



# Ontario Line

## Leslieville/Riverside Community Working Group, Meeting #4

FEBRUARY 16, 2022

## Land Acknowledgement

Let us take a moment to acknowledge that we are on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

We are all Treaty people. Many of us have come here as settlers and immigrants...in this generation or generations past.

Metrolinx declares its commitment to building meaningful relationships with Indigenous Peoples.

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

We acknowledge that Metrolinx operates on lands covered by 20 Treaties, and that we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

## Safety Moment

With the fluctuating temperatures, repetitive freeze thaw cycles can result in black ice on sidewalks and driveways. When out for a walk be attentive to ground conditions and where you are stepping. For those with driveways and sidewalks on their property, please remember to salt or sand them to avoid slipping injuries.



## Rules of Engagement for Virtual Meetings

To help this meeting run as smoothly as possible, please adhere to the following rules of engagement:

- Remain muted at all times, unless you are called upon.
- Questions will be taken in the order they are received.
- Please use the "hands up" icon to raise your hand to speak.
- Please be respectful to all meeting participants.
- Please allow all people the chance to speak before taking a second turn.
- Video is encouraged, but not required.
- This meeting will be recorded and shared online.



# Agenda

1. Introduction
2. Roles and Responsibilities
3. Engineering Parameters and Constraints
4. City of Toronto Transit Design Guidelines
5. Defining Area's for Input
6. Next Steps

## **Overview** | Roles and Responsibilities

### **Metrolinx:**

- Responsible for developing and delivering the Ontario Line project
- Engage with the local community
- Adhere to technical and safety requirements and constraints
- Consider City technical requirements
- Coordinate with adjacent projects

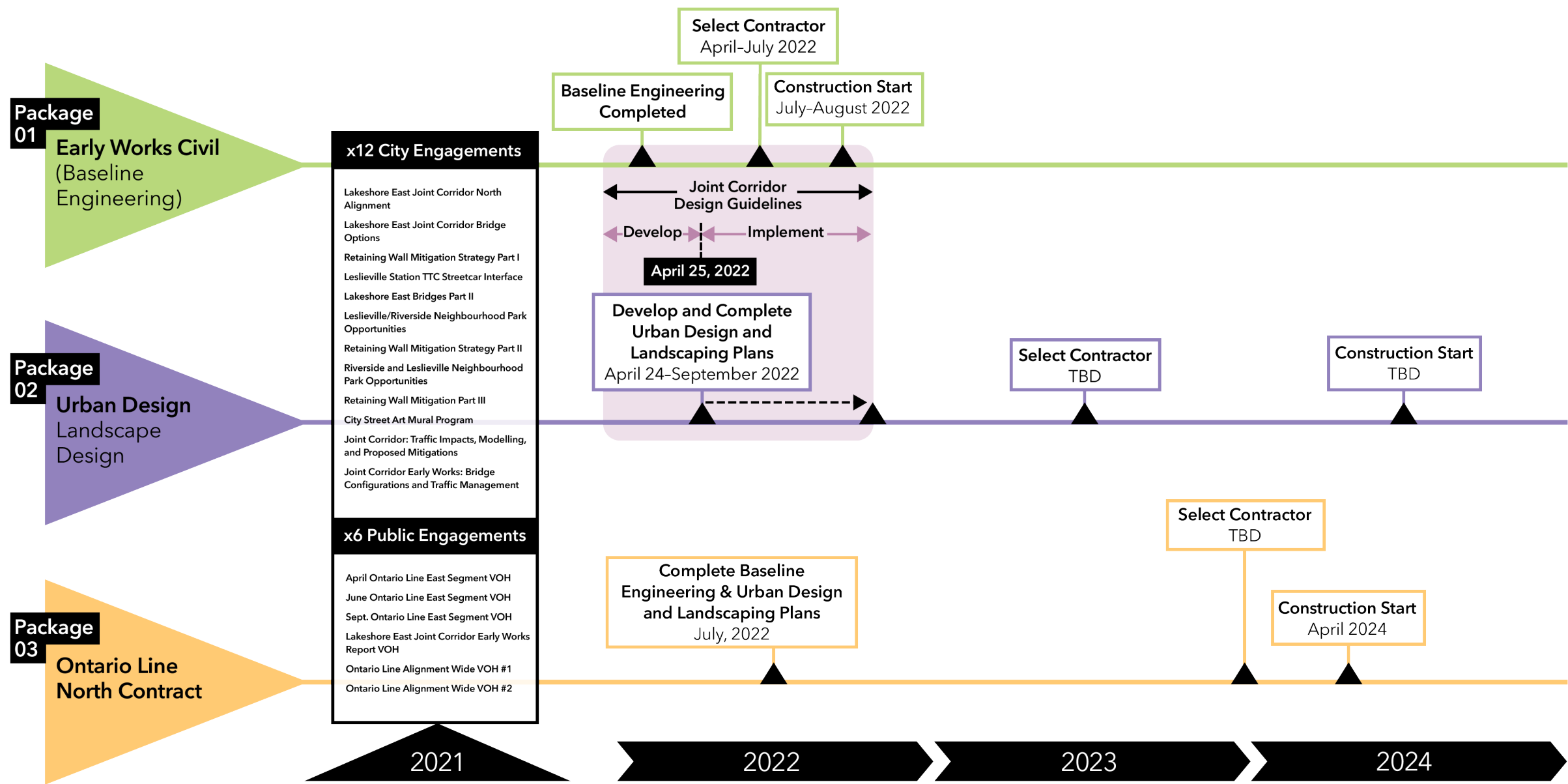
### **City:**

- Guide municipal planning and urban design objectives and park design
- Reviews and comments on urban design elements

### **Community organizations, residents, businesses responsibility:**

- Provides input into elements open for consultation
- Provides input into the engagement process
- Invites other individuals and stakeholder groups to the table

# The Ontario Line



## **Technical Considerations** | Retaining Wall, Noise Wall, and Bridge Design

- Meet technical standards set out by Metrolinx Design Guidelines, Ontario Ministry of Transportation, The City of Toronto, and American Railway Engineering and Maintenance-of-Way Association (AREMA).
- Maintain safe and on-time GO and VIA service during all stages of construction (Lakeshore and Stouffville lines)
- Build new and reconstructed bridges to meet safety standards while accommodating multimodal needs (5 metres vertical clearance and clear sight lines)
- Improve existing road underpasses
- Build structures that fit within the existing urban context.
- Ensure wall vegetation or mitigation does not obstruct live rails.
- Allow for safe wall access and maintenance.

