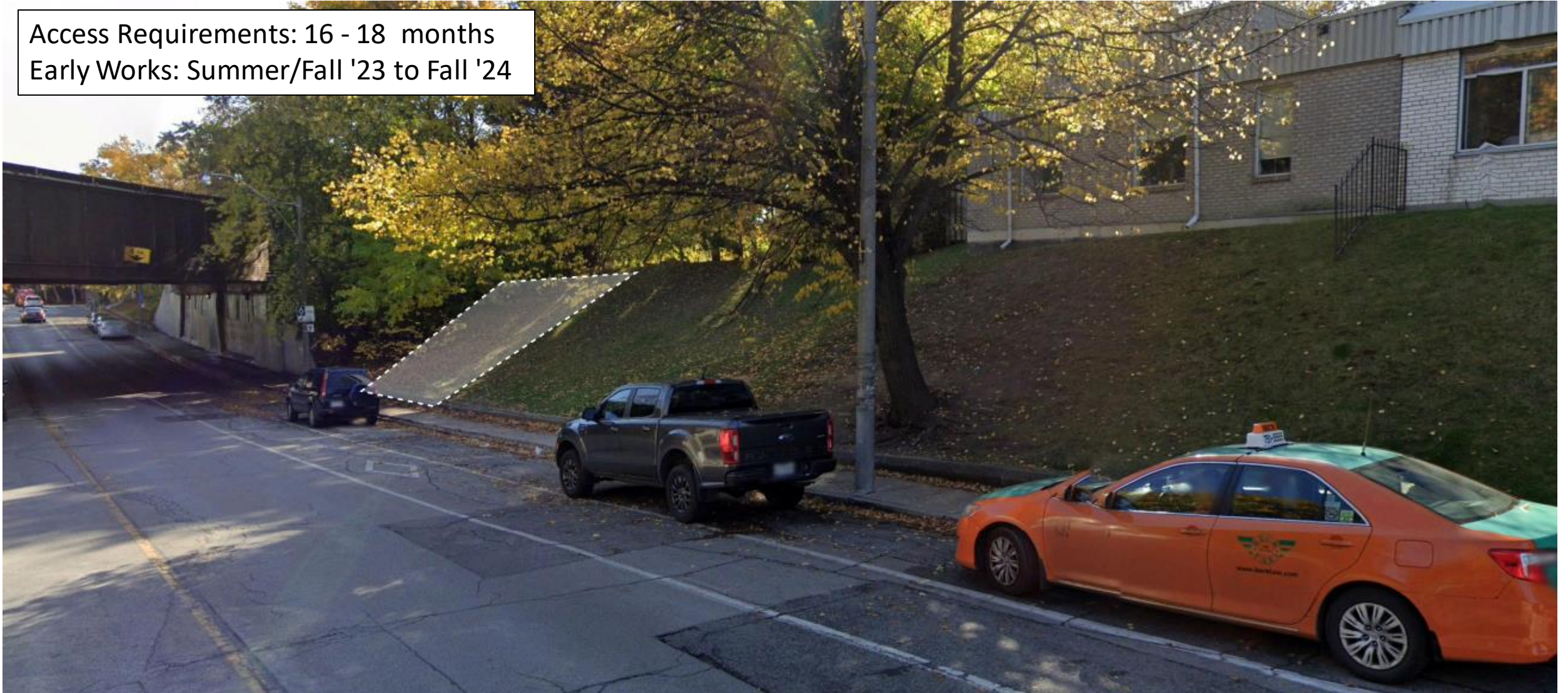


Timeline

Summer/Fall 2023 to Fall 2024

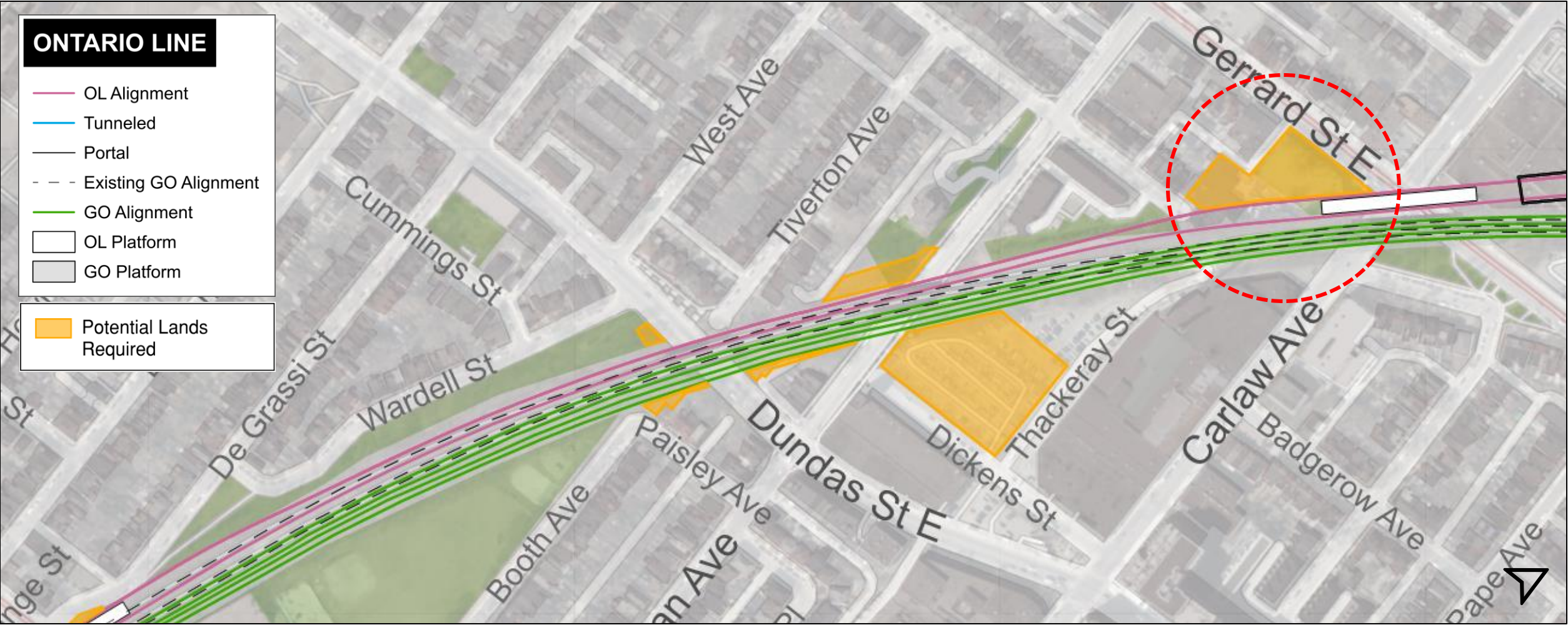
Potential Access | Logan Avenue

Access Requirements: 16 - 18 months
Early Works: Summer/Fall '23 to Fall '24



Information shown is subject to change.

