

Appendix C4

**Public Engagement Record:
September 17 to October 17,
2020**

**Public Engagement Record: September 17
to October 17, 2020**

- **Notice of
Publication of the
Draft Environmental
Conditions Report**

Notice of Publication of the Draft Environmental Conditions Report Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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/Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.

Environmental Assessment

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*. As outlined in Section 4 of O. Reg. 341/20, Metrolinx has prepared a Draft Environmental Conditions Report (ECR) that is now available for public review.

The Draft ECR characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report.



The Draft ECR Review and Consultation Process

Effective **September 17, 2020**, the Draft ECR will be available for review on the Project webpage (www.metrolinx.com/ontarioline) in addition to more detailed information about the regulation and project timelines.

As we temporarily shift to virtual open houses, please join us online from September 17, 2020 to October 17, 2020 to find out more about and provide your feedback on the Draft ECR via the webpage form.

Those who wish to provide comments on the Draft ECR must do so by **October 17, 2020** and submit them using the webpage form or address them to the following email:

ontarioline@metrolinx.com.

To obtain a copy of the Draft ECR, please contact the project email listed above.

The Final ECR

The Draft ECR will be updated following the public review period, ending **October 17, 2020**, and a Final ECR will be published on the Project webpage (www.metrolinx.com/ontarioline).

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

*This Notice was first published on **September 17, 2020**.*

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

Public Engagement Record: September 17 to October 17, 2020

- **Draft Environmental
Conditions Report
Newspaper Advertisement**
 - **Beach Metro**
 - **Le Metropolitain**
 - **Ming Pao**
 - **Nasha Canada**
 - **North York Mirror**
 - **Sing Tao**
 - **Sol Portugues**
 - **The Greek Press**
 - **Toronto L'Express**
 - **Toronto Star**

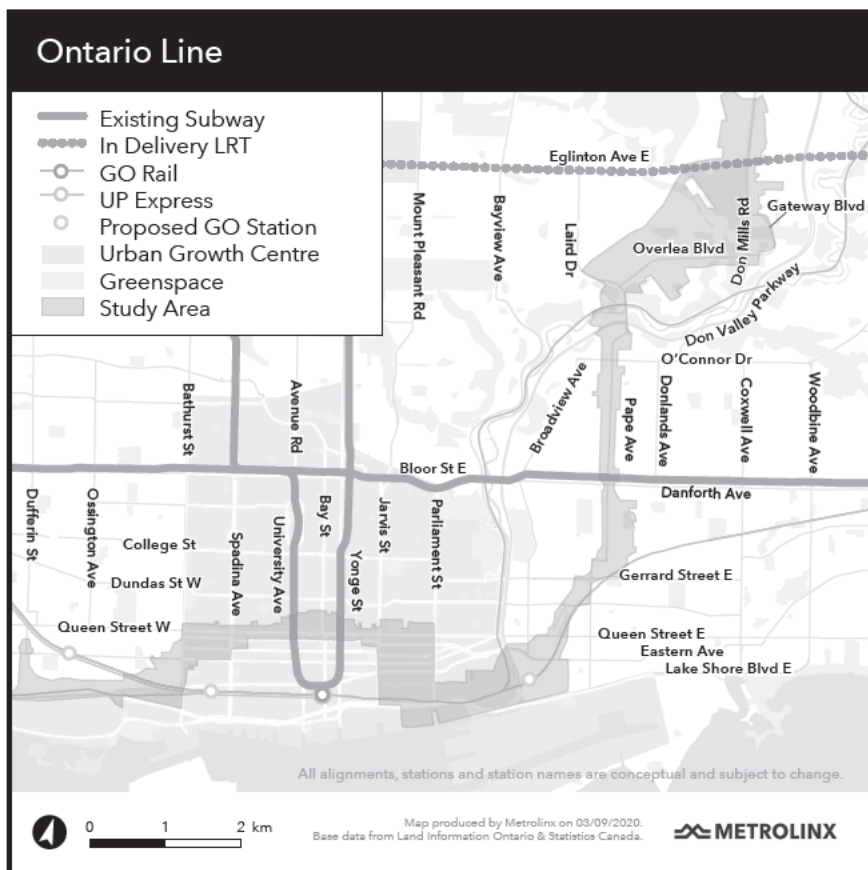
**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Beach Metro**

Notice of Publication of the Draft Environmental Conditions Report Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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/Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.



Environmental Assessment

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*. As outlined in Section 4 of O. Reg. 341/20, Metrolinx has prepared a Draft Environmental Conditions Report (ECR) that is now available for public review.

The Draft ECR characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report.

The Draft ECR Review and Consultation Process

Effective **September 17, 2020**, the Draft ECR will be available for review on the Project webpage (www.metrolinx.com/ontarioline) in addition to more detailed information about the regulation and project timelines.

As we temporarily shift to virtual open houses, please join us online from September 17, 2020 to October 17, 2020 to find out more about and provide your feedback on the Draft ECR via the webpage form. Those who wish to provide comments on the Draft ECR must do so by **October 17, 2020** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com. To obtain a copy of the Draft ECR, please contact the project email listed above.

The Final ECR

The Draft ECR will be updated following the public review period, ending **October 17, 2020**, and a Final ECR will be published on the Project webpage (www.metrolinx.com/ontarioline).

All personal information included in a submission - such as name, address, telephone number and property location - is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on **September 17, 2020**.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx

130 Adelaide Street West, Toronto, Ontario M5H 3P5

METROLINX
Notice of Publication of the Draft Environmental Conditions Report
Ontario Line Project

The Project
The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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/Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.



Environmental Assessment
Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*. As outlined in Section 4 of O. Reg. 341/20, Metrolinx has prepared a Draft Environmental Conditions Report (ECR) that is now available for public review.

The Draft ECR characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report.

The Draft ECR Review and Consultation Process
Effective **September 17, 2020**, the Draft ECR will be available for review on the Project webpage (www.metrolinx.com/ontarioline) in addition to more detailed information about the regulation and project timelines.

As we temporarily shift to virtual open houses, please join us online from September 17, 2020 to October 17, 2020 to find out more about and provide your feedback on the Draft ECR via the webpage form. Those who wish to provide comments on the Draft ECR must do so by **October 17, 2020** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com. To obtain a copy of the Draft ECR, please contact the project email listed above.

The Final ECR
The Draft ECR will be updated following the public review period, ending **October 17, 2020**, and a Final ECR will be published on the Project webpage (www.metrolinx.com/ontarioline).

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on **September 17, 2020**.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx
130 Adelaide Street West, Toronto, Ontario M5H 3P5

Arts & Entertainment



PHOTO: SUBMITTED

Beach resident Gail Williams will be taking part in the upcoming online Art Walk in the Square event. Williams is shown here with her painting *A Gathering of Friends*.

Beach artist Williams to take part in upcoming Art Walk in the Square

By Alan Shackleton

LOCAL ARTIST Gail Williams will be taking part in the upcoming Art Walk in the Square online event.

A longtime Beach resident, Williams will be among a group of approximately 100 artists who will have their works featured in the show which takes place from Sept. 25 to Oct. 9.

Normally Art Walk in the Square takes place at the Shops at Don Mills, but like numerous other public events this year it has had to go online due to the COVID-19 pandemic.

Art Walk in the Square is presented by Riverdale Art Walk and the Leslie Grove Gallery on Queen Street East.

Williams told *Beach Metro News* that the pandemic is having an enormously negative impact on artists and their ability to both showcase and create their work.

"When the lockdown was announced, I was among many artists who were devastated by the cancellation of art events," said in an email interview.

"Deplorably, artists' income is 44 per cent less than the average yearly Canadian earning, so not having the spring season to show and sell art was a huge financial blow. Also, I share studio space, as do many other artists, and at the beginning of the crisis I was not able to use my regular workplace. Shifting to an at-home studio set-up was a physical and mental challenge that im-

pacted my creativity."

Like many other people who have had to shift the way they do things today as opposed to before the pandemic, Williams said she is adapting to the current reality of virtual and online art shows and creation.

"Instagram and Facebook have provided a wonderful opportunity to be artistically active, not only in selling my art but in creating online courses," she said.

"Through social media, I'm connecting with more people who are spending more time at home and noticing they could fill a wall with art. I'm using more video and creating more 'process' content through social media."

Williams said she's also using social media and other websites to share how her art is created with those who are interested in learning more about how her abstract art is made.

"People love to see behind the scenes and how my abstract art is made because I create unconventional paintings in unconventional ways. Most significantly, my acrylic and collage painting has shifted dramatically to a commentary on the pandemic, social injustices, and an enhanced global consciousness. The characters and scenes appearing in my recent works reflects the unease of our current social and political climate."

Along with dealing with the pandemic, many artists are also taking active roles in calling for increased social justice and standing up

against racism.

"In addition to supporting charities focused on anti-Black racism and social justice, local artists are spearheading neighbourhood projects to raise awareness of the issues, such as the mural at the Michael Garron Hospital," said Williams.

"In terms of representation, which is a vital issue throughout the arts, I've noticed Black artists being featured much more as we respond to the injustice of anti-Black racism."

Art Walk in the Square is a juried online event and will feature more than 2,000 original art works on display. The art can be viewed and purchased online through the event site at www.artwalk-square.ca

Proceeds from sales go directly to the artists.

Williams said she is happy that Art Walk in the Square has adapted and is taking place online.

"I'm excited that the show will go on and that support for local artists can continue to grow in new and creative ways," she said.

Williams will have 25 works on display at Art Walk in the Square, including *A Gathering of Friends*.

There will be some limited opportunities, following COVID-19 safety protocols, for some of the art works to be viewed in person at some of the artists' studios. For more on the in-person viewing opportunities, please visit www.artwalksquare.ca or follow @artwalksquare on Instagram for details.

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Le Metropolitain**

Avis de publication du rapport préliminaire des conditions environnementales

Projet de ligne Ontario

Le projet

La ligne Ontario donnera près de 16 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/station Exhibition (au sud-ouest). La ligne Ontario devrait comprendre 15 nouvelles stations, y compris 6 stations de correspondance et 17 nouvelles correspondances avec les lignes ferroviaires GO, des lignes de métro existantes et des lignes de tramway. Le projet sera construit selon un système de voies réservées et comprendra une combinaison de voies surélevées, de tunnels et de passages à niveau à divers emplacements.

Évaluation environnementale

On s'affaire à évaluer les impacts environnementaux du projet de ligne Ontario conformément au *Règlement de l'Ontario* (Règl. de l'Ont.) 341/20 : *Projet de ligne Ontario*, entrée en vigueur le 30 juin 2020 en vertu de la *Loi sur les évaluations environnementales*. Comme décrit dans l'article 4 du Règl. de l'Ont. 341/20, Metrolinx a préparé un rapport préliminaire des conditions environnementales qui peut maintenant être consulté par le public.

Le rapport préliminaire des conditions environnementales décrit les conditions environnementales existantes au sein de la zone d'étude de la ligne Ontario. Ce rapport présente également une description préliminaire des possibles répercussions que le projet pourrait avoir sur les activités d'atténuation et de surveillance environnementales potentielles ainsi qu'une description des études qui pourraient être réalisées dans le cadre du rapport d'étude d'impact sur l'environnement.

Processus d'examen et de consultation dans le cadre du rapport préliminaire des conditions environnementales

À compter du **17 septembre 2020**, le rapport préliminaire des conditions environnementales et des renseignements détaillés sur le règlement et les échéances seront publiés sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).