## **Community Considerations** | Retaining Wall, Noise Wall, and Bridge Design

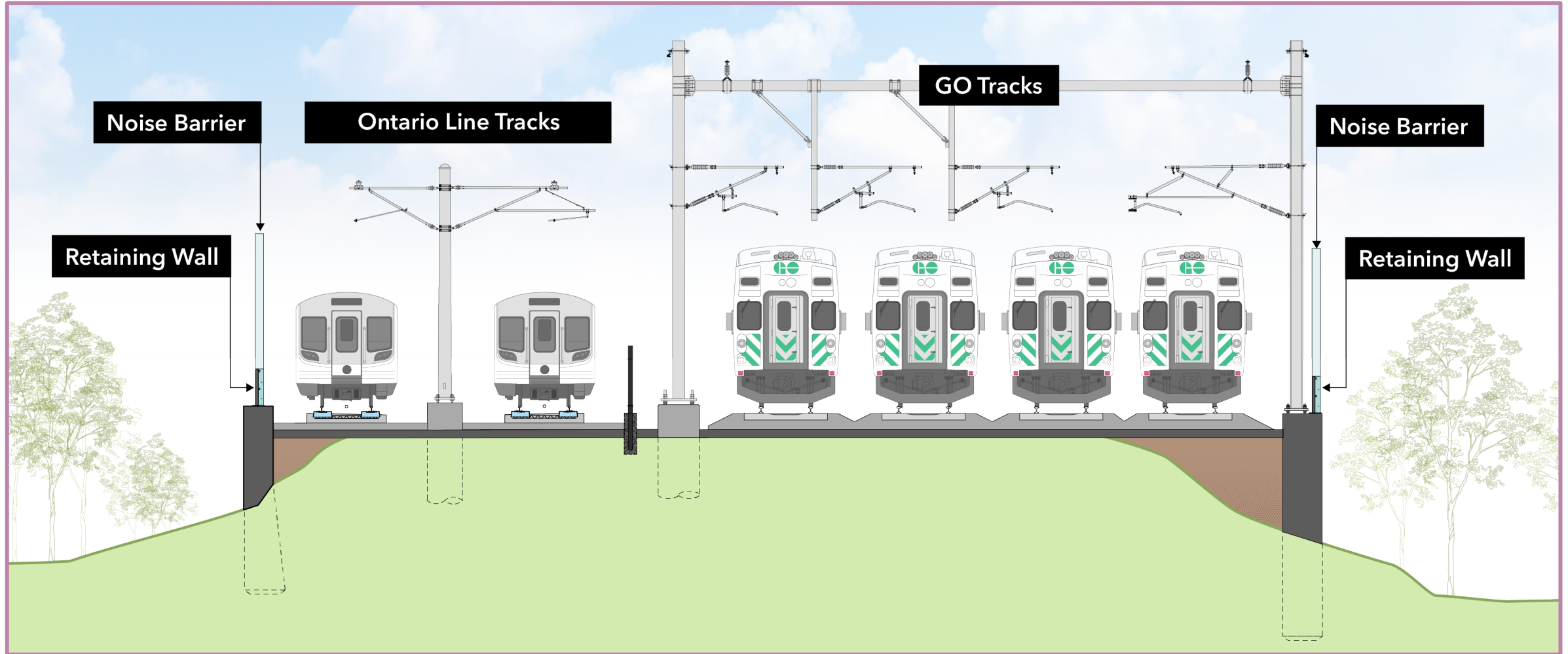
### **Minimize:**

- Construction footprint outside of Metrolinx property
- Construction duration, night and weekend work
- Elevation of the rail corridor and retaining wall heights
- Impacts to existing trees and vegetation beyond the Metrolinx rail corridor
- Impacts to traffic and TTC operations
- Impacts to private properties
- Construction impacts, including noise and vibration
- Operational impacts, including wall aesthetic and noise from trains etc...