Potential Access | First Avenue and Gerrard-Carlaw Parkette (Dog Park)



Timeline	Summer/Fall 2023 to Fall/Winter 2029
----------	--------------------------------------

Potential Access | First Avenue

Access Requirements: 5 - 8 years

Early Works: Summer/Fall '23 to Summer/Fall '24

North Project Co.: Fall '24 to Fall/Winter '29



Information shown is subject to change.

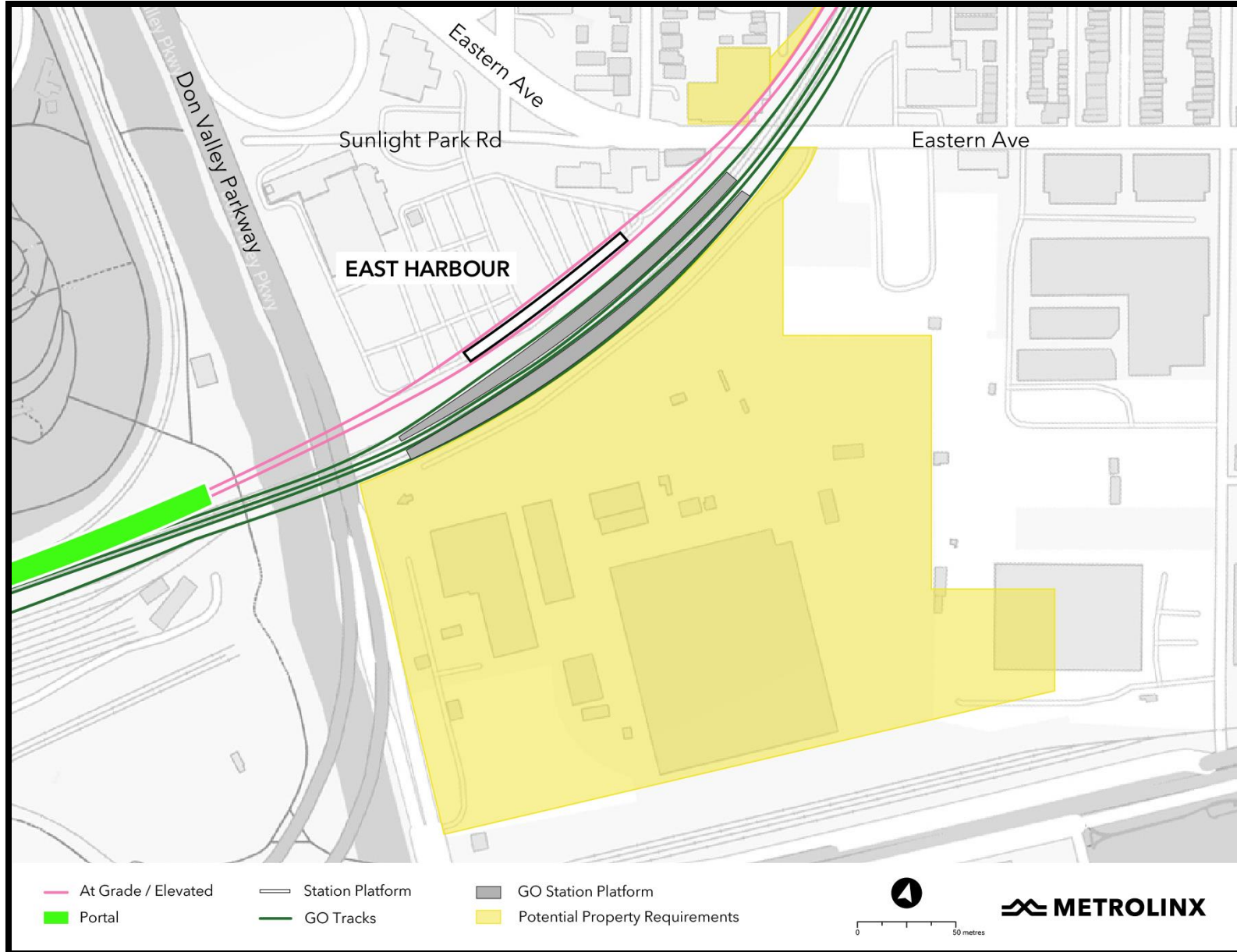
Potential Access | Gerrard-Carlaw Parkette (Dog Park)

Access Requirements: 5 - 8 years
Early Works: Summer/Fall '23 to Fall '24
North Project: Fall '24 to Summer '29



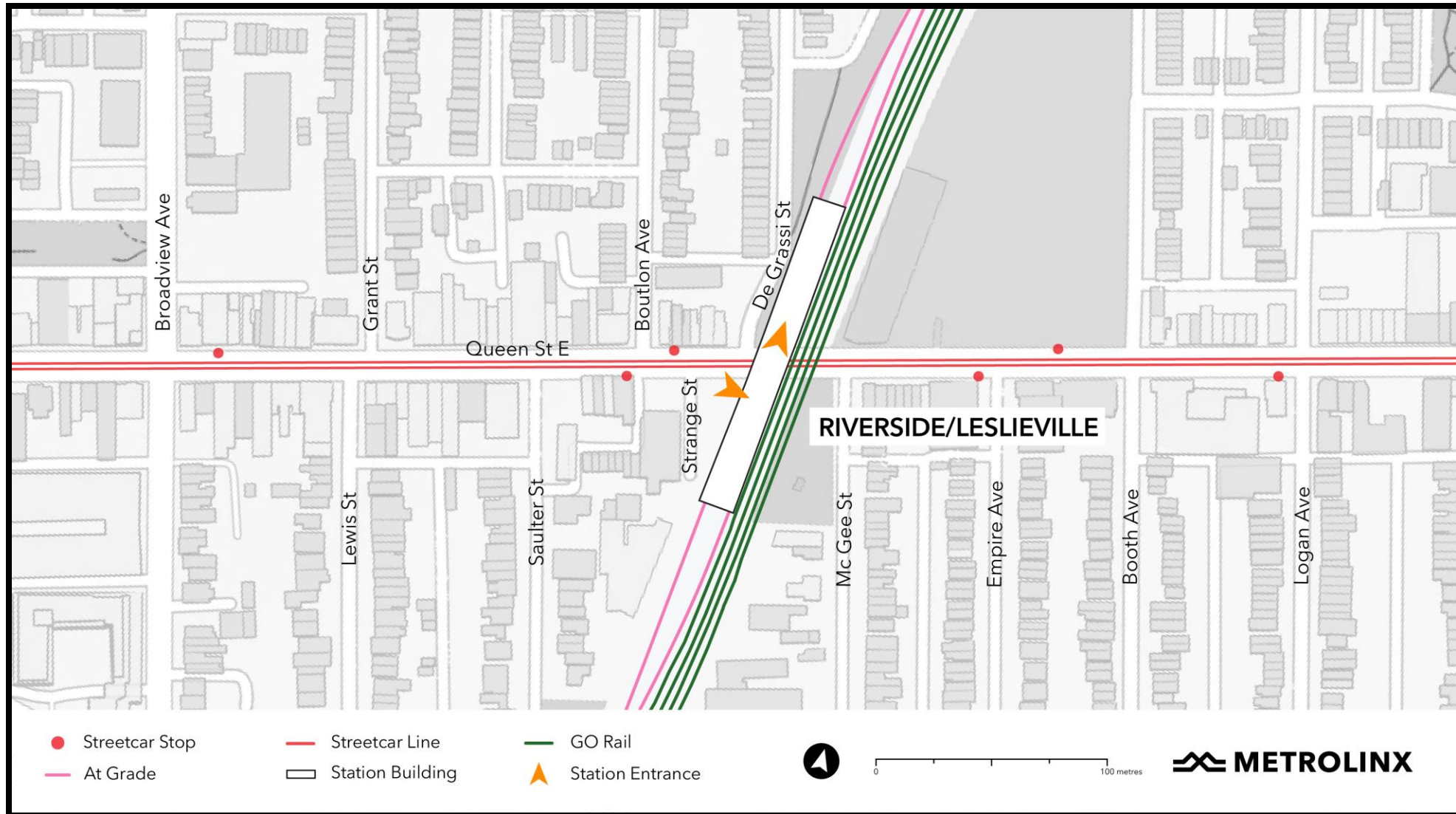
Information shown is subject to change.