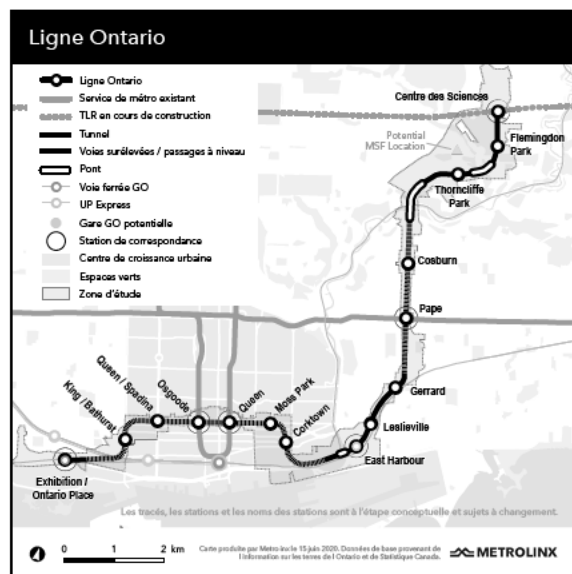
Participez à nos journées portes ouvertes virtuelles temporaires, du 17 septembre 2020 au 17 octobre 2020, pour en apprendre davantage sur le rapport préliminaire des conditions environnementales et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web.

Les personnes qui souhaitent envoyer des commentaires sur le rapport préliminaire des conditions environnementales doivent le faire d'ici le 17 octobre 2020 et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.

Pour obtenir une copie du rapport préliminaire des conditions environnementales, veuillez écrire à l'adresse courriel indiquée ci-dessus.

Rapport final des conditions environnementales

Le rapport préliminaire des conditions environnementales sera mis à jour à la suite de la période de consultation publique, qui prendra fin le **17 octobre 2020**, et un rapport final sera publié sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).



Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Ces renseignements sont recueillis conformément au Règl. de l'Ont. 341/20 en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stipule l'article 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels. Pour en savoir plus, veuillez écrire à ontarioline@metrolinx.com ou composer le 416-874-5900.

Date de la première publication : 17 septembre 2020.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Vous pouvez également communiquer avec Josh Vandezande (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com), qui représente Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto (Ontario)
M5H 3P5

Un automne doux et un hiver hâtif sont à prévoir selon MétéoMédia

Stéphane Blais

La météo devrait favoriser les activités extérieures comme la cueillette de pommes ou de

ACELF - Élections 2020

Marcel Larocque, nouveau président de l'ACELF

« La transmission de notre passion pour la langue française et la culture francophone auprès des jeunes, dans les milieux scolaires, est capitale pour nous permettre de vivre pleinement une identité culturelle francophone épanouissante. C'est un grand honneur de pouvoir contribuer à cette mission qui m'habite tant », a déclaré Marcel Larocque, élu président de l'Association canadienne d'éducation de langue française (ACELF), lors de son assemblée générale annuelle virtuelle, le mercredi 16 septembre.

Reconnu pour son amour inébranlable pour l'enseignement et sa volonté de contribuer à former de nouvelles générations de jeunes francophones fiers, confiants et engagés, l'Acadien et Néo-Brunswickois Marcel Larocque cumule une vaste expérience dans le milieu de l'éducation. Auparavant vice-président et administrateur pour la région de l'Atlantique à l'ACELF, Marcel Larocque est membre du conseil d'administration de l'association depuis 2007.

« Je suis tombé sous le charme de l'ACELF dès ma première participation à un événement de l'association en 2006. J'ai tout de suite été impressionné par son pouvoir d'action, sa portée considérable dans les milieux scolaires francophones du pays. Surtout, j'ai été marqué par l'étendue de son réseau : des gens de tous les coins du pays, dynamiques et engagés, qui se sont donné l'objectif de contribuer à aider les jeunes à construire leur identité à travers la francophonie. C'est une grande fierté de faire partie de cette vaste famille. Nous avons collectivement le pouvoir de faire une grande différence », a déclaré le nouveau président de l'ACELF.

Source : Association canadienne d'éducation de langue française

citrouilles cet automne. Un doux soleil et des températures au-dessus des normales saisonnières sont à prévoir pour les prochaines semaines dans l'est du pays.

Même si les températures ont été plus fraîches durant la première moitié de septembre, il faut surtout retenir que la douceur dominera pour les mois d'octobre et de novembre selon MétéoMédia.

« Le dôme d'air froid est beaucoup plus concentré dans l'Ouest canadien. Il y a un anticyclone présent dans l'est qui est plus propice à amener du beau

temps. »

Quelques épisodes d'été des Indiens

La combinaison de la douceur et des périodes sans précipitations devraient donner quelques beaux épisodes d'été des Indiens au Québec selon MétéoMédia.

« Même si les précipitations risquent d'être près ou supérieures à la normale en raison du passage d'importantes dépressions (certaines post-tropicales), plusieurs périodes sans pluie seront présentes », selon André Monette.

Un hiver tardif au Québec et en Ontario

Même s'il est encore tôt pour prévoir avec précision à quoi ressemblera la saison hivernale, « l'arrivée de l'hiver sera plus graduelle et les longues vagues de froid devraient éviter le Québec et l'Ontario durant la saison froide où la douceur sera majoritaire », selon MétéoMédia.

« On ne prévoit pas pour l'instant un hiver hâtif, contrairement au mois de novembre 2019 et 2018, les premiers soubresauts de l'hiver devraient se faire attendre », a précisé André Monette, chef de service de la météorologie à MétéoMédia.

Pluies et douceur pour les provinces de l'Atlantique

MétéoMédia prévoit que les précipitations seront près ou au-dessus des normales avec la possibilité du passage d'importantes dépressions, faisant grimper rapidement les quantités de précipitations dans les provinces de l'Atlantique au cours des prochains mois.

Toutefois, les météorologues croient que les « températures douces vont dominer autant durant la saison automnale qu'hivernale en raison de la crête anticyclonique présente sur l'est du continent ».

Source : La Presse canadienne

METROLINX

Avis de publication du rapport préliminaire des conditions environnementales Projet de ligne Ontario

Le projet

La ligne Ontario donnera près de 16 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/station Exhibition (au sud-ouest). La ligne Ontario devrait comprendre 15 nouvelles stations, y compris 6 stations de correspondance et 17 nouvelles correspondances avec les lignes ferroviaires GO, des lignes de métro existantes et des lignes de tramway. Le projet sera construit selon un système de voies réservées et comprendra une combinaison de voies surélevées, de tunnels et de passages à niveau à divers emplacements.

Évaluation environnementale

On s'affaire à évaluer les impacts environnementaux du projet de ligne Ontario conformément au *Règlement de l'Ontario* (Règl. de l'Ont.) 341/20 : *Projet de ligne Ontario*, entrée en vigueur le 30 juin 2020 en vertu de la *Loi sur les évaluations environnementales*. Comme décrit dans l'article 4 du Règl. de l'Ont. 341/20, Metrolinx a préparé un rapport préliminaire des conditions environnementales qui peut maintenant être consulté par le public.

Le rapport préliminaire des conditions environnementales décrit les conditions environnementales existantes au sein de la zone d'étude de la ligne Ontario. Ce rapport présente également une description préliminaire des possibles répercussions que le projet pourrait avoir sur les activités d'atténuation et de surveillance environnementales potentielles ainsi qu'une description des études qui pourraient être réalisées dans le cadre du rapport d'étude d'impact sur l'environnement.

Processus d'examen et de consultation dans le cadre du rapport préliminaire des conditions environnementales

À compter du **17 septembre 2020**, le rapport préliminaire des conditions environnementales et des renseignements détaillés sur le règlement et les échéances seront publiés sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).

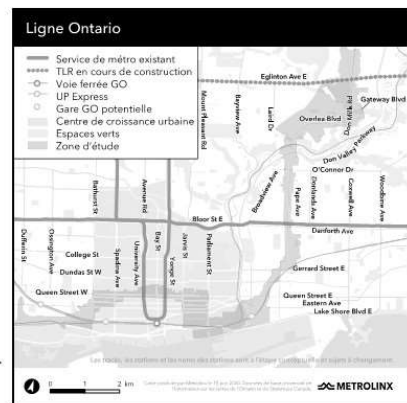
Participez à nos journées portes ouvertes virtuelles temporaires, du 17 septembre 2020 au 17 octobre 2020, pour en apprendre davantage sur le rapport préliminaire des conditions environnementales et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web.

Les personnes qui souhaitent envoyer des commentaires sur le rapport préliminaire des conditions environnementales doivent le faire d'ici le 17 octobre 2020 et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.

Pour obtenir une copie du rapport préliminaire des conditions environnementales, veuillez écrire à l'adresse courriel indiquée ci-dessus.

Rapport final des conditions environnementales

Le rapport préliminaire des conditions environnementales sera mis à jour à la suite de la période de consultation publique, qui prendra fin le **17 octobre 2020**, et un rapport final sera publié sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).



Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Ces renseignements sont recueillis conformément au Règl. de l'Ont. 341/20 en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stipule l'article 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels. Pour en savoir plus, veuillez écrire à ontarioline@metrolinx.com ou composer le 416-874-5900.

Date de la première publication : **17 septembre 2020.**

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Vous pouvez également communiquer avec Josh Vandezande (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com), qui représente Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto (Ontario)
M5H 3P5

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Ming Pao**

環境條件報告草案刊物公告

安大略線地鐵計劃

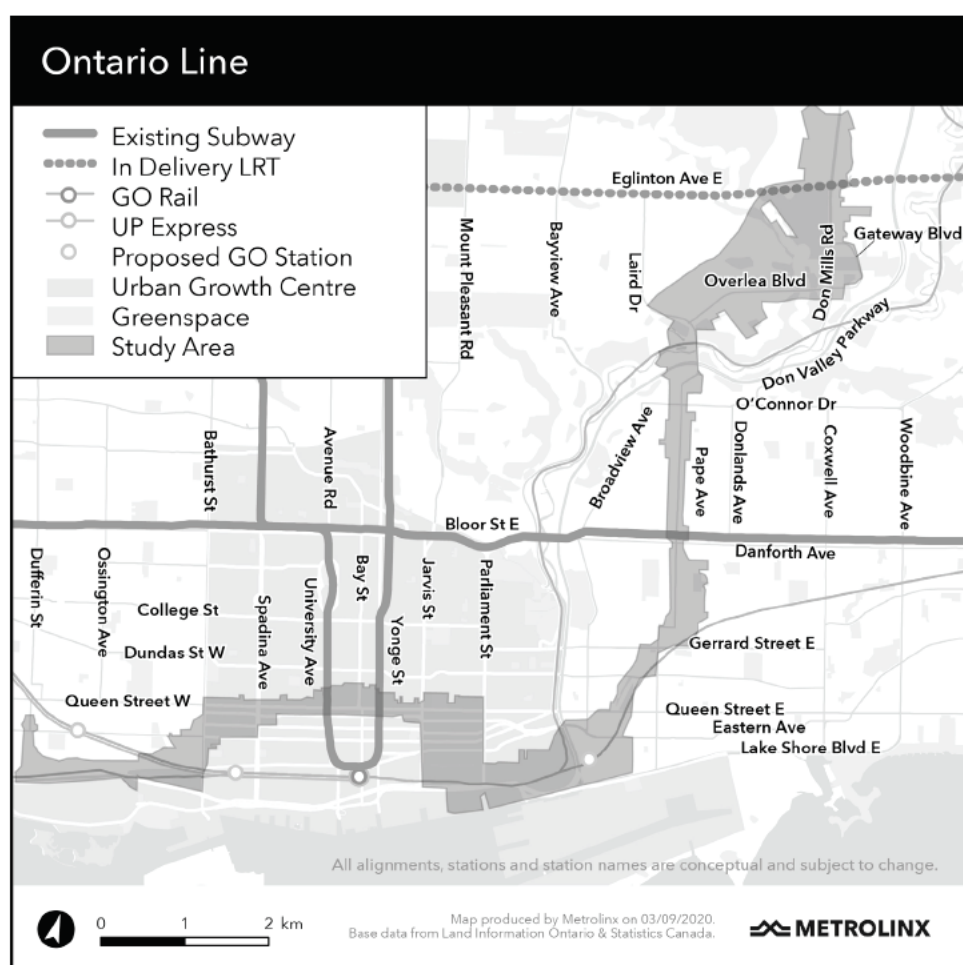
安大略線地鐵計劃

安大略線將為多倫多帶來長達近16公里的新地鐵服務，民眾及旅客每天都能輕鬆快捷地到達目的地。該線路將由東北部的安大略科學中心到西南部的安大略廣場/展覽館站，貫穿整個城市。安大略線提案包括15個車站（其中6個是轉乘站）以及17個與 GO 通勤鐵路和現有地鐵/街車路線的新連接站。該計劃將在專用通行權地段建造，並在不同地段設置高架、隧道和地面路段。