### **Protect and enhance:**

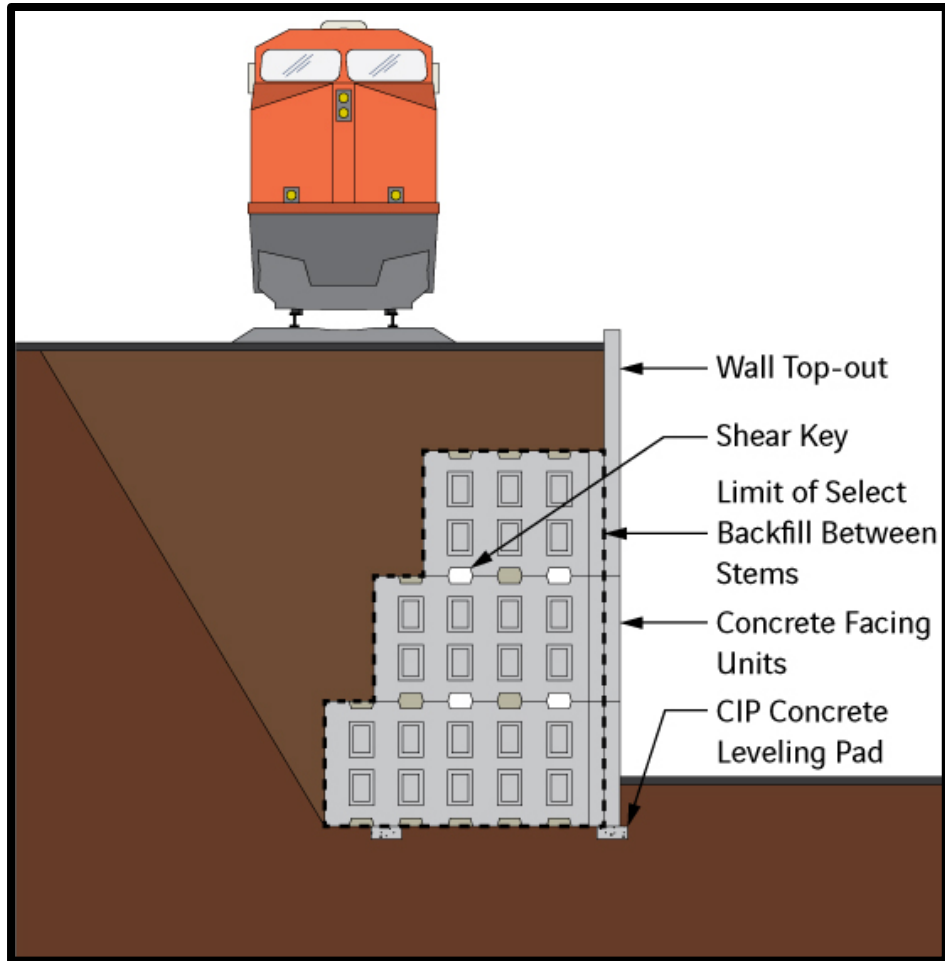
- Community facilities and services like Jimmie Simpson
- Access to parks through construction
- Access to homes and businesses
- Tree canopy and green spaces outside of the rail corridor

## Engineering Design | North of Queen Street East (Riverside and Leslieville Station)

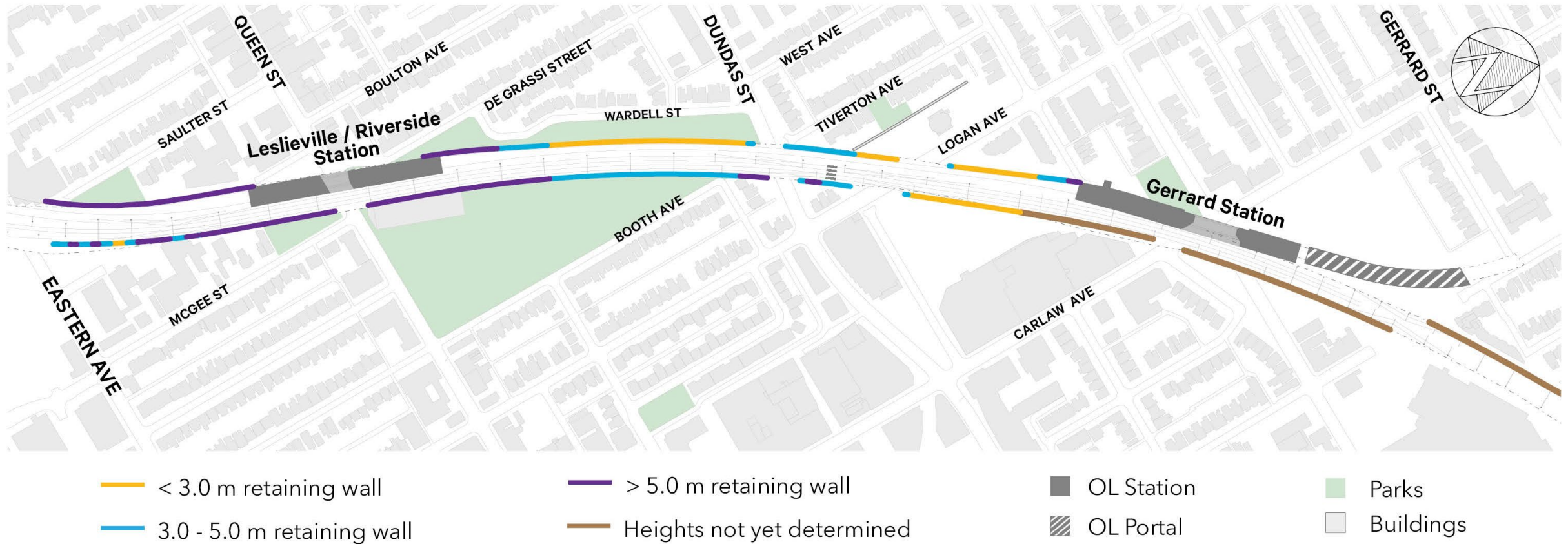




## What is a T-Wall and why?



## Retaining Wall Locations | Current Plan



Note: The typical noise wall height is 5m up to a maximum height of 7m.



# Ontario Line and Neighbourhood Parks

Parks	Approximate New Green Space (m²)	Maximum Permanent Takes (m²)	Net Increase in Green Space (m²)
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

- 1

Permanent Space Required

800 m²
- 2

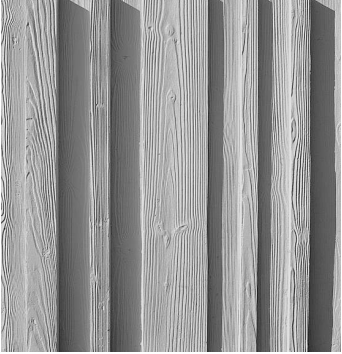
Potential New Additional Green Space After Construction\*

2,600 m²

NOTE: Land areas are approximations.