East Harbour



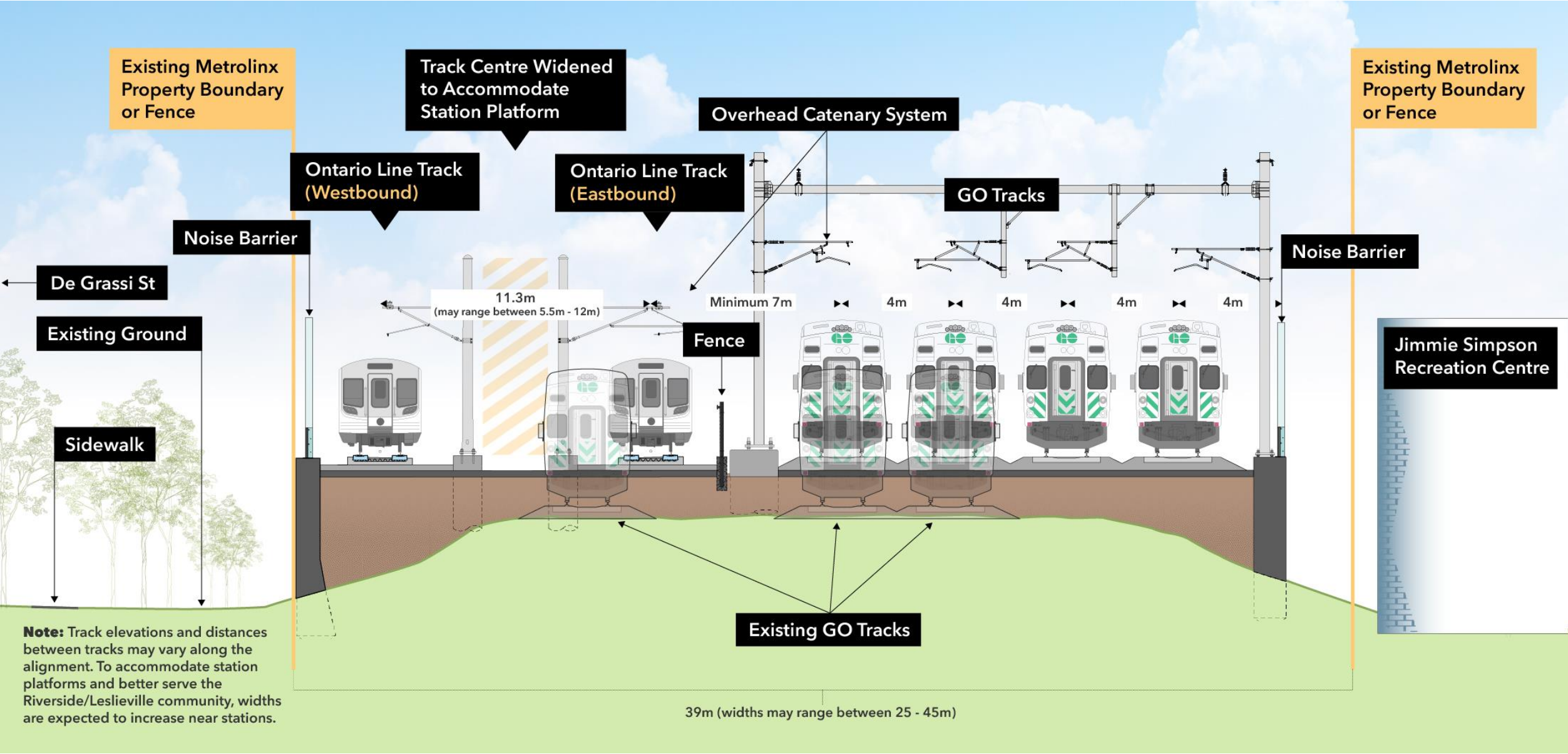
- Infrastructure Ontario and the Ministry of Transportation will be developing the 38-acre East Harbour site into a Transit-Oriented Community with a major employment centre, which is expected to bring more than 50,000 jobs to the area.
- More than 5,800 residents will be within a comfortable 10-minute walk of the station.