環境評估

安大略線計劃的環境影響正在依照安大略省法規（O. Reg. 341/20 進行評估：在《環境評估法》下的安大略線計劃於2020年6月30日起開始進行。如 O. Reg. 341/20 第4節所述，Metrolinx 已準備了一份環境條件報告草案，現在可供公眾審查。

環境條件報告草案描述了安大略線研究區段現有的環境條件。該報告初步描述了其計劃可能對環境所產生的潛在影響、可能的紓緩及監控措施，並有可納入環境影響評估報告中的未來研究之描述。



環境條件報告草案審查和諮詢程序

於**2020年9月17日**起，環境條件報告草案將在該計劃網頁 (www.metrolinx.com/ontarioline) 上進行審核，並提供相關法規和計劃時間表的詳細信息。

我們的招待會暫時改成網上虛擬模式，請於2020年9月17日至2020年10月17日期間上網加入我們的招待會，以瞭解更多信息，並透過網頁表格對環境條件報告草案提供意見。

任何對環境條件報告草案之意見必須在**2020年10月17日**之前發表，並使用其網頁表格提交評論或發送至以下電子郵件地址：
ontarioline@metrolinx.com。

若想獲取環境條件報告草案副本，請聯繫上面列出該計劃的電子郵件地址。

最終環境條件報告

環境條件報告草案將在**2020年10月17日**公開審查期之後進行更新，最終環境條件報告將在該計劃網頁 (www.metrolinx.com/ontarioline) 上發布。

以審核透明化和諮詢之目的，Metrolinx將蒐集、維護和公開於提交意見中所包含的個人資料（例如姓名、地址、電話號碼和房地產位置）。所有個人資料均根據《環境評估法》下的O. Reg. 341/20進行蒐集及維護，或出於建立於《信息自由和隱私保護法》第37節所述的公共記錄之目的進行蒐集及維護。如果您未要求保密個人資料，您提交的個人資料將成為公共記錄的一部分。請聯繫 ontarioline@metrolinx.com 或 416-874-5900 瞭解更多相關信息。

本公告於**2020年9月17日**首次發布。

請聯繫 ontarioline@metrolinx.com 瞭解更多相關信息。

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) 可為 Metrolinx 的聯繫代表。

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

METROLINX

環境條件報告草案刊物公告

安大略地鐵計劃

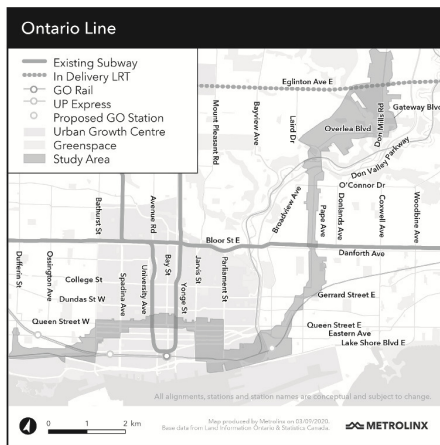
安大略地鐵計劃

安大略地鐵將為多倫多帶來長達近16公里的新地鐵服務，民眾及旅客每天都能輕鬆快捷地到達目的地。該線路將由東北部的安大略科學中心到西南部的安大略廣場/展覽館站，貫穿整個城市。安大略地鐵包括15個車站（其中6個是轉乘站）以及17個與 GO 通勤鐵路和現有地鐵/街車路線的新連接站。該計劃將在專用通行權地段建造，並在不同地段設置高架、隧道和地面路段。

環境評估

安大略地鐵計劃的環境影響正在依照安大略省法規 (0. Reg.) 341/20 進行評估；在《環境評估法》下的安大略地鐵計劃於2020年6月30日起開始進行。如 0. Reg. 341/20 第4節所述，Metrolinx 已準備了一份環境條件報告草案，現在可供公眾審查。

環境條件報告草案描述了安大略地鐵研究區段現有的環境條件。該報告初步描述了其計劃可能對環境所產生的潛在影響、可能的舒緩及監控措施，並有可納入環境影響評估報告中的未來研究之描述。



環境條件報告草案審查和諮詢程序

於2020年9月17日起，環境條件報告草案將在該計劃網頁 (www.metrolinx.com/ontarioline) 上進行審核，並提供相關法規和計劃時間表的詳細信息。

我們的招待會暫時改成網上虛擬模式，請於2020年9月17日至2020年10月17日期間上網加入我們的招待會，以瞭解更多信息，並透過網頁表格對環境條件報告草案提供意見。

任何對環境條件報告草案之意見必須在2020年10月17日之前發表，並使用其網頁表格提交評論或發送至以下電子郵件地址：
ontarioline@metrolinx.com。

若想獲取環境條件報告草案副本，請聯繫上面列出該計劃的電子郵件地址。

最終環境條件報告

環境條件報告草案將在2020年10月17日公開審查期之後進行更新，最終環境條件報告將在該計劃網頁 (www.metrolinx.com/ontarioline) 上發布。

以審核透明化和諮詢之目的，Metrolinx將蒐集、維護和公開於提交意見中所包含的個人資料（例如姓名、地址、電話號碼和房地產位置）。所有個人資料均根據《環境評估法》下的0. Reg. 341/20進行蒐集及維護，或出於建立於《信息自由和隱私保護法》第37節所述的公共記錄之目的進行蒐集及維護。如果您未要求保留個人資料，您提交的個人資料將成為公共記錄的一部分。請聯繫 ontarioline@metrolinx.com 或 416-874-5900 瞭解更多相關信息。

本公告於2020年9月17日首次發布。

請聯繫 ontarioline@metrolinx.com 瞭解更多相關信息。

Josh Vandezande (T: 416-202-5100,
E: ontarioline@metrolinx.com) 可為 Metrolinx 的聯繫代表。

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

emily

《理大圍城》 映前兩個鐘被列三級 未成年觀眾需臨時退票



反修例運動紀錄片《理大圍城》原定明晚起放映，發行商「影意志」昨facebook宣布該片放映兩個鐘前被電檢處列為三級，臨時要為18歲以下觀眾退票。圖為劇照。

(影意志影院fb圖片)

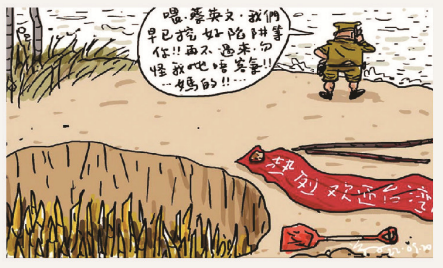
唔少同反修例運動有關嘅電影相繼公映。紀錄片《理大圍城》原定9月21至23日放映，發行商「影意志」昨晚突然喺facebook宣布，該片於放映兩個鐘前被電檢處列為III級，搞到要臨時為18歲以下觀眾退票。

影意志，7月中起為《理大圍城》同另一套紀錄片《佔領立法會》申請電檢證書；電檢處曾要求為兩部片加上「部分描述或行為，根據現行法例可能會構成刑事罪行」警告字句，而《理大圍城》要再加「影片部

分內容或評論亦可能未獲證實或有誤導成份」。影意志9月初曾向處方提出，標明警告由電檢處發出，處方拒絕，最終影意志9月18日按要求加上字句。

影意志喺fb話「電檢處警告並不代表導演團隊立場」。佢地批評電檢處「以保障各方為由，實屬保障自己之實來強逼修改影片」，又話唔希望為業界帶來錯誤先例，但為咗順利放映先暫時接受條件，但一定會上訴。睇番資料，《理大圍城》曾經喺今年1月、5月同6月，分別於香港獨立電影節同香港藝術中心等上映，當時未被列為三級。至於電檢處點解改評級，至截稿時處方無回覆本報查詢。

尊子漫畫



「公民社會研究所」網上民調：

九成人稱內地處理12港人非常恰當

12名涉港海路潛逃港人被拘留於深圳近一個月，另外5名港人疑偷渡赴台灣被扣留高雄，「公民社會研究所」喺本月18至20日期間以網上問卷訪問咗2262人，結果聲稱有近九成受訪者認為中國內地司法機關處理內地網犯法律港人案件嘅安排「非常恰當」。不過，調查無透露到底嗰啲平台做有問問卷；網上亦未見公民社會研究所電網網頁，Emily嘗試聯絡研究員黃建新，電話一直打唔通。上屆治太旺區議員有區議員叫黃建新，屬建制派。

民調聲稱，高達98.63%受訪者同意潛逃

港人應就非法越境行為向內地或台灣接受審訊；89.97%人認為內地司法機關處理內地網犯法律港人案件安排「非常恰當」；45.31%受訪者認為政府對潛逃港人及其家屬毋須提供協助。對於現時香港與內地、台灣有引渡協議，民調結果聲稱話有65.43%受訪者認為應該重新審視並訂定安排，16.49%人表示唔應該。公民社會研究所並非首次做民調，但電話上月月底網上訪問達萬人，話有89.23%受訪者表示「一定會」或「應該會」參與全民檢測，同最終參與全民檢測（普及社區檢測）人數有好大距離。

無錢搭飛機 陳南祿大一行船4月看世界

今年6月接任馬會主席陳南祿，過往40年馳騁馬場，但回憶話1974年入港大時未搭過飛機，見到同學有機會到外國旅行好羨慕，於是喺大一大暑假去行船，登上貨輪去菲律賓再回航，喺大海生活達4個月，20歲生日就喺船上度過。但話當年一出公海就靠浪驅，但體驗無比新奇，仲話行船界但嘅發展係，只要願意思考就有好多解決方法，「沒有錢坐飛機，那坐船也是可以的」。

陳南祿現時會喺大學幫手教企業管理課程。但出名係「公司醫生」，專幫公司拆彈，如任職國泰航空時，應對1999年國泰機師工潮；但話話應付危機「窮則變」，如2001年九一一事件後，國泰喺2002年初推出「萬張機票贈全城」活動，讓港人邀請海外親友到港探親旅遊，藉以帶動餐飲零售業，「我們派了500萬份申請表，收回100萬份，最後送出1萬張機票，這在18年前是很貴



馬會主席陳南祿接任職國泰期間，與同事組成樂隊 Young Once，初時只係喺公司派對上表演，其後不勝公開表演，樂隊至今仍在，但負責彈結他。（馬會《駿步人生》圖片）據的，這條綫，後來很多人也想抄襲。陳南祿接受馬會刊物《駿步人生》訪問時分享管理20字真言：「老闆英明、同事能幹、伙伴合作、顧客支持、老闆我事。」但話最後四字係深層意義，要搞好一間公司必須靠團隊每個人出力。