## Retaining Wall (T-Wall) | Opportunities & Constraints

### Examples



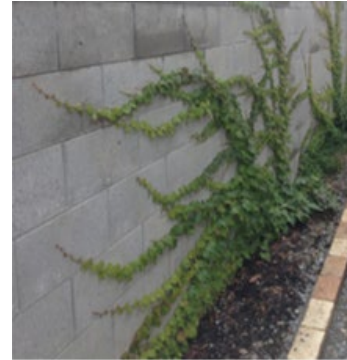
Concrete Pattern



Coniferous Screen



Deciduous Screen



Vines



Programming

### Opportunities / Constraints

#### Fixed Engineering Constraints

Location and Extents  
Height  
Retaining Wall System  
Material

#### Opportunities for Design

Concrete Pattern  
Screening with Vegetation  
Trellis with Vines  
Programming

# Noise Barriers | Opportunities & Constraints

## Examples



Transparency / Opacity



Colour



Bird-Collision Deterrent Patterns



Screens

## Opportunities / Constraints

### Fixed Engineering Constraints

Height

Material

Post and Panel Assembly

Post Spacing

### Opportunities for Design

Transparency / Opacity

Colour

Screens

Bird-collision deterrent decals

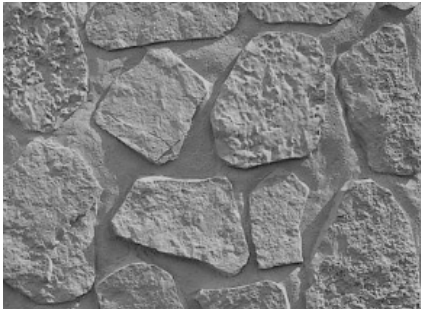


# Wall Patterns

## Community Vision



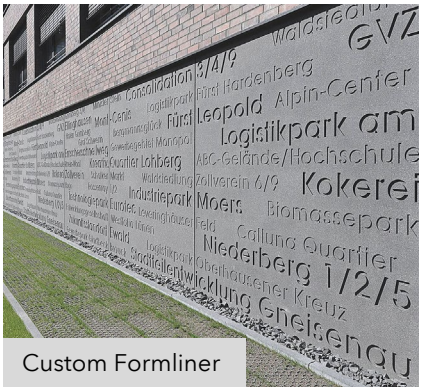
## Wall Pattern



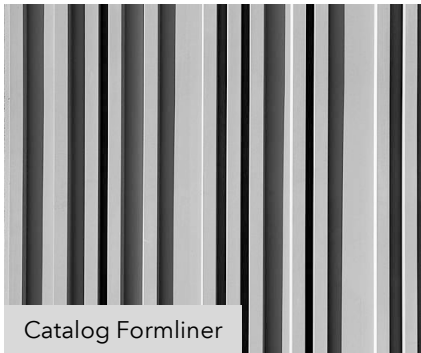
Catalog Formliner



Custom Formliner



Custom Formliner



Catalog Formliner



Catalog Formliner

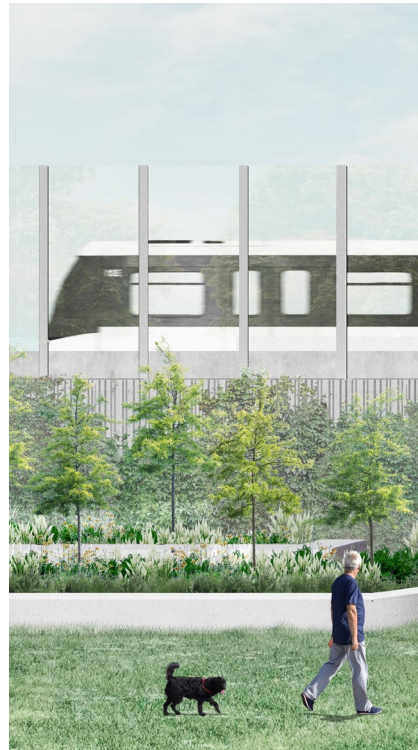
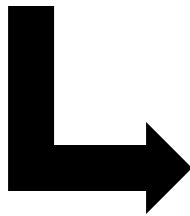