Riverside/Leslieville Station

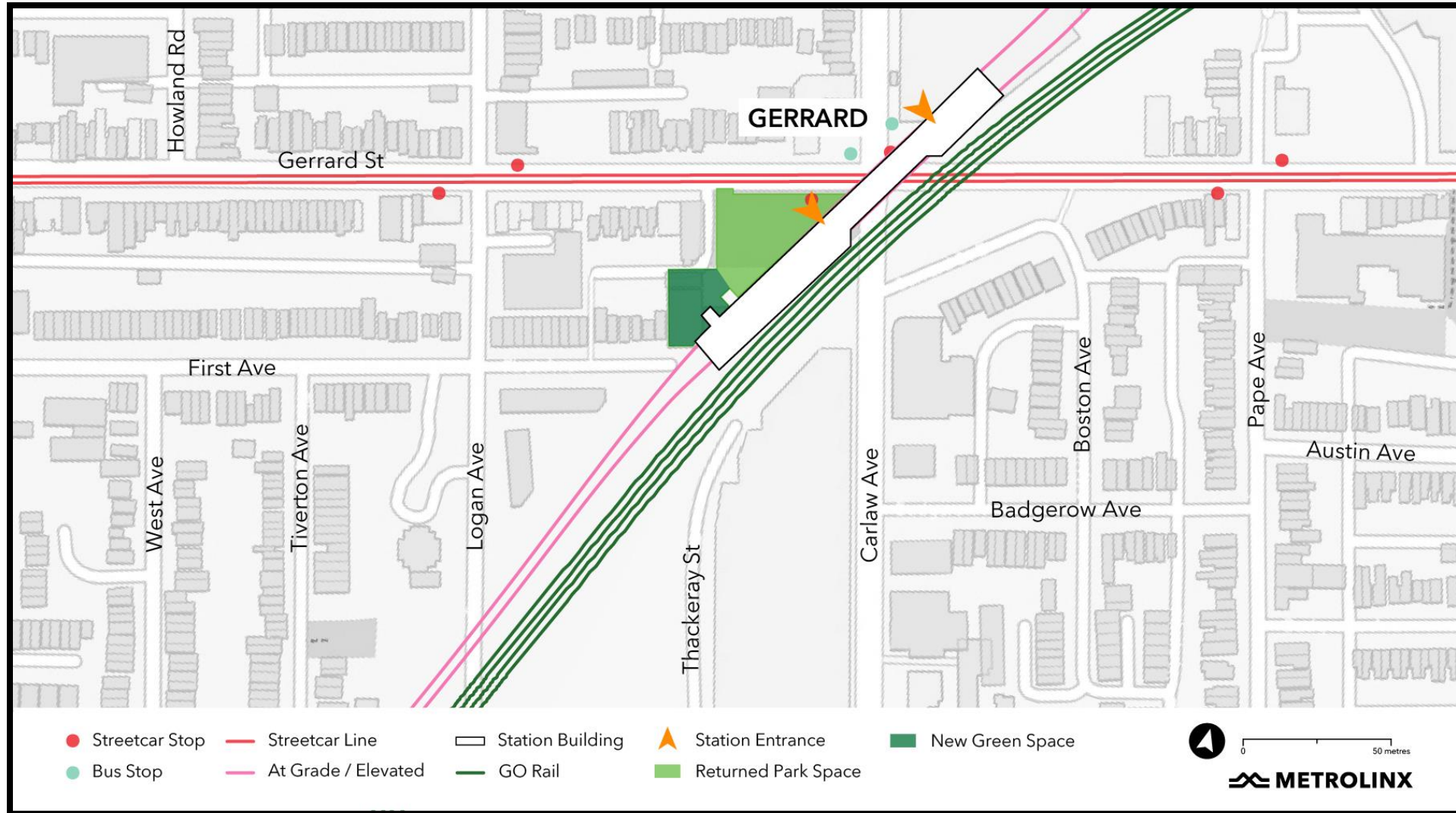


- 9,500 residents and 6,900 jobs within a 10-minute walk.

Cross Section north of Riverside/Leslieville station



Gerrard Station



- 11,900 residents and 3,800 jobs will be within a 10-minute walk.

Upcoming Community Engagement Activities

July and August 2021

- Upcoming consultation with community on options for noise/retaining walls.
- Continue regular updates and opportunities to provide feedback / ask questions

September 2021

- Draft Early Works Environmental Report -- public feedback opportunity

2022 Milestones

- Early 2022: Ontario Line Environmental Impact Assessment – public feedback opportunity
- Mid-2022: Early Works construction begins at Lakeshore East

In-person meetings and events will resume when public health guidelines allow for public gatherings.

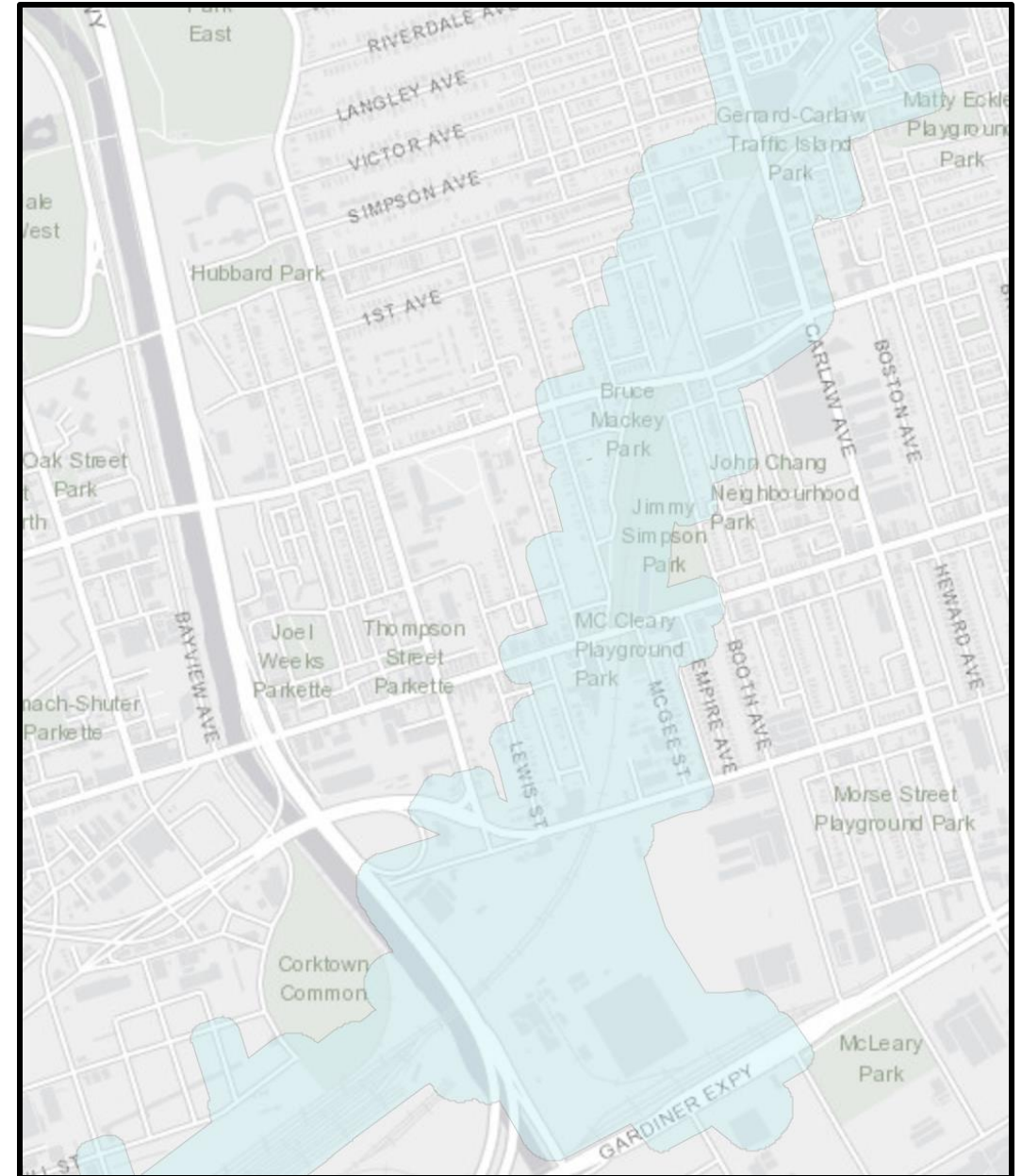


Building Transit Faster Act

Designation of Transit Corridor Lands

Transit Corridor Lands

- Building transit in built-up urban areas means working with property owners along proposed transit routes to support the planning, design and construction of important projects.
- Under the *Building Transit Faster Act, 2020*, the Province now allows land that may be needed for transit construction to be designated as transit corridor land. This change will help Metrolinx build transit faster, resulting in fewer inconveniences for neighbouring communities while avoiding issues that have caused delays in the past.
- Transit corridor lands will be identified for priority transit projects.