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Nasha Canada**

Уведомление о публикации предварительной версии

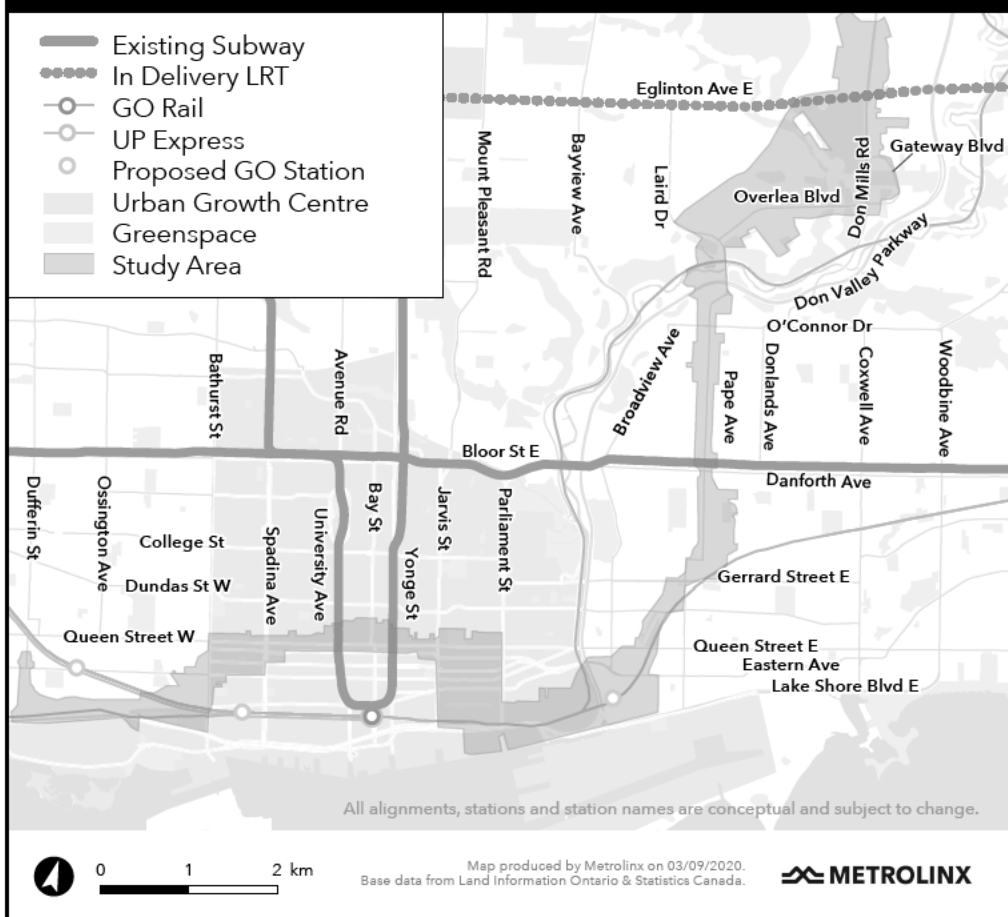
Отчета о характеристиках окружающей среды

Проект Линия Онтарио

Проект

Проект Линия Онтарио — это почти 16 километров новой линии метро в Торонто, которые позволят населению быстрее и проще добираться туда, где ему нужно быть каждый день. Линия протянется через весь город— от Научного центра Онтарио на северо-востоке до комплекса Ontario Place/станции Exhibition на юго-западе. Предполагается, что на Линии Онтарио будет 15 станций, включая шесть пересадочных станций и 17 новых станций, связывающих линию с поездами, курсирующими по линиям GO, и существующими линиями метро и трамваев. Проект предусматривает строительство выделенной трассы с надземными участками и туннелями.

Ontario Line



Оценка влияния на окружающую среду

Влияние проекта Линия Онтарио на окружающую среду оценивается в соответствии с нормативно-правовой документацией провинции Онтарио (О. Reg.) 341/20: Проект Линия Онтарио, которая вступила в силу 30 июня 2020 г. в соответствии с Актом оценки воздействия на окружающую среду. Как указано в Разделе 4 О. Reg. 341/20, Metrolinx подготовила Отчет о характеристиках окружающей среды Existing Conditions Report (ECR) который теперь доступен для обсуждения.

В ECR характеризуются условия окружающей среды в зоне исследовательских работ по проекту Линия Онтарио. В данном отчете также приводится предварительное описание возможного влияния проекта на окружающую среду, возможных мероприятий по смягчению рисков и мониторинговой деятельности, а также описание будущих исследовательских работ, которые могут проводиться в рамках составления Отчета об оценке влияния проекта Линия Онтарио на окружающую среду.

Процесс рассмотрения предварительной версии Отчета ECR и консультирования

Предварительная версия Отчета ECR, а также более подробная информация о нормативно-правовой и сроках реализации проекта будут доступны для рассмотрения на веб-странице Проекта (www.metrolinx.com/ontarioline) **17 сентября 2020 г.** Поскольку мы временно открыты для посещений только онлайн, для получения более подробной информации, а также предоставления нам отзывов и замечаний по Предварительной версии Отчета ECR заходите на веб-страницу и заполняйте соответствующую форму с 17 сентября 2020 г. по 17 октября 2020 г. Желающие оставить комментарии по Предварительной версии Отчета ECR должны сделать это к **17 октября 2020 г.**, отослав их через форму на веб-странице или по следующей электронной почте: ontarioline@metrolinx.com. Для получения копии Предварительной версии Отчета ECR напишите по указанной выше электронной почте проекта.

Окончательная версия ECR

Отчет ECR будет обновлен после окончания периода общественного рассмотрения **17 октября 2020 г.**, и Окончательная версия ECR будет опубликована на веб-странице Проекта (www.metrolinx.com/ontarioline).

Компания Metrolinx собирает, хранит и разглашает всю предоставляемую личную информацию, такую, как имя/наименование, адрес, телефон и место расположения объекта для обеспечения прозрачности хранения информации и консультаций. Информация собирается в соответствии с О. Reg. 341/20 в рамках составления Акта оценки влияния на окружающую среду или собирается и хранится для составления официальных документов, доступных общественности согласно положениям раздела 37 Закона "О свободе информации и охране частной жизни". Предоставленная вами личная информация будет частью официального документа, доступного общественности, если вы не укажете, что ваша личная информация является конфиденциальной. Для получения более подробной информации напишите на ontarioline@metrolinx.com или позвоните: 416-874-5900.

Данное Уведомление впервые опубликовано **17 сентября 2020 г.**

Для получения более подробной информации напишите на ontarioline@metrolinx.com.

Джош Вандезанде (Тел.: 416-202-5100, Эл. почта: ontarioline@metrolinx.com)

—контактное лицо Metrolinx.

Metrolinx

130 Adelaide Street West, Торонто, Онтарио M5H 3P5

СВЯТАЯ ИСТОРИЧЕСКАЯ ИНКВИЗИЦИЯ



**ИГОРЬ
ЭЙДМАН**
германия

Следственный Комитет России создает отдел по расследованию преступлений, связанных с фальсификацией истории. Ничего удивительного. Власти давно пытаются заменить историю набором героических мифов, формирующих государственную религию. Где есть религия, там есть и «кошунники». Клерикальное государство борется против них с помощью инквизиции.

Фактически при Следкоме создается СИИ (святая историческая инквизиция). Она будет разыскивать кошунников от истории. А потом проводить над ними инквизиционные процессы. Допросы новых еретиков могут быть примерно такими.

- Признаешь ли ты, сын мой, великую победу Советского Союза над фашизмом, спасение мира воевавшими дедами, подвиг советского народа в войне?

- Да, отец-следователь, признаю. Верую в это истово и со рвением.

- А вот в своем блоге Вконтакте, ты написал, что Сталин такой же убийца, как и Гитлер, а чекисты - те же гестаповцы.

- Пьяный был, не помню ничего. Бес, попутал. Это он, лукавый, пробрался из интернета, нашептал в ухо, а я, дурак старый, возьми и напиши в

блог. Прошу простить меня или наложить легкое наказание.

- Ты, конечно, сильно провинился, но учитывая твоё раскаяние, мы считаем возможным наложить на тебя легкую епитимию. Выйдешь с портретом Сталина на Шествие бессмертного полка и дважды просмотришь от начала до конца последние выпуски «Бесогона» Никиты Михалкова. А чтобы не сбежал, прикуем тебя наручниками к креслу в нашем ритуальном зрительном зале.

- Смотреть «Бесогон» Михалкова? Только не это. Отец-следователь, лучше дыба, лучше испанский сапог, но только не это...

Обвиняемого уведут; в дверях, обернувшись к инквизиторам, он шепчет сквозь зубы:

- И все-таки она вертится, а Сталин - не лучше Гитлера...

А кроме шуток. Любому государственной религии нужен канон, чтобы, отталкиваясь от него, проверять обывателей на благоверность и ловить еретиков. Как «историки» в погонах будут отличать «фальсификаторов» от благоверных? Вангую, скоро в России будет издана какая-то новая историческая «Библия» или «Краткий курс», отклонение от которого как раз и будет признаваться уголовно наказуемой фальсификацией.

Ну и немного покошунствуем.

СССР вместе с гитлеровской Германией развязал Вторую мировую войну. Сталинский и гитлеровский преступные режимы стоят друг друга, их столкновение - схватка двух преступников.

Никакой великой победы не было, а была великая трагедия, произошедшая, во многом, по вине самих советских властей. Народ, оставшийся в рабстве, нельзя назвать победителем. Десятки миллионов жертв войны на совести не только немцев, но и советского жесткого и бездарного режима. СССР не спас мир, а принес народам Восточной Европы новое рабство.

Россия - не победитель фашизма, а де-факто его продолжатель. При Путине здесь сформировался режим, близкий к фашистскому.

Ну и напоследок: Крым украинский, Кремль не имеет на него никаких прав, в том числе исторических, также, как и на другие захваченные территории: от Татарстана до Тувы.

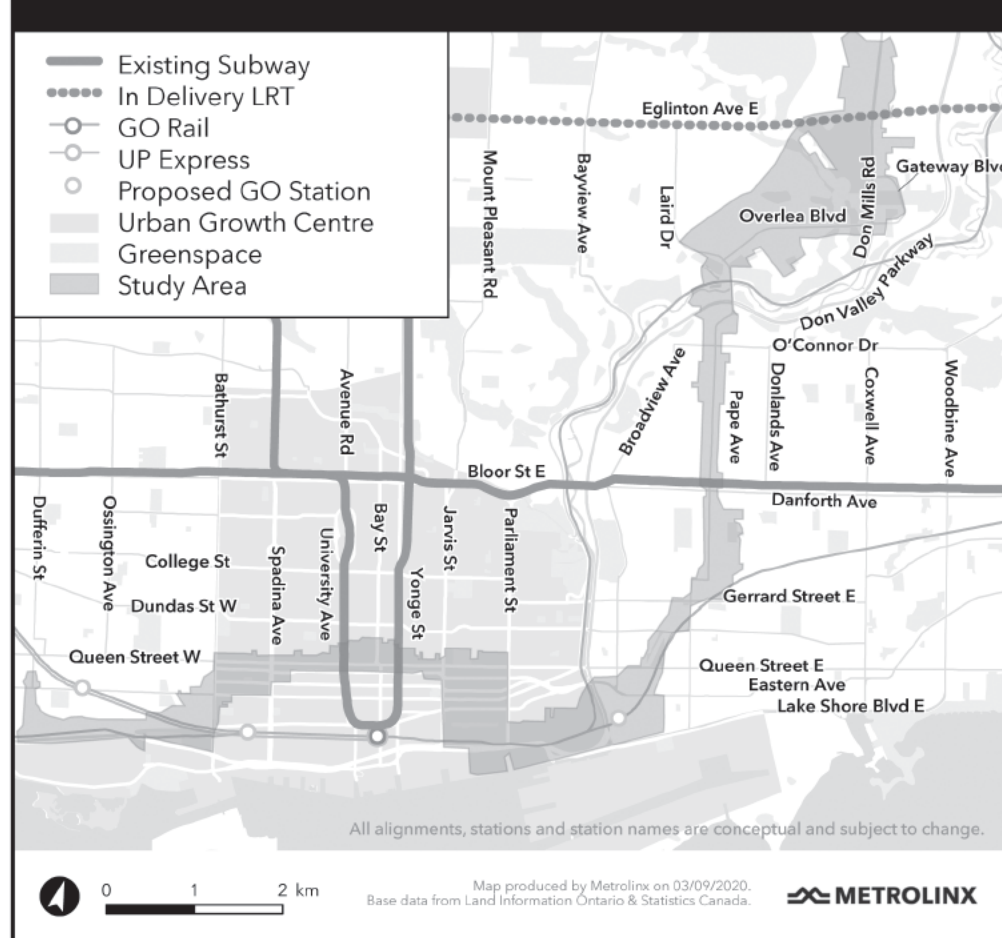
METROLINX

Уведомление о публикации предварительной версии Отчета о характеристиках окружающей среды Проект Линия Онтарио

Проект

Проект Линия Онтарио — это почти 16 километров новой линии метро в Торонто, которые позволят населению быстрее и проще добираться туда, где ему нужно быть каждый день. Линия протянется через весь город — от Научного центра Онтарио на северо-востоке до комплекса Ontario Place/станции Exhibition на юго-западе. Предполагается, что на Линии Онтарио будет 15 станций, включая шесть пересадочных станций и 17 новых станций, связывающих линию с поездами, курсирующими по линиям GO, и существующими линиями метро и трамваев. Проект предусматривает строительство выделенной трассы с надземными участками и туннелями.