Custom Formliner

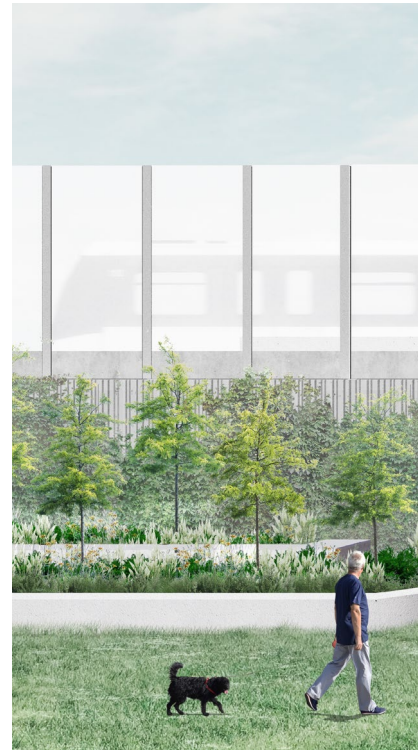


## Panels and Screens

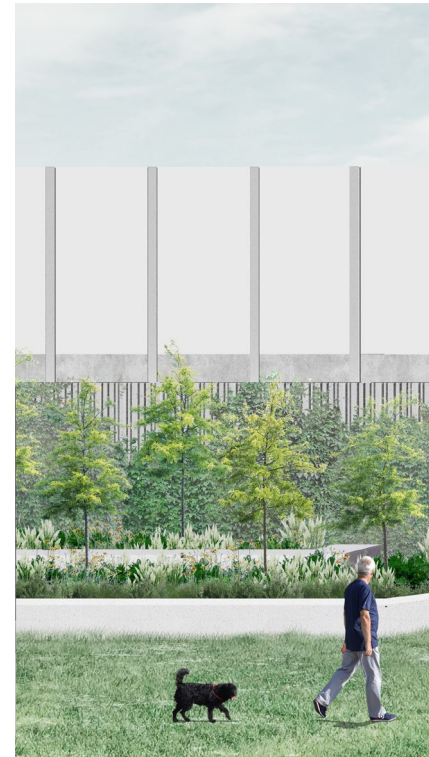
### Community Vision



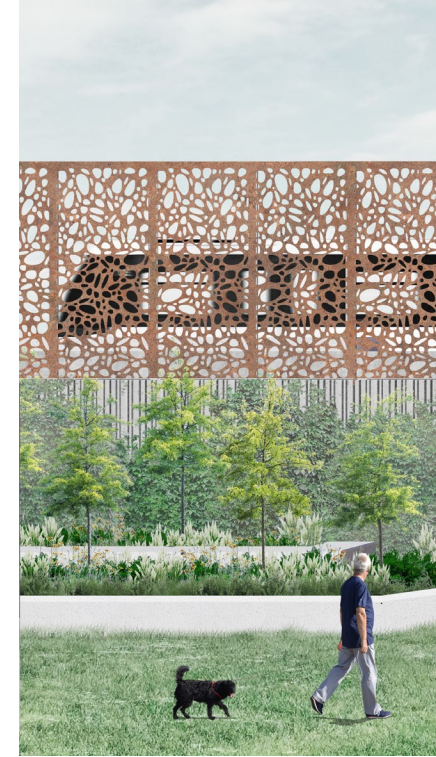
**Transparent**



**Translucent**



**Opaque**

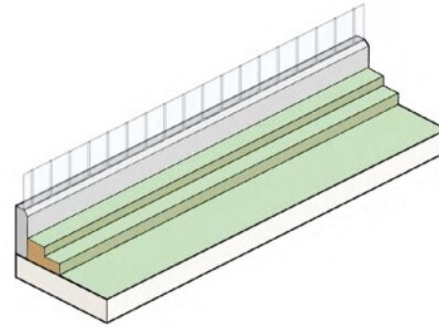


**Screen**



# Terraced Landscapes

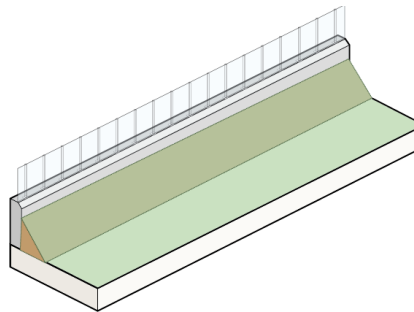
## Community Vision



Terraced Landscapes



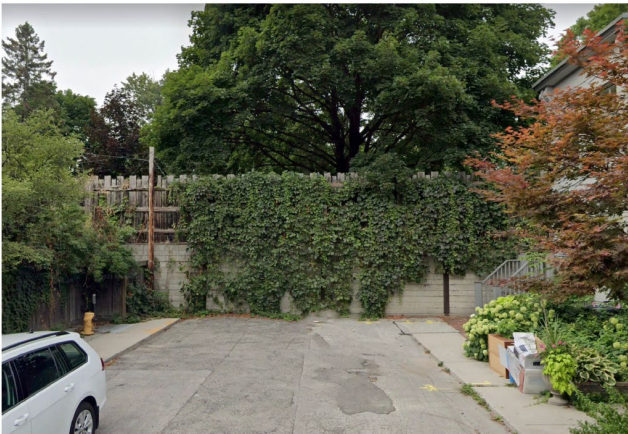