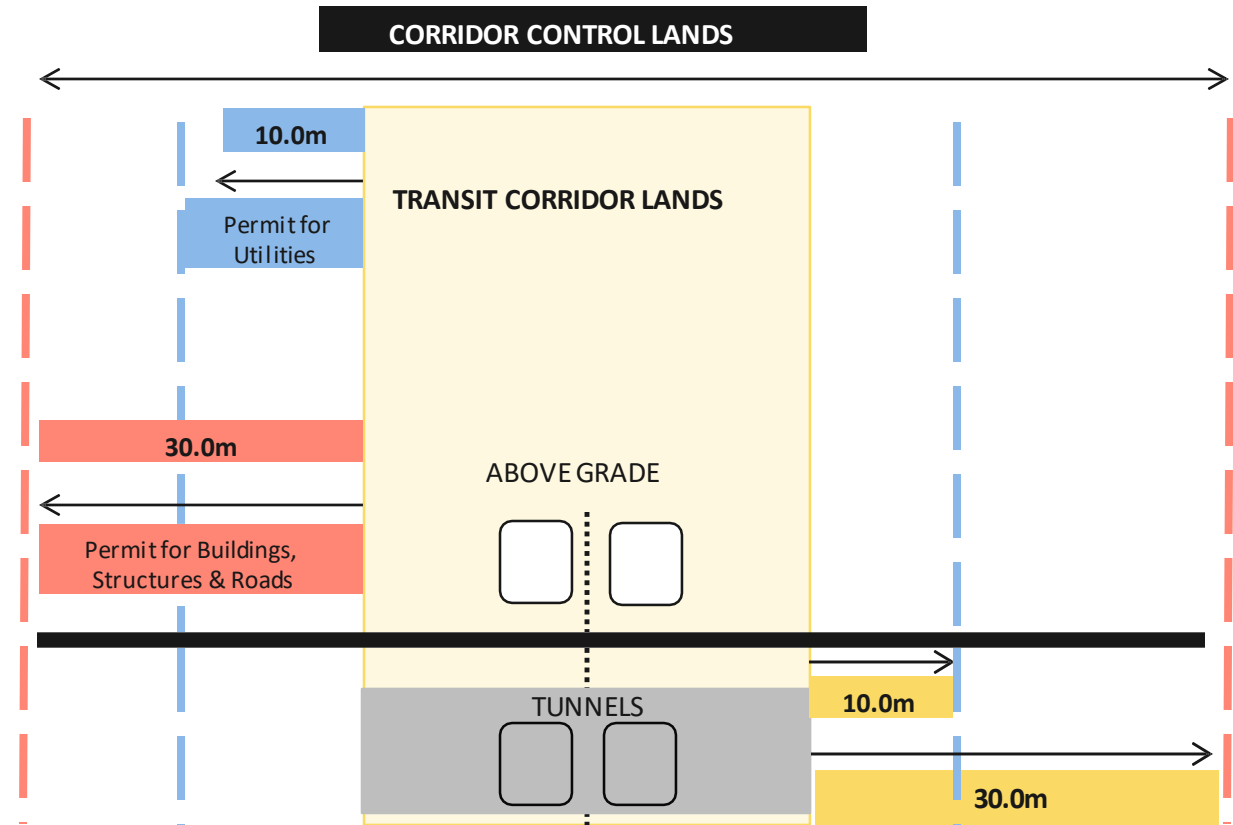


Transit Corridor Lands highlighted from
East Harbour to Gerrard

Determining Transit Corridor Lands

To create the Transit Corridor Lands:

1. We identified the lands needed for the tunnel/at grade alignment and station infrastructure
 2. We added a buffer of 30 m around these lands
 3. We made refinements to include lands needed for staging, access, laydown and other project needs
 4. Where roadways were intersected, we added bump-outs along the roadway to accommodate traffic and utility work interactions
- In line with the Building Transit Faster Act, a 10m and 30 m (inclusive) buffer was added around the Toronto Corridor Lands.



What does this mean for your property?

- Many who own or occupy property on designated transit corridor lands will likely experience little to no impacts. For others, it may mean a small change to business as usual.
- If your property is on or within 30 m of transit corridor lands, there may be temporary changes during the planning and construction phases of a transit project, such as:
 - **A note in the property title in the land registry that the property is on transit corridor lands**
 - **Requirements for property access for transit planning and construction**
 - **An additional permit for planned work on the external property**

Temporary Notice on Title

The title of your property will include a temporary notice that it is on or within 30 metres of the transit corridor land, but will be removed once the project is complete.

- This temporary notice will appear on the title of your property in the land registry. Having this notice on the title will also help ensure any future owners of the property are aware of the designation.
- This does not restrict or prevent you from renting, leasing or selling your property now or in the future.
- The temporary notice will be in effect during planning and construction, but **will be removed once the project is complete.**

Transit Corridor Lands Requirements

1. Allows access for transit planning and construction

Metrolinx may need to visit your property to inspect, make records or conduct tests related to the planning or construction of a transit project.

- Metrolinx will work with you to negotiate a “permission to enter” agreement, outlining the details of where, when and how Metrolinx will visit your property.
- If an agreement can’t be reached within project timelines, Metrolinx will schedule a visit providing you are given 30 days advance notice. If this is the case, workers will not enter any homes and will follow all necessary health measures to ensure your safety.

Where the transit plan requires the removal of private property (ex., a shed, tree, or hedge):

- Metrolinx will give you at least 30 days advance notice. If an object or structure poses an immediate construction safety risk, providing advance notice may not be possible.
- Metrolinx will work with you to agree on how to best carry out the work, restore property if required, and determine compensation.

Transit Corridor Lands Requirements

2. Requires a permit from Metrolinx to avoid conflict with transit works.

To build, change or place a building, other structure or road on or under your property that is on a designated transit corridor land, a permit from Metrolinx may be required.