Ontario Line



Оценка влияния на окружающую среду

Влияние проекта Линия Онтарио на окружающую среду оценивается в соответствии с нормативно-правовой документацией провинции Онтарио (O. Reg.) 341/20: Проект Линия Онтарио, которая вступила в силу 30 июня 2020 г. в соответствии с Актом оценки воздействия на окружающую среду. Как указано в Разделе 4 O. Reg. 341/20, Metrolinx подготовила Отчет о характеристиках окружающей среды Existing Conditions Report (ECR) который теперь доступен для обсуждения.

В ECR характеризуются условия окружающей среды в зоне исследовательских работ по проекту Линия Онтарио. В данном отчете также приводится предварительное описание возможного влияния проекта на окружающую среду, возможных мероприятий по смягчению рисков и мониторинговой деятельности, а также описание будущих исследовательских работ, которые могут проводиться в рамках составления Отчета об оценке влияния проекта Линия Онтарио на окружающую среду.

Процесс рассмотрения предварительной версии Отчета ECR и консультирования

Предварительная версия Отчета ECR, а также более подробная информация о нормативно-правовой и сроках реализации проекта будут доступны для рассмотрения на веб-странице Проекта (www.metrolinx.com/ontarioline) **17 сентября 2020 г.** Поскольку мы временно открыты для посещений только онлайн, для получения более подробной информации, а также предоставления нам отзывов и замечаний по Предварительной версии Отчета ECR заходите на веб-страницу и заполняйте соответствующую форму с 17 сентября 2020 г. по 17 октября 2020 г. Желающие оставить комментарии по Предварительной версии Отчета ECR должны сделать это к **17 октября 2020 г.**, отослав их через форму на веб-странице или по следующей электронной почте: ontarioline@metrolinx.com. Для получения копии Предварительной версии Отчета ECR напишите по указанной выше электронной почте проекта.

Окончательная версия ECR

Отчет ECR будет обновлен после окончания периода общественного рассмотрения **17 октября 2020 г.**, и Окончательная версия ECR будет опубликована на веб-странице Проекта (www.metrolinx.com/ontarioline).

Компания Metrolinx собирает, хранит и разглашает всю предоставляемую личную информацию, такую, как имя/наименование, адрес, телефон и место расположения объекта для обеспечения прозрачности хранения информации и консультаций. Информация собирается в соответствии с O. Reg. 341/20 в рамках составления Акта оценки влияния на окружающую среду или собирается и хранится для составления официальных документов, доступных общественности согласно положениям раздела 37 Закона «О свободе информации и охране частной жизни». Предоставленная вами личная информация будет частью официального документа, доступного общественности, если вы не укажете, что ваша личная информация является конфиденциальной. Для получения более подробной информации напишите на ontarioline@metrolinx.com или позвоните: 416-874-5900.

Данное Уведомление впервые опубликовано 17 сентября 2020 г.

Для получения более подробной информации напишите на ontarioline@metrolinx.com.

Джош Вандезанде (Тел.: 416-202-5100, Эл. почта: ontarioline@metrolinx.com) — контактное лицо Metrolinx.

Metrolinx

130 Adelaide Street West, Торонто, Онтарио M5H 3P5



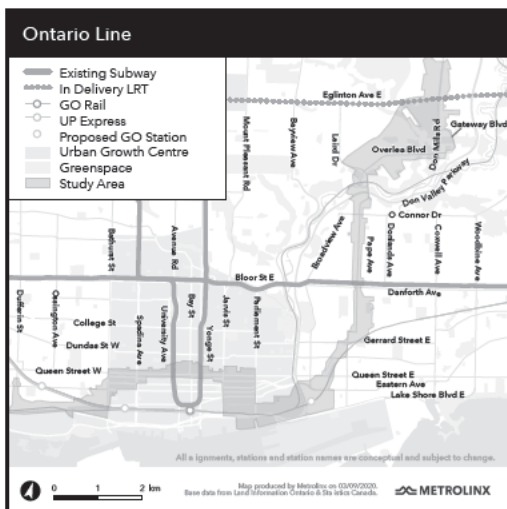
**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **North York Mirror**

Notice of Publication of the Draft Environmental Conditions Report Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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/Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.



Environmental Assessment

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*. As outlined in Section 4 of O. Reg. 341/20, Metrolinx has prepared a Draft Environmental Conditions Report (ECR) that is now available for public review.

The Draft ECR characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report.

The Draft ECR Review and Consultation Process

Effective **September 17, 2020**, the Draft ECR will be available for review on the Project webpage (www.metrolinx.com/ontarioline) in addition to more detailed information about the regulation and project timelines.

As we temporarily shift to virtual open houses, please join us online from September 17, 2020 to October 17, 2020 to find out more about and provide your feedback on the Draft ECR via the webpage form.

Those who wish to provide comments on the Draft ECR must do so by **October 17, 2020** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

To obtain a copy of the Draft ECR, please contact the project email listed above.

The Final ECR

The Draft ECR will be updated following the public review period, ending **October 17, 2020**, and a Final ECR will be published on the Project webpage (www.metrolinx.com/ontarioline).

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on **September 17, 2020**.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Josh Vandezande
(T: 416-202-5100,
E: ontarioline@metrolinx.com)
may be contacted on behalf of
Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5


SVP
SPORTS

Summer Clearance
Store Wide Sale on a variety of Sports Shirts

only \$9.99


ARDENE

Summer Clearance
Prices
Almost everything
under \$10



27 Years!!!!!!

CONGRATS to Thomas and his wife Angela, owners of Ross Convenience, who just relocated inside Yorkgate Mall from their previous outside location. They have been a part of Yorkgate Mall and the Jane Finch Community for 27 years!

Perfumery & COSMETICS Warehouse

Beyoncé Midnight Heat
Beyoncé Wild Orchid
Beyoncé Rise

100ml eau de parfum
spray \$9.99 each

Stop in for these and
other great savings on
scents!



241
PIZZA

THERE ARE 241 REASONS TO
LOVE US. REASON NUMBER 4

WE HAVE THE
QUATTRO
1 LARGE PIZZA WITH 4 TOPPINGS



\$13.99
10 SLICES
210-350 CALS

CHECK FOR ADDITIONAL DEALS AT 241PIZZA.COM

yorkgate mall
1 YORKGATE BLVD., TORONTO, ON, M3J 3A1

facebook.com/yorkgatemall
twitter.com/yorkgate_mall

@YorkgateMall
yorkgatemall.com



(416) 739 6968

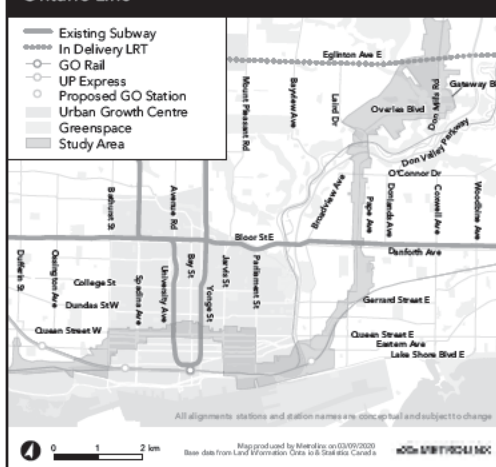
METROLINX

Notice of Publication of the Draft Environmental Conditions Report Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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/Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.

Ontario Line



Environmental Assessment

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*. As outlined in Section 4 of O. Reg. 341/20, Metrolinx has prepared a Draft Environmental Conditions Report (ECR) that is now available for public review.

The Draft ECR characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report.

The Draft ECR Review and Consultation Process

Effective **September 17, 2020**, the Draft ECR will be available for review on the Project webpage (www.metrolinx.com/ontarioline) in addition to more detailed information about the regulation and project timelines.

As we temporarily shift to virtual open houses, please join us online from September 17, 2020 to October 17, 2020 to find out more about and provide your feedback on the Draft ECR via the webpage form.

Those who wish to provide comments on the Draft ECR must do so by **October 17, 2020** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

To obtain a copy of the Draft ECR, please contact the project email listed above.

The Final ECR

The Draft ECR will be updated following the public review period, ending **October 17, 2020**, and a Final ECR will be published on the Project webpage (www.metrolinx.com/ontarioline).

All personal information included in a submission such as name, address, telephone number and property location is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416 874 5900.

Josh Vandezande
(T: 416 202 5100,
E: ontarioline@metrolinx.com)
may be contacted on behalf of
Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

This Notice was first published on **September 17, 2020**.

Pour plus d'information, veuillez contacter le
ontarioline@metrolinx.com.