Embankment Landscapes





# Vertical Vegetated Walls

## Community Vision

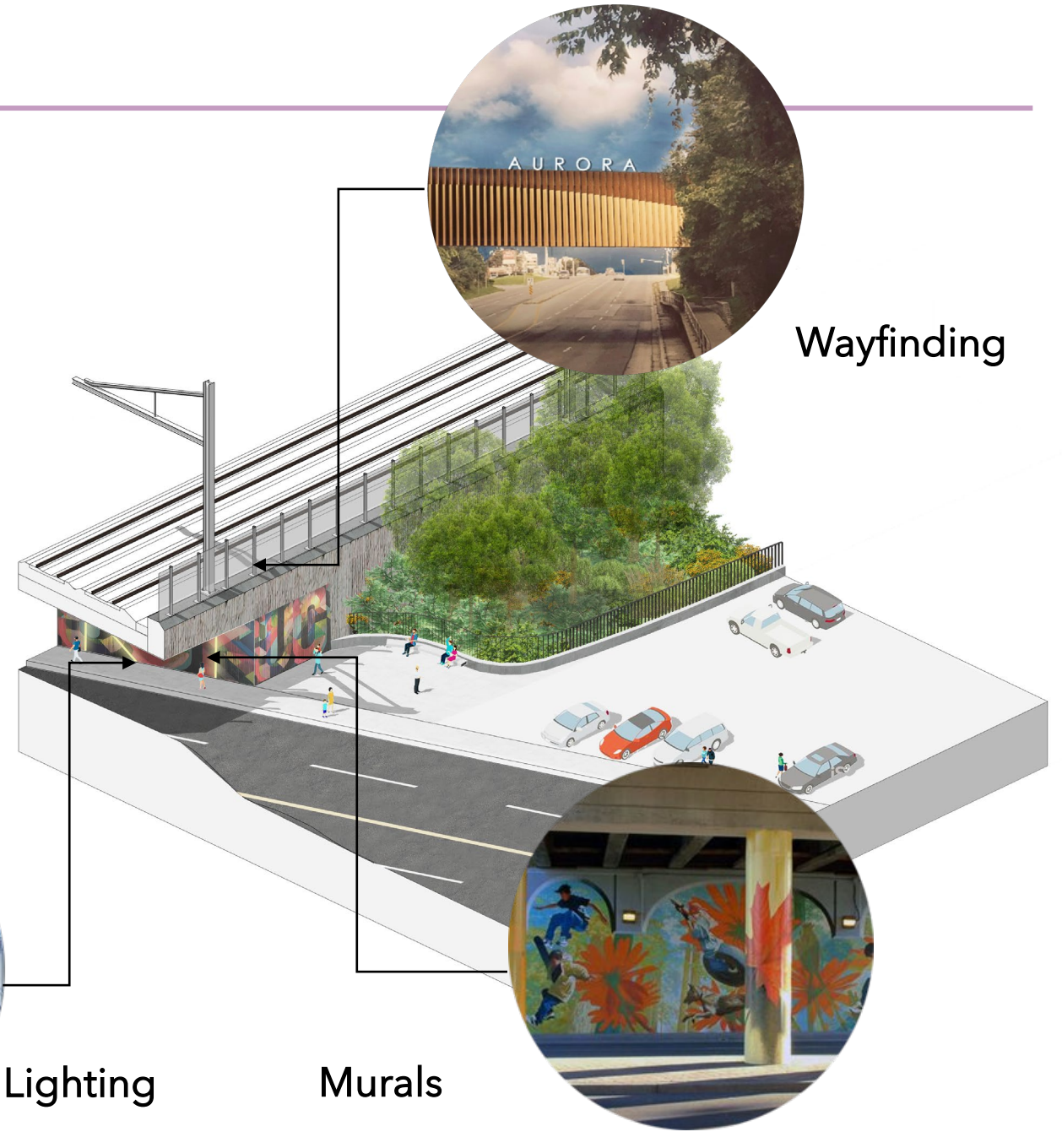


University of Toronto Daniels Building - Geo Reinforced Soil Walls



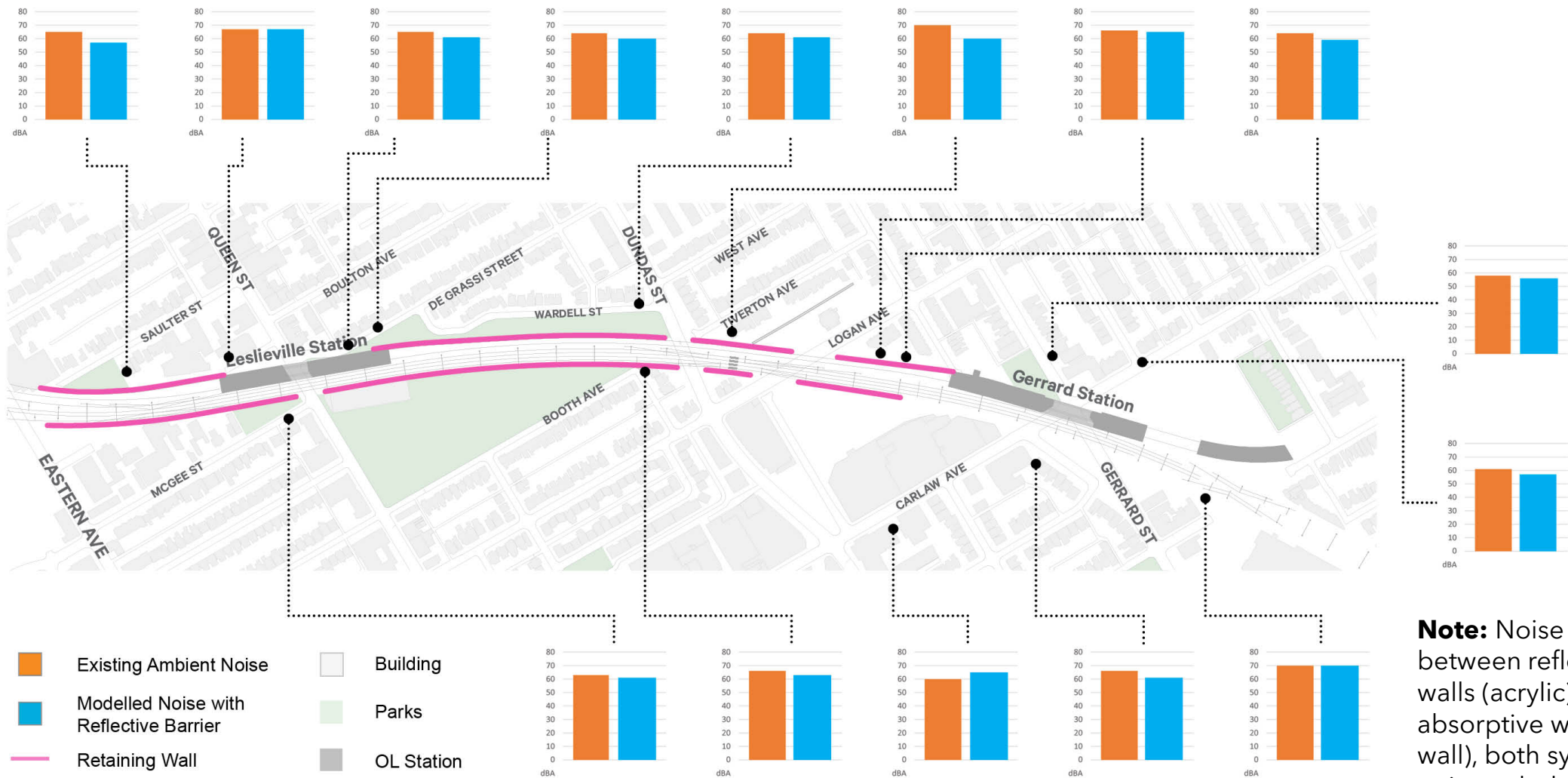
# Bridge Underpass

## Community Vision





# Noise Barrier Performance



**Note:** Noise comparison between reflective walls (acrylic) vs absorptive walls (solid wall), both systems reduce noise to below ambient background noise