- For example, you may require a permit to add an extension to homes, decks, pools or sheds. Interior renovations would not require a permit.
- Metrolinx permits would be required in addition to (and prior to) any necessary municipal permits; no application fee will be charged for a permit from Metrolinx.

This new permitting requirement will help avoid conflicts with nearby transit construction and reduce the likelihood that you might have to stop or redo your work in the future.

- If you are currently undergoing or planning any of these activities, please contact Metrolinx at development.coordinator@metrolinx.com to determine if a permit is necessary.

How will I know if my property may be affected?

- If the property you own or occupy is on transit corridor land or within the 30 metre buffer area, you will be notified by letter.
- If you live in a condo, it is the condo boards who will be notified and asked to share this information through their usual communication channels.
- We will also be asking property owners to notify tenants of this designation through their usual communication channels.
- **Receiving a letter does not necessarily mean your property is needed in any way – it is only to notify you of the temporary designation.**
 - *If your property is needed, you will receive separate letters outlining what is needed in more detail.*
 - *A member of the Metrolinx property team will be available to meet with you to discuss your specific property impacts and acquisition process.*

What to expect if my property is required

- If we confirm your property is needed, you will receive **separate written notification** from us.
- We only acquire properties that are **absolutely necessary** for projects, and we strive to **minimize the footprint** of our land requirements through careful planning and design
- We prefer direct, one-on-one negotiations with owners, with the goal of reaching **amicable agreements**.
 - We use expropriation as a last resort.
- Whether we must acquire a portion or the entire property, the property owner will be compensated **at fair market value**
- Whenever Metrolinx needs to acquire property to support a new transit project, our commitment is to ensure that owners and tenants do not experience a financial loss.
- Metrolinx will communicate with property owners **early and often** so that there is ample time to work through solutions.



Contact us

Your feedback is vital in helping us to move the Ontario Line forward in a way that strengthens the community. We are grateful for your input.

To stay up to date on upcoming virtual events and the latest Ontario Line news, sign up for our e-newsletter at [Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine).



OntarioLine@Metrolinx.com

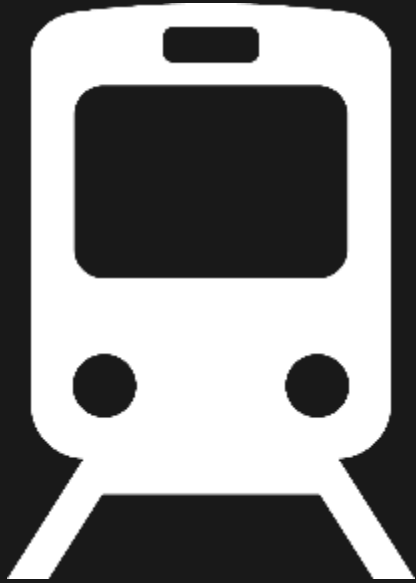


416-202-5100



[Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine)

Appendix



Appendix

How Noise and Vibration Assessments Work

A noise and vibration assessment for the Joint Corridor is being completed for the Ontario Line trains and will be released as part of the Early Works Report in the fall.

- 1 Noise and Vibration Monitoring:** As part of the noise and vibration assessment, monitors were placed at areas throughout the Joint Corridor to establish existing baseline conditions.
- 2 Noise and Vibration Predictions:** Noise modelling and vibration analysis are conducted to predict the noise and vibration impacts at sensitive buildings adjacent to the corridor. These are used to identify the mitigation required for noise and vibration impacts.
- 3 Noise and Vibration Assessment Reports:** The noise and vibration mitigation, for both construction and operations, are identified and documented in the assessment reports.
- 4 Mitigation:** These recommendations will be considered by the constructor to address and reduce the expected noise level and can include construction hoarding, noise walls, track vibration isolation, etc.