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Sing Tao**

環境條件報告草案刊物公告

安大略線地鐵計劃

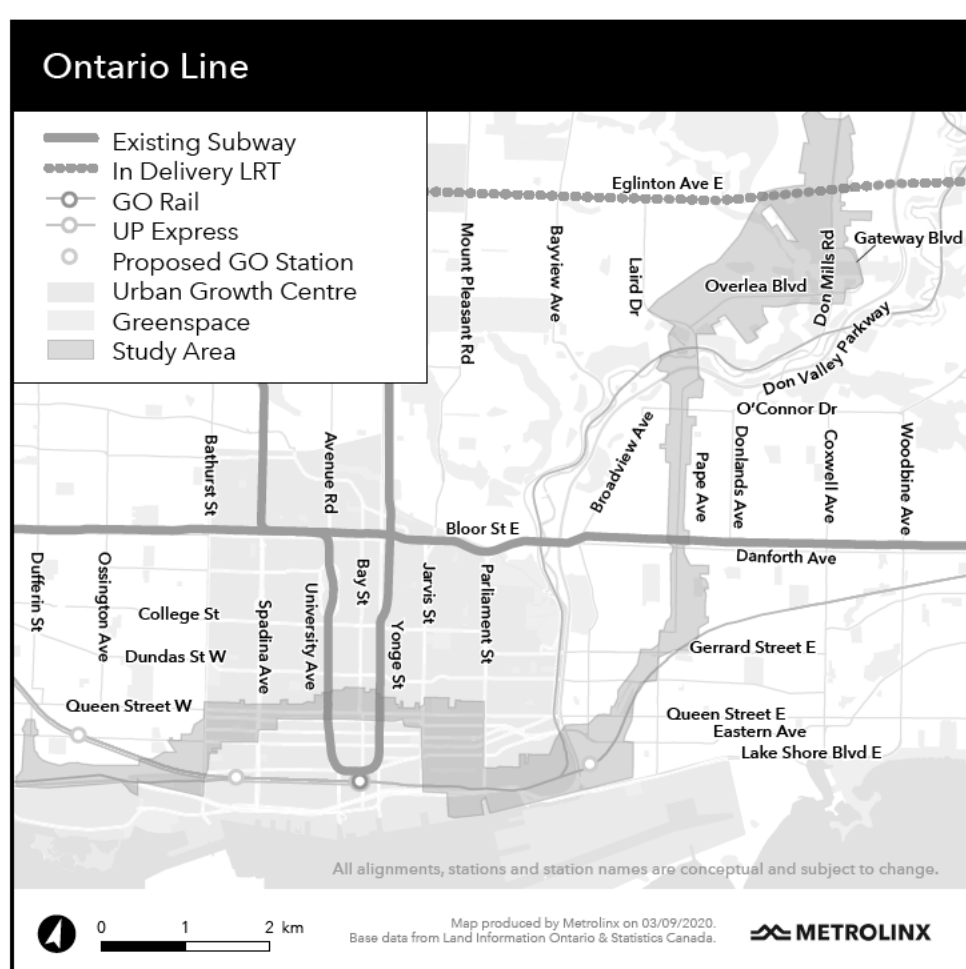
安大略線地鐵計劃

安大略線將為多倫多帶來長達近16公里的新地鐵服務，民眾及旅客每天都能輕鬆快捷地到達目的地。該線路將由東北部的安大略科學中心到西南部的安大略廣場/展覽館站，貫穿整個城市。安大略線提案包括15個車站（其中6個是轉乘站）以及17個與 GO 通勤鐵路和現有地鐵/街車路線的新連接站。該計劃將在專用通行權地段建造，並在不同地段設置高架、隧道和地面路段。

環境評估

安大略線計劃的環境影響正在依照安大略省法規（O. Reg. 341/20 進行評估：在《環境評估法》下的安大略線計劃於2020年6月30日起開始進行。如 O. Reg. 341/20 第4節所述，Metrolinx 已準備了一份環境條件報告草案，現在可供公眾審查。

環境條件報告草案描述了安大略線研究區段現有的環境條件。該報告初步描述了其計劃可能對環境所產生的潛在影響、可能的紓緩及監控措施，並有可納入環境影響評估報告中的未來研究之描述。



環境條件報告草案審查和諮詢程序

於2020年9月17日起，環境條件報告草案將在該計劃網頁 (www.metrolinx.com/ontarioline) 上進行審核，並提供相關法規和計劃時間表的詳細信息。

我們的招待會暫時改成網上虛擬模式，請於2020年9月17日至2020年10月17日期間上網加入我們的招待會，以瞭解更多信息，並透過網頁表格對環境條件報告草案提供意見。

任何對環境條件報告草案之意見必須在2020年10月17日之前發表，並使用其網頁表格提交評論或發送至以下電子郵件地址：
ontarioline@metrolinx.com。

若想獲取環境條件報告草案副本，請聯繫上面列出該計劃的電子郵件地址。

最終環境條件報告

環境條件報告草案將在2020年10月17日公開審查期之後進行更新，最終環境條件報告將在該計劃網頁 (www.metrolinx.com/ontarioline) 上發布。

以審核透明化和諮詢之目的，Metrolinx將蒐集、維護和公開於提交意見中所包含的個人資料（例如姓名、地址、電話號碼和房地產位置）。所有個人資料均根據《環境評估法》下的O. Reg. 341/20進行蒐集及維護，或出於建立於《信息自由和隱私保護法》第37節所述的公共記錄之目的進行蒐集及維護。如果您未要求保密個人資料，您提交的個人資料將成為公共記錄的一部分。請聯繫 ontarioline@metrolinx.com 或 416-874-5900 瞭解更多相關信息。

本公告於2020年9月17日首次發布。

請聯繫 ontarioline@metrolinx.com 瞭解更多相關信息。

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) 可為 Metrolinx 的聯繫代表。

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

多市去年仇恨罪案139宗按年升1.5%



■在馬路上寫上冒犯的字句。星報資料圖片

本報綜合報導

根據多倫多警隊發表2019年度仇恨罪案報告顯示，去年多市仇恨罪案數目達139宗，與前年相比微增1.5%，犯案動機涉及宗教因素則佔45%。

多倫多警隊向市議會行政委員會提交2019年度多市仇恨罪案報告統計數據顯示，去年度錄得此類罪行報案數目共139宗，較前年137宗增加約1.5%，低於過去10年平均數。由2010年至2019年10年，此類罪行報案數目平均是每年145宗。

過去3年來，發生最多仇恨罪案的季節同是春夏，此類案件在秋冬兩季較為不活躍。去年度此類罪案發生最多的地方，分別在警隊第51分局(25宗)，第32分局(16宗)和第52分局(14宗)的管轄範圍。第51和52兩分局警區均是在市中心地帶，第32分局警區則處於北約克。

該報告指出，去年度仇恨罪案的犯案動機，以涉及宗教為主，比例高達45%。其次是牽涉性取向(13%)、種族(13%)、多種偏見(11%)、族裔(7%)、性別(6%)及國籍(5%)。警方表示在過去10年，宗教、性取向和種族一直是仇恨罪行的主要犯案動機因素。

猶太人社群成最大受害組別

去年度仇恨罪案的被告和疑犯，男性遠多於女性，前者佔44人，後者僅4人。被辨識身份的被告和疑犯當中，以26至40歲年齡層的男性最多。

去年度仇恨罪案4大受害組別，分別是猶太人社群(44宗)、跨性別人士和酷兒社區(LGBTQ)社群(26宗)、穆斯林社群(15宗)和黑人社群(13宗)。涉及華裔、越南裔、巴基斯坦裔和斯里蘭卡受害人的案件就各有一宗，另有4宗案件同涉其他亞裔受害人。



■多市去年仇恨罪案數目達139宗，與前年相比微增1.5%。星報資料圖片

去年度涉及仇恨動機的3種最常見刑事罪案，分別是損毀物業(74宗)、襲擊(25宗)及恐嚇(25宗)。在損毀物業案方面，以故意破壞和塗鴉事件為主，猶太社區和LGBTQ社區是最大的受害群體。

在襲擊案類別，LGBTQ社區和黑人社區就成了最大的受害群體。在恐嚇案類別，猶太人社區則是主要受害群體。

23人去年因仇恨罪被捕

這些刑事罪案發生的地點，包括街道/小巷、學校、商業物業/零售店舖、柏文住宅及公園。此外，去年也有8宗仇恨事件在互聯網上出現，佔仇恨罪案總數約6%。

去年涉及仇恨罪行被捕人數也見上升。2018年18人涉案被捕，2019年則增至23人。在去年警方接報的事件當中，有20宗刑事個案已在法庭提堂，其中6宗經法庭審理結案，定罪個案有3宗，撤控個案佔3宗。

該報告又指，有多項因素可能影響仇恨罪行報案數目及受害群體的變化，包括國際事件、政治氣候、社區教育計劃、警惕仇恨罪行培訓及加強舉報等。

多市議會行政委員會將於明天(23日)例會上，討論這份報告內容。

疫下引爆歧視亞裔料今年仇恨案激增

多倫多華越東察法律援助中心行政主任吳瑤瑤接受本報訪問時表示，根據加拿大平權會本月初發表的資料，自新冠病毒在本國爆發以來，反亞裔的種族主義事件在國內發生的報告數目，至今已有超過600宗。她因此估計，多倫多警隊今年度涉及亞裔或其他族裔受害人的仇恨罪案數目，可能會有些增加。



■吳瑤瑤

但吳瑤瑤指出，很多仇恨罪案受害人遇事後不一定報警，所以警方掌握此類案件統計數字往往不能準確反映現實狀況，

此類案件少報問題一直存在。所以民間組織早已鼓勵官方接納來自社區的報告為統計資料，以及採用其他方法去收集信息，而加拿大統計局更率先選擇後，使用「眾包」方式(crowdsourcing)去了解不同族裔在疫情期間遭受歧視個案。

加拿大統計局於上月4日至24日期間，向35,000名受訪者收集數據，探討自3月爆發疫情後本國歧視問題有多嚴重。結果顯示約有28%受訪者稱在疫情期間曾受不平等對待，當中華裔、韓裔、南亞裔及非裔遇歧視是白人受訪者一倍，最常出現歧視個案的地點是在商店、銀行、食肆、公園及行人路上。數據更指出亞裔在疫情期間，遭遇騷擾甚至被襲擊數字上升。星島記者報道

亞積士柏文聞槍響警巡梯間檢子彈殼

亞積士市(Ajax)一幢柏文樓宇周末凌晨發生槍擊案，事後杜咸區警隊在柏文梯間發現子彈殼。

警方表示，案發現場位於亞積士市卓文路(Chapman Rd.)以東的京士頓路(Kingston Rd.)一幢柏文樓宇。上周六(19日)凌晨3時45分左右，有人報警指聽到一響槍聲。巡警到場調查後，在柏文的梯間發現一粒彈殼，警員在現場一帶搜查再沒有發現。事件中，警方沒接獲有

柏文住客受傷的報告。

警方目前尚未掌握疑犯資料，查案探員尋求市民協助，提供線索或任何有關的保安監控錄像片段，民眾可聯絡杜咸區警隊西區分局警員Cst. Beline：1 888 579 1520內線2521，亦可致電杜咸區滅罪熱線：1 800 222 8477，又或者使用杜咸區滅罪熱線網站，作匿名舉報：www.durhamregionalcrimestoppers.ca。

星島記者報道

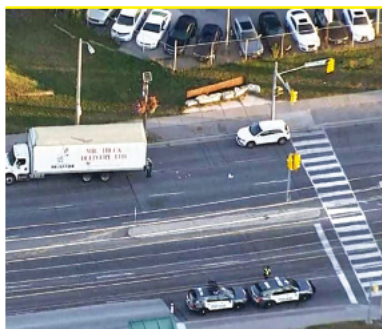
士嘉堡途人清晨被櫃車撞倒命危

士嘉堡1名男途人被貨櫃車撞倒重傷，有生命危險。警方表示，涉事貨櫃車司機一直留在現場協助調查。

多倫多救護員表示，周一(21日)清晨大約6時20分，位於Lawrence大道東與Crockford Boulevard附近，接報有途人被汽車撞倒。救護員到達現場後，發現1名年約30至40歲的男子

嚴重受傷，有生命危險，他隨即被送往醫院。

由於交通事故，現場附近的1段Lawrence大道東行線，及部分西行線須封閉，駛經該處的54號巴士線亦要改道。星島綜合報導



METROLINX

環境條件報告草案刊物公告

安大略線地鐵計劃

安大略線地鐵計劃

安大略線將為多倫多帶來長達近16公里的新地鐵服務，民眾及旅客每天都能輕鬆快捷地到達目的地。該線路將由東北部的安大略科學中心到西南部的安大略廣場/展覽館站，貫穿整個城市。安大略線提案包括15個車站（其中6個是轉乘站）以及17個與GO通勤鐵路和現有地鐵/街車路線的新連接站。該計劃將在專用通行權地段建造，並在不同地段設置高架、隧道和地面路段。

環境評估

安大略線計劃的環境影響正在依照安大略省法規(0. Reg.) 341/20 進行評估：在《環境評估法》下的安大略線計劃於2020年6月30日起開始進行。如0. Reg. 341/20 第4節所述，Metrolinx 已準備了一份環境條件報告草案，現在可供公眾審查。