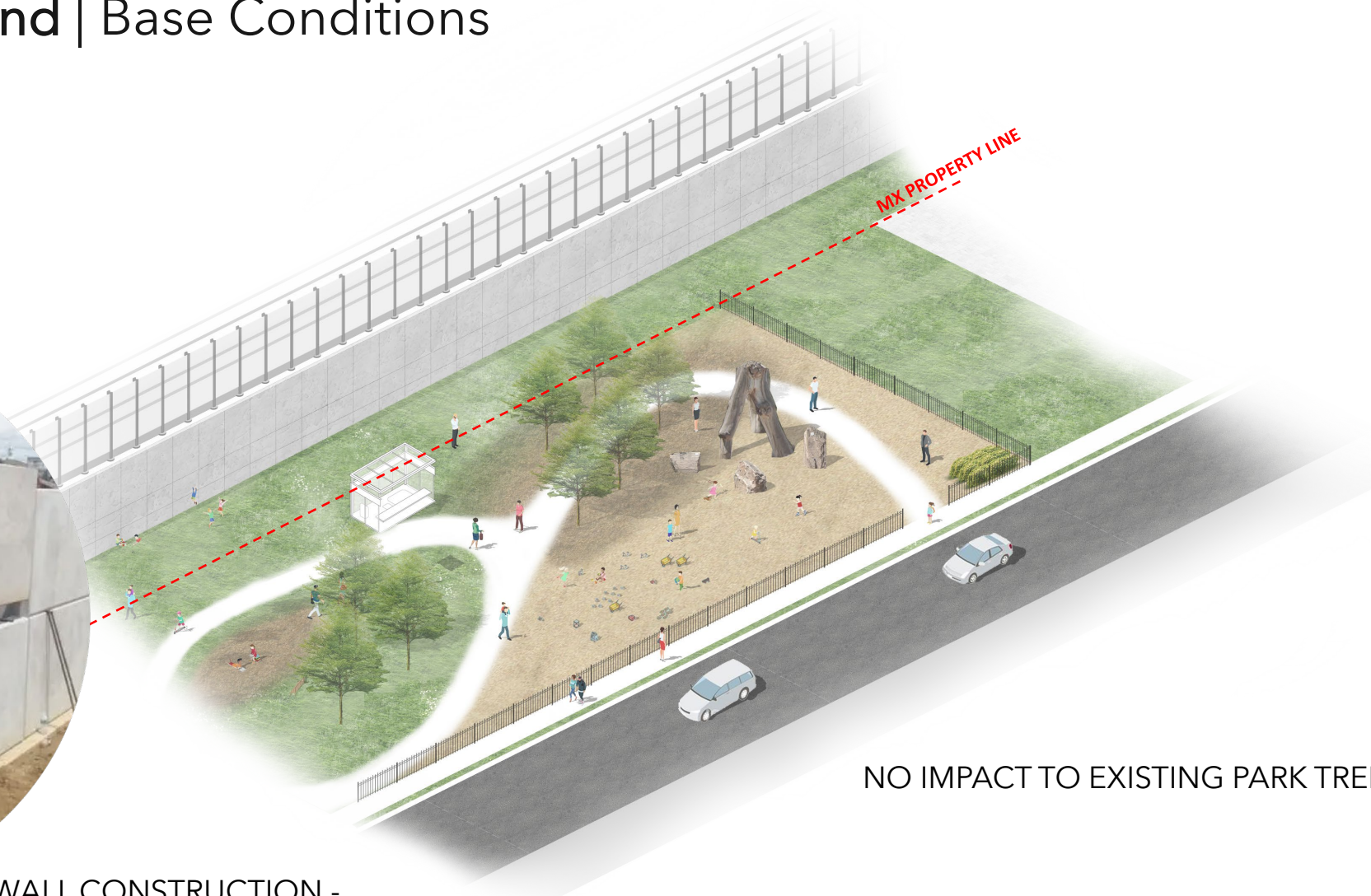
## **City Presentation** | Transit Guidelines