Noise Wall Example



Noise Monitor

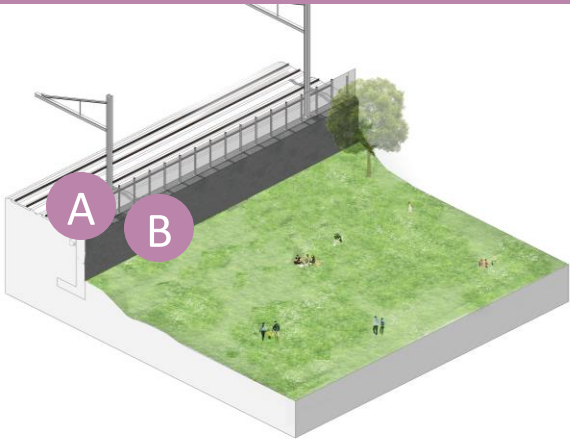


Noise Wall Example

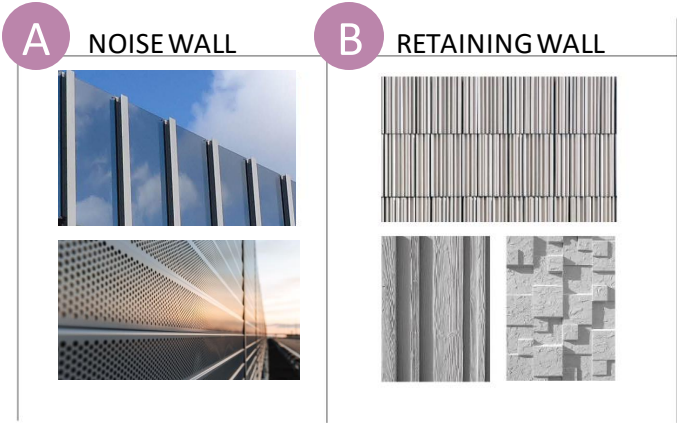
Retaining & Noise Wall Design Elements

1

RETAINING & NOISE WALL MATERIALS

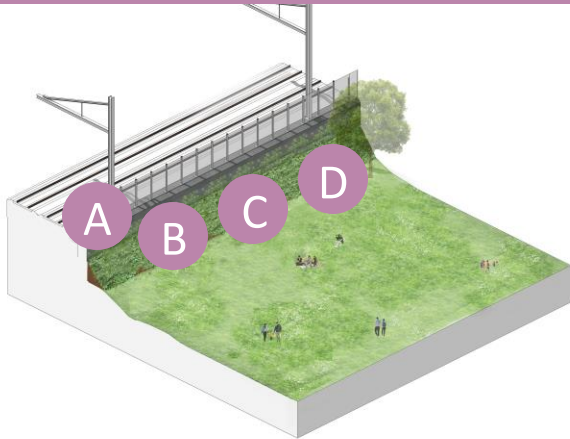


THE MATERIALS WE ARE CONSIDERING

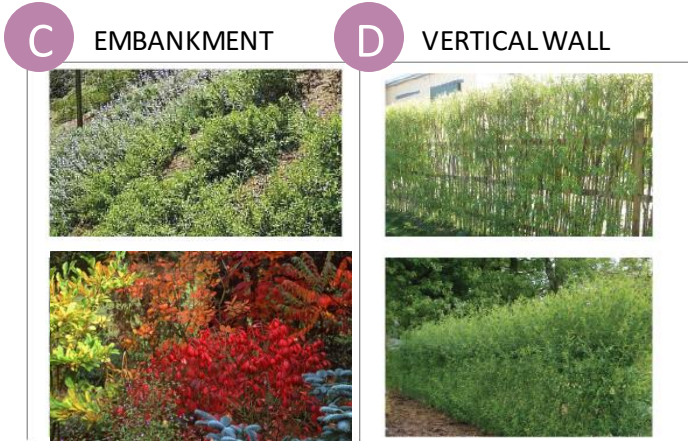


2

+ WALL MITIGATION AND VEGETATION

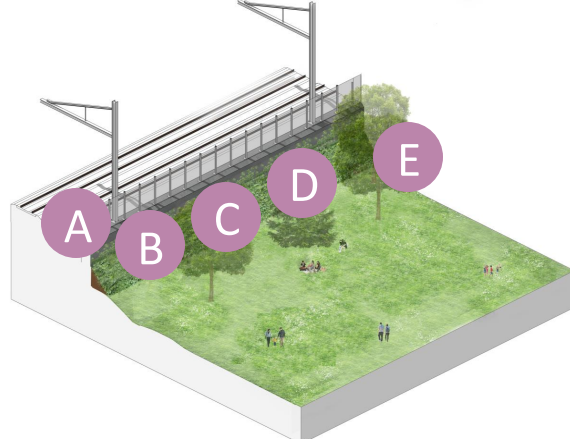


THE MATERIALS WE ARE CONSIDERING



3

+ TREE PROTECTION AND REPLANTING



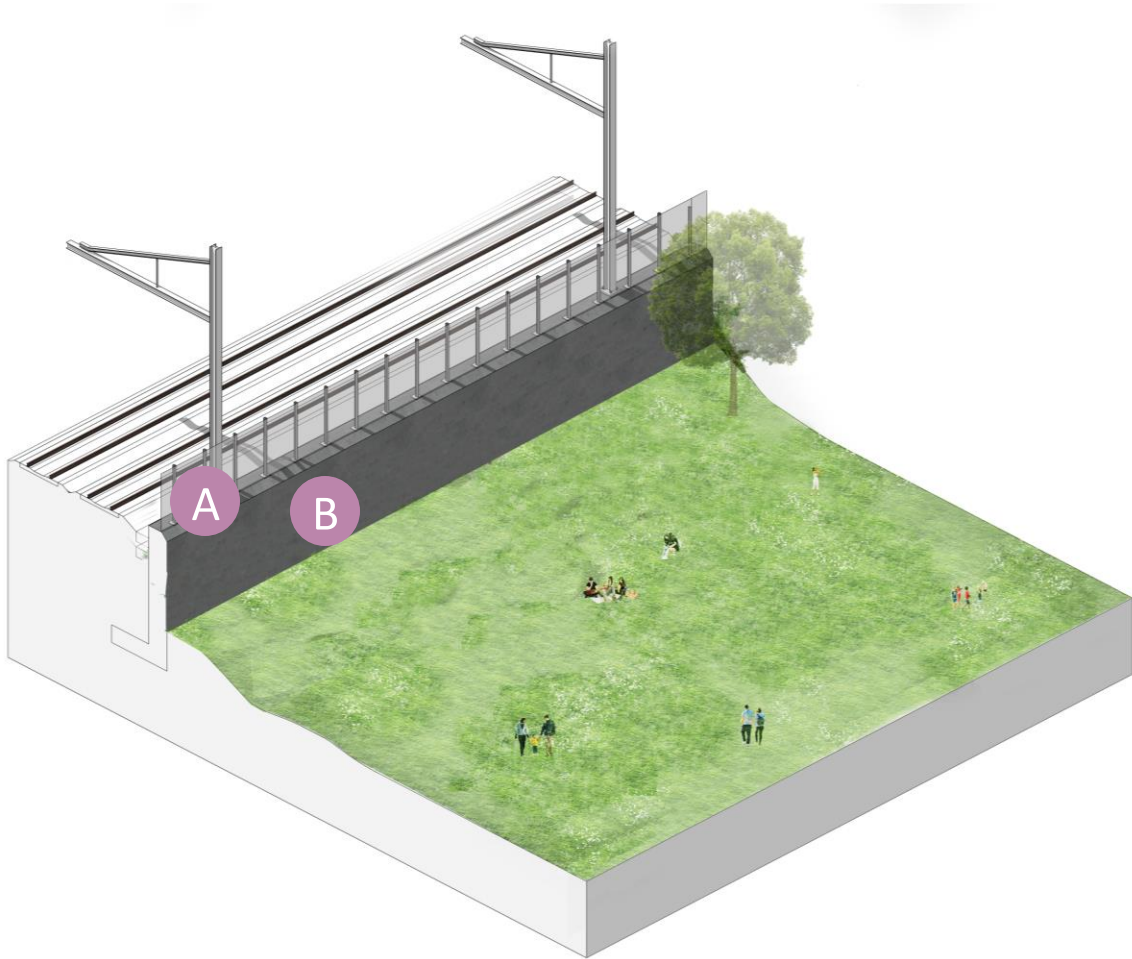
THE MATERIALS WE ARE CONSIDERING



Retaining & Noise Wall Design Elements

1

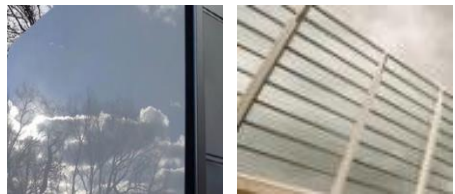
RETAINING AND NOISE WALL MATERIAL