環境條件報告草案描述了安大略線研究區段現有的環境條件。該報告初步描述了其計劃可能對環境所產生的潛在影響、可能的紓緩及監控措施，並有可納入環境影響評估報告中的未來研究之描述。



環境條件報告草案審查和諮詢程序

於2020年9月17日起，環境條件報告草案將在該計劃網頁(www.metrolinx.com/ontarioline)上進行審核，並提供相關法規和計劃時間表的詳細信息。

我們的招待會暫時改成網上虛擬模式，請於2020年9月17日至2020年10月17日期間上網加入我們的招待會，以瞭解更多信息，並透過網頁表格對環境條件報告草案提供意見。

任何對環境條件報告草案之意見必須在2020年10月17日之前發表，並使用其網頁表格提交評論或發送至以下電子郵件地址：ontarioline@metrolinx.com。

若想獲取環境條件報告草案副本，請聯繫上面列出該計劃的電子郵件地址。

最終環境條件報告

環境條件報告草案將在2020年10月17日公開審查期之後進行更新，最終環境條件報告將在該計劃網頁(www.metrolinx.com/ontarioline)上發布。

以審核透明化和諮詢之目的，Metrolinx將蒐集、維護和公開於提交意見中所包含的個人資料（例如姓名、地址、電話號碼和房地產位置）。所有個人資料均根據《環境評估法》下的0. Reg. 341/20 進行蒐集及維護，或出於建立於《信息自由和隱私保護法》第37節所述的公共記錄之目的進行蒐集及維護。如果您未要求保密個人資料，您提交的個人資料將成為公共記錄的一部分。請聯繫ontarioline@metrolinx.com 或 416-874-5900 瞭解更多相關信息。

本公告於2020年9月17日首次發布。

請聯繫 ontarioline@metrolinx.com 瞭解更多相關信息。

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) 可為 Metrolinx 的聯繫代表。

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Sol Portugues**

A Linha de Ontário disponibilizará cerca de 16 quilómetros do novo serviço de metro a Toronto para que as pessoas possam deslocar-se diariamente para onde precisam de forma mais fácil e rápida. A linha irá abranger a cidade desde o Ontario Science Centre, a nordeste, até à Ontario Place/Exhibition Station a sudoeste. Para a Linha de Ontário está planeada a inclusão de 15 estações, incluindo seis estações de transferência e 17 novas ligações às linhas de comboios da GO e linhas existentes de metro e elétrico. O Projeto será construído em modo de direito de passagem dedicado, com uma combinação de segmentos elevados, túneis e interseções em vários locais.

O ECR Preliminar caracteriza as condições ambientais existentes na área de estudo da Linha de Ontário. O relatório também fornece uma descrição preliminar dos potenciais impactos do Projeto no meio ambiente, possíveis atividades de mitigação e monitorização, e uma descrição de estudos futuros que poderão ser efetuados como parte do Relatório de Avaliação de Impacto Ambiental.

O ECR Preliminar será atualizado após o período de análise pública, que termina no dia **17 de outubro de 2020**, e o ECR Final será publicado no site do Projeto (www.metrolinx.com/ontarioline).

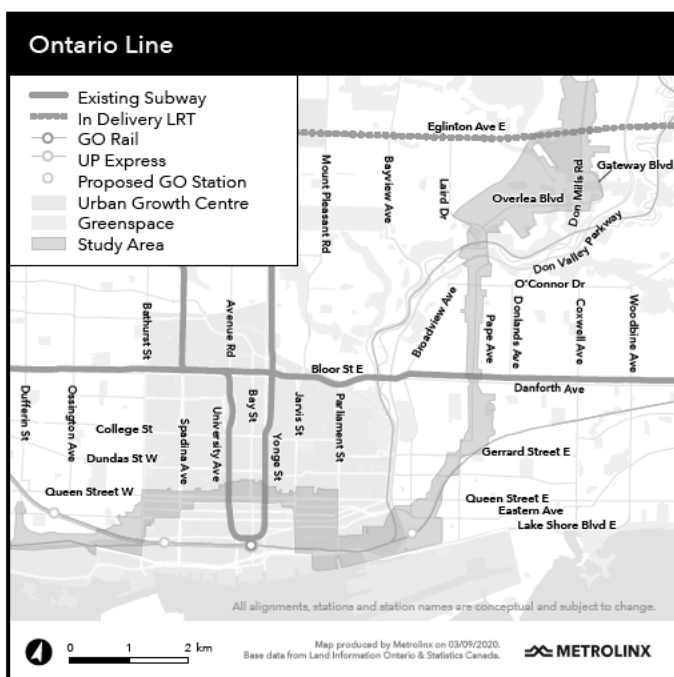
Todos os dados pessoais enviados - tais como nome, endereço, número de telefone e localização da propriedade - serão recolhidos, conservados e divulgados pela Metrolinx para finalidades de transparência e de consulta. Os dados serão recolhidos ao abrigo do O. Reg. 341/20 de acordo com a Lei de Avaliação Ambiental ou serão recolhidos e conservados com a finalidade de criação de um registo disponibilizado ao público em geral, conforme descrito na secção 37 da Lei de Liberdade de Informação e Proteção da Privacidade (Freedom of Information and Protection of Privacy Act). As informações pessoais que enviar serão integradas num registo público que será disponibilizado ao público em geral, a não ser que solicite a confidencialidade de suas informações pessoais. Para obter mais informações, entre em contacto através do e-mail ontarioline@metrolinx.com ou ligue para 416-874-5900.

*Este Aviso foi publicado pela primeira vez no dia **17 de setembro de 2020.***

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

É possível contactar Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) em nome da Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontário
M5H 3P5 Canadá



Canadiana detida na fronteira com EUA acusada de enviar carta com rícino para a Casa Branca

Pascale Ferrier, uma cidadã canadiana, foi detida no passado fim-de-semana ao tentar entrar nos Estados Unidos da América (EUA) sob acusação de ter enviado cartas com rícino, um veneno potentíssimo de origem vegetal, para a Casa Branca, em Washington, e outras localidades.

Na segunda-feira (21) a Real Polícia Montada Canadiana (RCMP, na sigla em inglês) efectuou uma busca a um condomínio em Saint Hubert, na margem sul de Montreal.

A operação envolveu agentes policiais e ambulâncias em apoio a uma equipa da RCMP especializada no manuseamento de produtos químicos e explosivos, e decorreu após terem sido evacuadas as residências vizinhas.

Segundo Charles Poirier, porta-voz da RCMP, esta intervenção destinou-se a ajudar a polícia federal americana (FBI) na sua investigação, dado existir uma ligação entre a mulher detida na fronteira e a residência, que estava sob investigação das autoridades assim como várias outras no estado do Texas.

Pascale Ferrier, de 53 anos, viveu nos EUA o ano passado e já havia sido detida no Texas em Março de 2019 por conduzir com uma carta de condução falsa, segundo a documentação do tribunal – embora o registo prisional faça referência também a posse de arma.

Na ocasião a



tada numa instalação do governo americano que inspecciona o correio endereçado à Casa Branca e ao presidente dos EUA, Donald Trump, tendo a investigação preliminar indiciado a presença de rícino.

Alegadamente, Pascale Ferrier enviou também cartas para o gabinete do Xerife e o centro prisional de Mission, no Texas, onde esteve detida o ano passado.

O xerife Eddie Guerra viria a confirmar através do Twitter que tanto ele como três outros funcionários do centro prisional tinham recebido envelopes com aquela substância.

O rícino é uma substância tóxica extraída do carrapateiro – também conhecido por mamona – e pode ser mortífero se ingerido, mesmo em pequenas quantidades.

Uma delas foi interceptada

Uísque canadiano eleito Melhor do Mundo

Foi há 25 anos que Jim Murray se dedicou à prova e avaliação de uísques, e actualmente o compêndio que edita, “Bíblia do Uísque de Jim Murray”, é uma referência para quem conhece ou deseja conhecer o melhor que esta indústria tem para oferecer.

Por esse motivo, a designação de um uísque canadiano como “Melhor do Mundo” é digno de nota, título atribuído na edição de 2021 à produção “Alberta Premium Cask Strength” da firma Alberta Distillers.

“É incrível, ainda estamos a sentir o impacto da notícia e não sei se já nos estaremos inteiramente a dar conta do seu significado”, afirmou George Teichroeb, director desta pequena destilaria sediada em Calgary.

“Quando o lançámos já sabíamos que ia fazer algumas ondas no mercado canadiano, mas ser nomeado “o melhor uísque do ano”, uau!”

Na avaliação daquele



guia de uísques, o Alberta Premium Cask Strength “merece realmente ser apreciado”, elogio que o director da firma aceita com uma gargalhada e sem falsa modestia ao declarar: “bom, mero um no pódio mundial.

Segundo George Teichroeb, desde 1946 que a produção de uísque da firma é feita inteiramente com grão de centeio – 85 por cento do qual é cultivado num raio de 500 quilómetros em torno de Calgary – e com água extraída das Montanhas Rochosas.

A destilaria tem o seu próprio laboratório de enzimas para centeio, cereal que os entendidos consideram ser essencial para uma boa produção, por ter mais proteínas do que outros cereais.

Depois de passar pelo alambique, é “aconchegado” por fim em barris de carvalho branco carbonizado, “e é aí que acontece a magia”, segundo o responsável.

A “Alberta Premium Cask Strength” tem produção limitada e foi lançada no mercado em Novembro do último ano, pelo que a atribuição deste prémio provavelmente significa que vai ser ainda mais difícil encontrá-lo à venda.

Aviso de Publicação do Relatório Preliminar de Condições Ambientais

Projeto da Linha de Ontário (Ontario Line)

O Projeto

A Linha de Ontário disponibilizará cerca de 16 quilómetros do novo serviço de metro a Toronto para que as pessoas possam deslocar-se diariamente para onde precisam de forma mais fácil e rápida. A linha irá abranger a cidade desde o Ontario Science Centre, a nordeste, até à Ontario Place/Exhibition Station a sudoeste. Para a Linha de Ontário está planeada a inclusão de 15 estações, incluindo seis estações de transferência e 17 novas ligações às linhas de comboios da GO e linhas existentes de metro e elétrico. O Projeto será construído em modo de direito de passagem dedicado, com uma combinação de segmentos elevados, túneis e interseções em vários locais.

Avaliação Ambiental

Os impactos ambientais do Projeto da Linha de Ontário estão a ser avaliados de acordo com o Regulamento de Ontário (Ontario Regulation, O. Reg.) 341/20: Projeto da Linha de Ontário, em vigor desde 30 de junho de 2020, de acordo com a Lei de Avaliação Ambiental (Environmental Assessment Act).

Conforme descrito na Secção 4 do O. Reg. 341/20, a Metrolinx preparou um Relatório Preliminar de Condições Ambientais (Draft Environmental Conditions Report, ECR) que já se encontra disponível publicamente.

O ECR Preliminar caracteriza as condições ambientais existentes na área de estudo da Linha de Ontário. O relatório também fornece uma descrição preliminar dos potenciais impactos do Projeto no meio ambiente, possíveis atividades de mitigação e monitorização, e uma descrição de estudos futuros que poderão ser efetuados como parte do Relatório de Avaliação de Impacto Ambiental.

Processo de Análise e Consulta do ECR Preliminar

A partir de **17 de setembro de 2020**, o ECR Preliminar estará disponível para análise no site do Projeto (www.metrolinx.com/ontarioline), juntamente com informações mais detalhadas sobre o regulamento e os prazos do projeto.

Uma vez que estamos a utilizar temporariamente sessões virtuais de «open house» (virtual open houses), junte-se a nós online entre 17 de setembro e 17 de outubro de 2020 para ficar a saber mais acerca do ECR Preliminar e contribuir com o seu feedback através do formulário no site.