# **City Presentation**

## McCleary Playground | Base Conditions



T WALL CONSTRUCTION -  
MINIMIZES IMPACT TO PARK

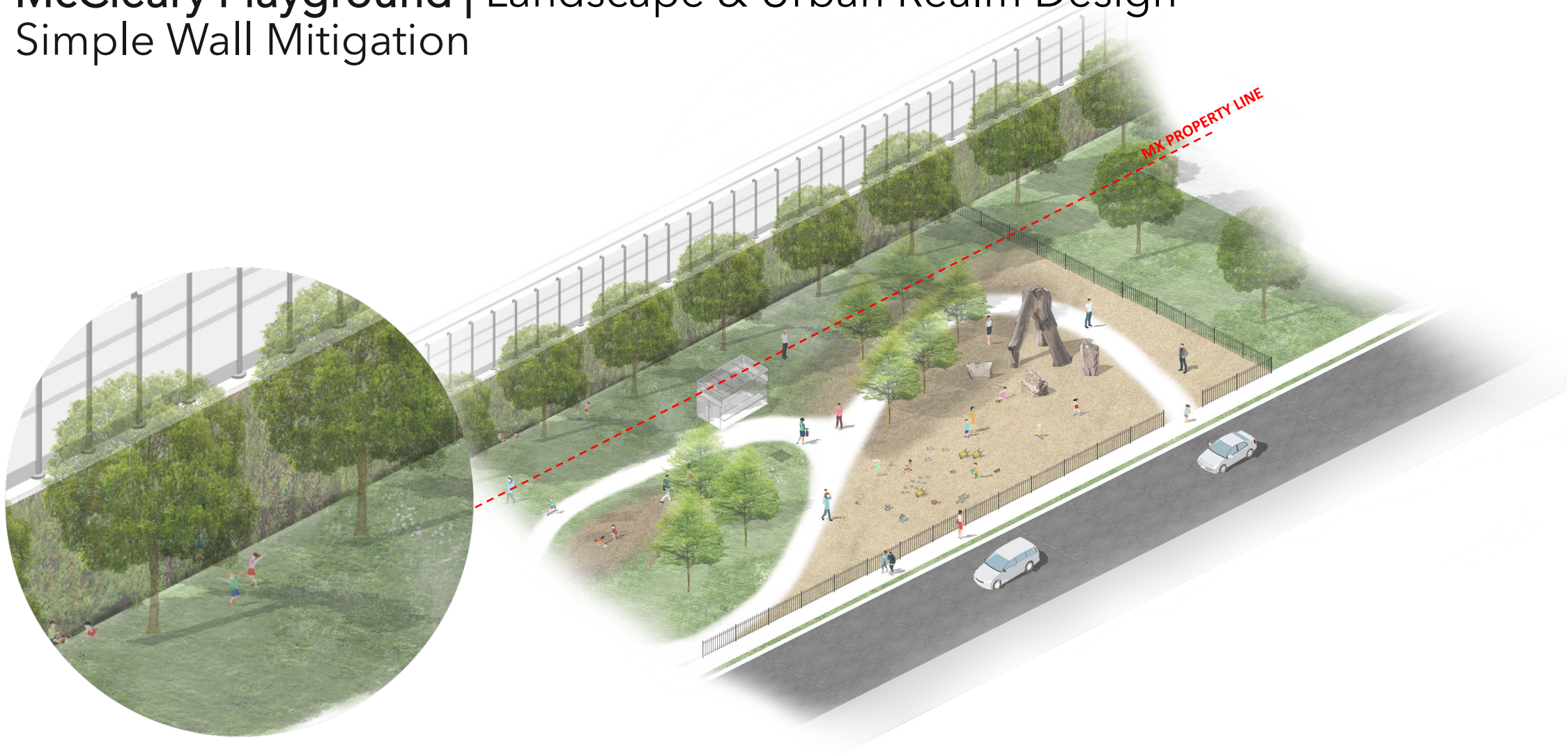


NO IMPACT TO EXISTING PARK TREES



# McCleary Playground | Landscape & Urban Realm Design

## Simple Wall Mitigation



GREEN WALL AND MORE TREES



# McCleary Playground | Concept Proposal



WALL MOUNTED PLAYGROUND



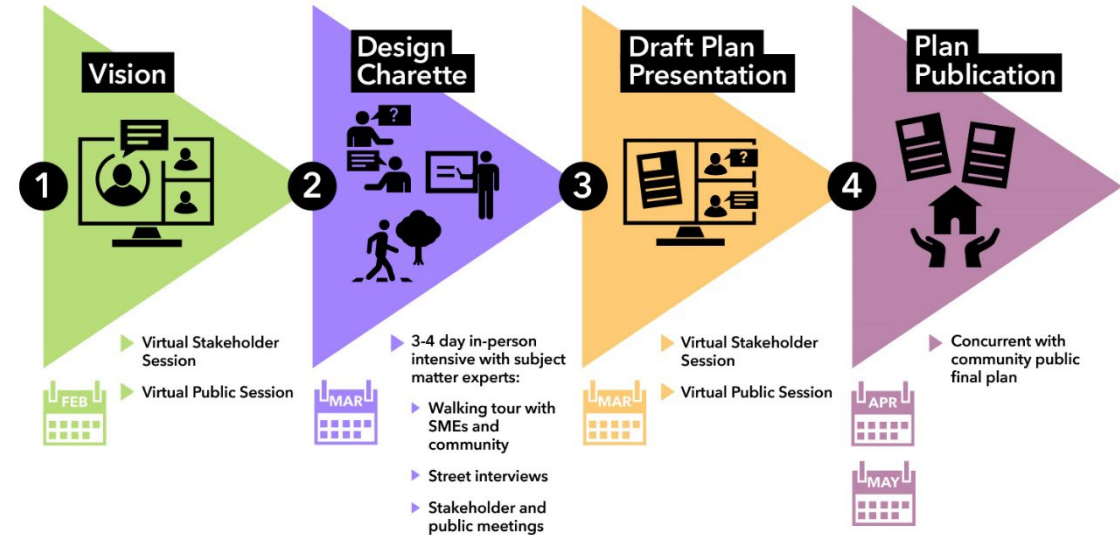
MURAL

PLANTERS AND SEATING AREAS



## Working Group | Engagement Options

1. Charrette
2. Localized design competition
3. Community workshops
4. Public information meetings
5. Pop-up events
6. Walking tours
7. Street interviews



Leslie Barns Design Competition Example

## Next Steps

### Define Engineering Constraints and Design Opportunities – February 16, 2022

- Provide clarity on what and why certain items are fixed due to technical constraints, constructability, regulatory requirements

### Co-Create Engagement Process –Date TBD

- Determine best engagement path forward

### Principles

- Define “design excellence” (what is meant by excellence in design); discuss best practices, show precedents (Metrolinx, Canada, Global) for retaining walls, noise barriers, bridge underpass, landscape and urban realm adjacent to transit corridors

### Design elements

- Explore range of options and visualize what the component parts could look like

### Special Places

- Define where the 'special places' are located along the alignment and discuss how the different parts could be applied to the special places

### Consolidation of Information and Documentation

- Develop a Joint Corridor Design Guide

## **Round Robin Dialog**

Define Engineering Constraints and Design Opportunities – February 16, 2022

Co-Create Engagement Process – Date TBD