THE MATERIALS WE ARE CONSIDERING

A

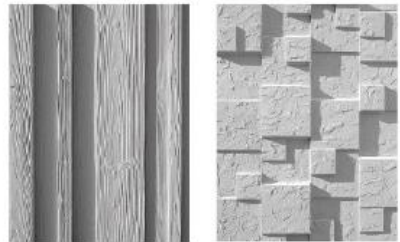
NOISE WALL



DIFFERENT LEVELS OF REFLECTION AND TRANSPARENCY

B

RETAINING WALL

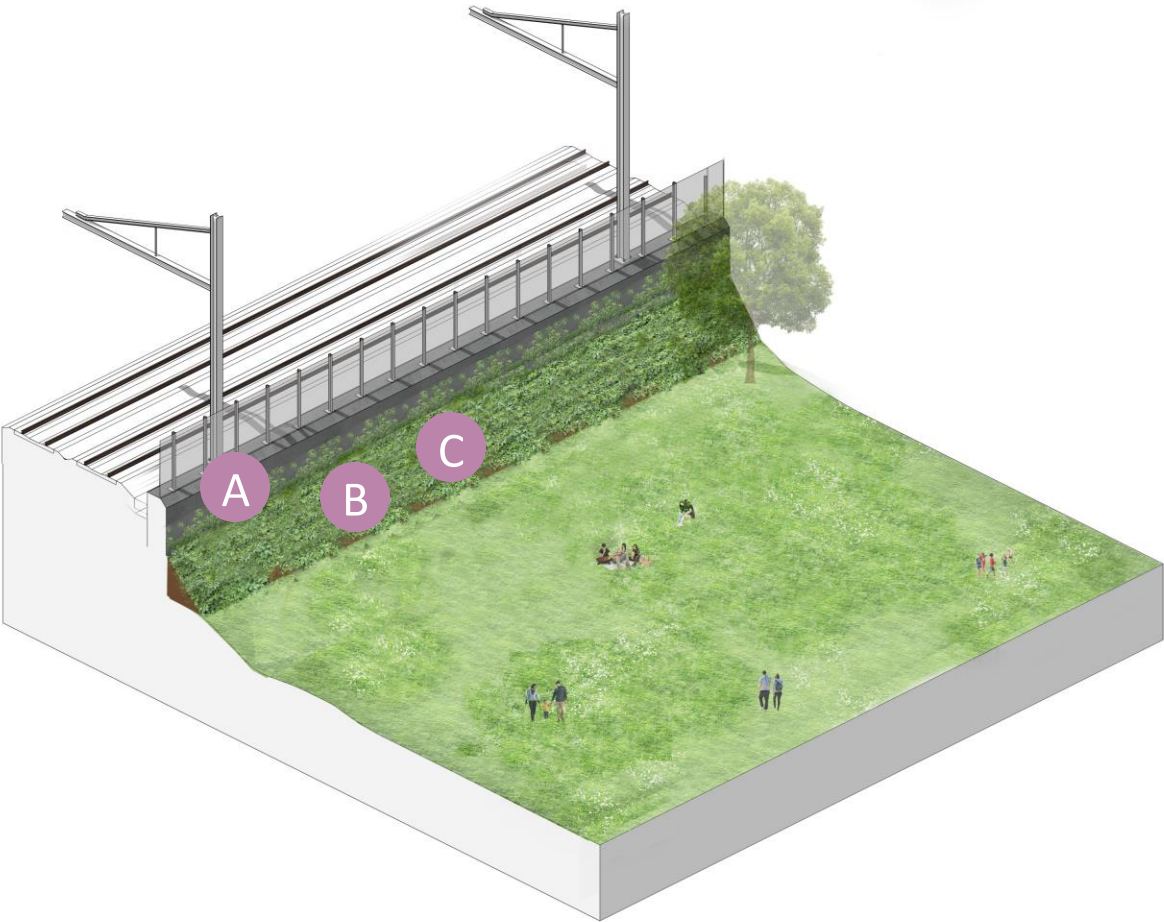


TEXTURED CONCRETE USING DIFFERENT PATTERNS

Retaining & Noise Wall Design Elements

2

+ WALL MITIGATION AND VEGETATION



THE MATERIALS WE ARE CONSIDERING

C EMBANKMENT



C TERRACED LANDSCAPE



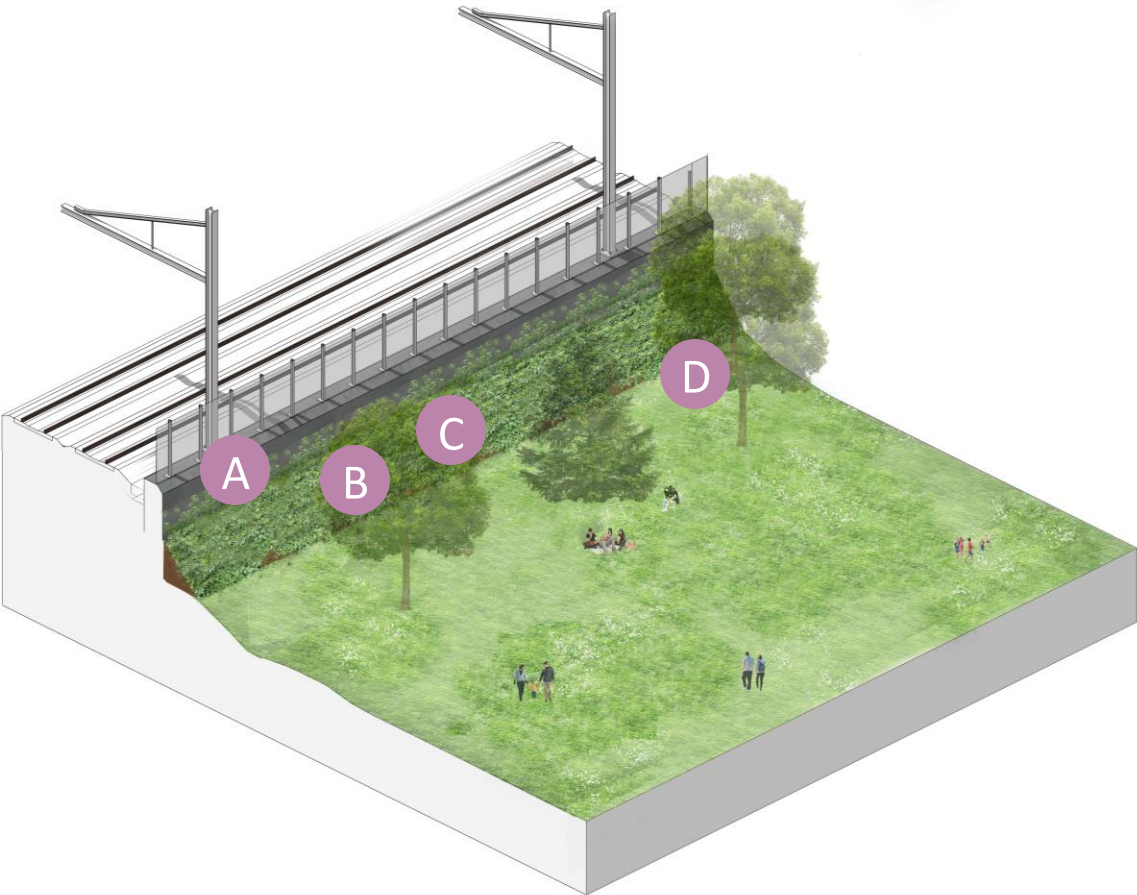
C VERTICAL WALL



Retaining & Noise Wall Design Elements

3

+ TREE PROTECTION AND REPLANTING



THE MATERIALS WE ARE CONSIDERING

D

TREE PLANTING



CONIFEROUS SCREEN



DECIDUOUS ROW



COLUMNAR TREE HEDGE



DECIDUOUS ROW DURING FALL