Quem desejar contribuir com comentários acerca do ECR Preliminar deverá enviá-los até **17 de outubro de 2020** através do formulário no site ou remetendo-os para o seguinte e-mail: ontarioline@metrolinx.com.

Para obter uma cópia do ECR Preliminar, entre em contacto através do e-mail do projeto mencionado acima.

O ECR Final

O ECR Preliminar será atualizado após o período de análise pública, que termina no dia **17 de outubro de 2020**, e o ECR Final será publicado no site do Projeto (www.metrolinx.com/ontarioline).

Todos os dados pessoais enviados – tais como nome, endereço, número de telefone e localização da propriedade – serão recolhidos, conservados e divulgados pela Metrolinx para finalidades de transparência e de consulta. Os dados serão recolhidos ao abrigo do O. Reg. 341/20 de acordo com a Lei de Avaliação Ambiental ou serão recolhidos e conservados com a finalidade de criação de um registo disponibilizado ao público em geral, conforme descrito na secção 37 da Lei de Liberdade de Informação e Proteção da Privacidade (Freedom of Information and Protection of Privacy Act). As informações pessoais que enviar serão integradas num registo público que será disponibilizado ao público em geral, a não ser que solicite a confidencialidade de suas informações pessoais. Para obter mais informações, entre em contacto através do e-mail ontarioline@metrolinx.com ou ligue para 416-874-5900.

Este Aviso foi publicado pela primeira vez no dia **17 de setembro de 2020**.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

É possível contactar Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) em nome da Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontário
M5H 3P5 Canadá

Ontario Line

Legend: Existing Subway, In Delivery LRT, GO Rail, UP Express, Proposed GO Station, Urban Growth Centre, Greenspace, Study Area.

Map produced by Metrolinx on 03/09/2020. Base data from Land Information Ontario & Statistics Canada.

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **The Greek Press**

Ανακοίνωση δημοσίευσης Σχεδίου Έκθεσης Περιβαλλοντικών Συνθηκών Έργο της Γραμμής Οντάριο

Το έργο

Η Γραμμή Οντάριο θα προσφέρει σχεδόν 16 χιλιόμετρα νέων υπηρεσιών μετρό στο Τορόντο, ώστε να είναι πιο γρήγορο και πιο εύκολο για τους πολίτες να φτάνουν στον προορισμό τους κάθε μέρα. Η γραμμή θα εκτείνεται σε όλη την πόλη, από το Κέντρο Επιστημών του Οντάριο στα βορειοανατολικά έως την Τοποθεσία Οντάριο / Εκθεσιακός Σταθμός στα νοτιοδυτικά. Η Γραμμή Οντάριο έχει προταθεί να περιλαμβάνει 15 πιθανούς σταθμούς, συμπεριλαμβανομένων έξι σταθμών ανταλλαγής και 17 νέες συνδέσεις με τις γραμμές του τρένου GO και τις υφιστάμενες γραμμές μετρό και τραμ. Το Έργο θα κατασκευαστεί σε χώρο με αποκλειστικό δικαίωμα διέλευσης με συνδυασμό τμημάτων υπερυψωμένων, υπόγειων και ισόπεδων σε διάφορες τοποθεσίες.

Περιβαλλοντική Αξιολόγηση

Οι περιβαλλοντικές επιπτώσεις του έργου της Γραμμής Οντάριο αξιολογούνται σύμφωνα με τον Κανονισμό του Οντάριο 341/20: Έργο Γραμμής Οντάριο, με ισχύ από τις 30 Ιουνίου 2020, βάσει του Νόμου Περί Περιβαλλοντικής Αξιολόγησης. Όπως αναφέρεται στην Ενότητα 4 του Κανονισμού του Οντάριο 341/20, η εταιρία Metrolinx έχει ετοιμάσει Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών το οποίο είναι πλέον διαθέσιμο για δημόσια αξιολόγηση.

Το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών χαρακτηρίζει τις υπάρχουσες περιβαλλοντικές συνθήκες εντός της περιοχής μελέτης της Γραμμής Οντάριο. Η παρούσα έκθεση παρέχει επίσης μια πρώτη περιγραφή των πιθανών επιπτώσεων που μπορεί να έχει το Έργο στο περιβάλλον, πιθανές δραστηριότητες μετριασμού και παρακολούθησης, καθώς και περιγραφή μελλοντικών μελετών που μπορούν να διεξαχθούν στο πλαίσιο της Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων.

Επανεξέταση Σχεδίου Έκθεσης Περιβαλλοντικών Συνθηκών και Διαδικασία Διαβούλευσης

Με ισχύ από τις 17 Σεπτεμβρίου 2020, το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών θα είναι διαθέσιμο για επανεξέταση στην ιστοσελίδα του Έργου (www.metrolinx.com/ontarioline) μαζί με περαιτέρω λεπτομερείς πληροφορίες σχετικά με τον κανονισμό και τα χρονοδιαγράμματα του έργου.

Καθώς μεταβαίνουμε προσωρινά σε εικονικές ανοιχτές συγκεντρώσεις, μπορείτε να παραβρεθείτε μαζί μας διαδικτυακά από τις 17 Σεπτεμβρίου 2020 έως τις 17 de Οκτώβριος de 2020 για να μάθετε περισσότερα και να παράσχετε τα σχόλιά σας σχετικά με το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών μέσω των εντύπων της ιστοσελίδας.

Όσοι επιθυμούν να υποβάλουν σχόλια σχετικά με το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών έχουν δικαίωμα έως τις 17 de Οκτώβριος de 2020 και μπορούν να τα υποβάλουν χρησιμοποιώντας το έντυπο της ιστοσελίδας ή να τα αποστείλουν στην ακόλουθη διεύθυνση ηλεκτρονικού ταχυδρομείου: ontarioline@metrolinx.com.

Για να λάβετε αντίγραφο του Σχεδίου Έκθεσης Περιβαλλοντικών Συνθηκών, επικοινωνήστε με την διεύθυνση ηλεκτρονικού ταχυδρομείου που αναφέρεται παραπάνω.

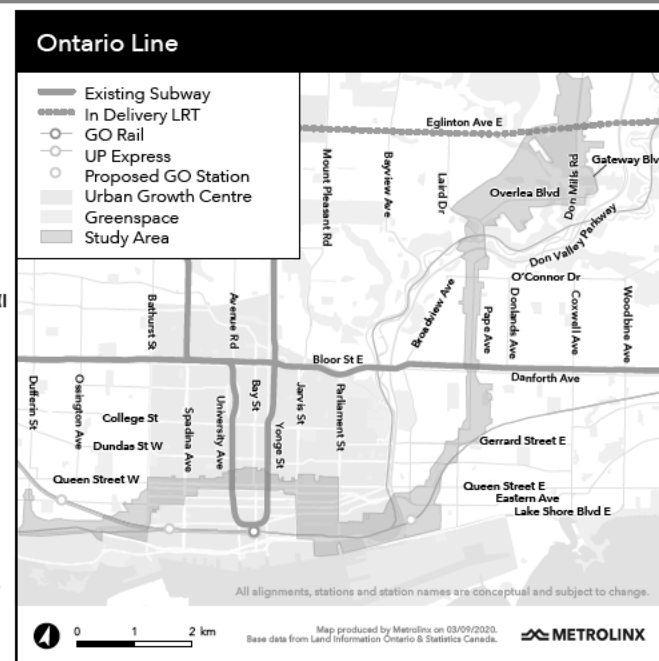
Το τελικό Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών

Το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών θα επικαιροποιηθεί μετά την περίοδο δημόσιας επανεξέτασης, που λήγει στις 17 de Οκτώβριος de 2020, και το τελικό Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών θα δημοσιευθεί στην ιστοσελίδα του έργου (www.metrolinx.com/ontarioline).

Όλα τα προσωπικά στοιχεία που περιλαμβάνονται στην φόρμα υποβολής - όπως όνομα, διεύθυνση, αριθμός τηλεφώνου και τοποθεσία ακινήτου - συλλέγονται, διατηρούνται και δημοσιοποιούνται από την εταιρία Metrolinx για λόγους διαφάνειας και διαβούλευσης. Οι πληροφορίες συλλέγονται βάσει της εξουσιοδότησης του Κανονισμού του Οντάριο 341/20 βάσει του Νόμου περί Περιβαλλοντικής Αξιολόγησης ή συλλέγονται και διατηρούνται με σκοπό τη δημιουργία αρχείου διαθέσιμου στο ευρύ κοινό όπως περιγράφεται στο σημείο 37 του Νόμου Περί Ελευθερίας Στοιχείων και Προστασίας Απορρήτου. Τα προσωπικά στοιχεία που θα υποβάλλατε θα ενσωματωθούν σε δημόσιο αρχείο διαθέσιμο στο ευρύ κοινό, εκτός εάν ζητήσετε να μην αποκαλυφθούν τα προσωπικά σας στοιχεία. Για περισσότερες πληροφορίες, επικοινωνήστε με το ontarioline@metrolinx.com ή τηλεφωνικά στο 416-874-5900.

Πρώτη δημοσίευση της παρούσας Ανακοίνωσης πραγματοποιήθηκε στις 17 Σεπτεμβρίου 2020.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.



**O Josh Vandezande (T: 416-202-5100,
E: ontarioline@metrolinx.com) είναι διαθέσιμος για
επικοινωνία εξ ονόματος της Metrolinx.**

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

METROLINX

Ανακοίνωση δημοσίευσης Σχεδίου Έκθεσης Περιβαλλοντικών Συνθηκών Έργου της Γραμμής Οντάριο

Το έργο

Η Γραμμή Οντάριο θα προσφέρει σχεδόν 16 χιλιόμετρα νέων υπηρεσιών μετρό στο Τoronto, ώστε να είναι πιο γρήγορα και πιο εύκολο για τους πολίτες να φτάνουν στον προορισμό τους κάθε μέρα. Η γραμμή θα εκτείνεται σε όλη την πόλη, από το Κέντρο Επισημών του Οντάριο στα βορειοανατολικά έως την Τοποθεσία Οντάριο / Εκθεσιακός Σταθμός στα νοτιοδυτικά. Η Γραμμή Οντάριο έχει προταθεί να περιλαμβάνει 15 πιθανούς σταθμούς, συμπεριλαμβανομένων έξι σταθμών ανταλλαγής και 17 νέες συνδέσεις με τις γραμμές του τρένου GO και τις υφιστάμενες γραμμές μετρό και τραμ. Το Έργο θα κατασκευαστεί σε χώρο με αποκλειστικό δικαίωμα διέλευσης με συνδυασμό τμημάτων υπερυψωμένων, υπόγειων και ισόπεδων σε διάφορες τοποθεσίες.

Περιβαλλοντική Αξιολόγηση

Οι περιβαλλοντικές επιπτώσεις του έργου της Γραμμής Οντάριο αξιολογούνται σύμφωνα με τον Κανονισμό του Οντάριο 341/20: Έργο Γραμμής Οντάριο, με ισχύ από τις 30 Ιουνίου 2020, βάσει του Νόμου Περί Περιβαλλοντικής Αξιολόγησης. Όπως αναφέρεται στην Ενότητα 4 του Κανονισμού του Οντάριο 341/20, η εταιρία Metrolinx έχει ετοιμάσει Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών το οποίο είναι πλέον διαθέσιμο για δημόσια αξιολόγηση.

Το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών χαρακτηρίζει τις υπάρχουσες περιβαλλοντικές συνθήκες εντός της περιοχής μελέτης της Γραμμής Οντάριο. Η παρούσα έκθεση παρέχει επίσης μια πρώτη περιγραφή των πιθανών επιπτώσεων που μπορεί να έχει το Έργο στο περιβάλλον, πιθανές δραστηριότητες μετριασμού και παρακολούθησης, καθώς και περιγραφή μελλοντικών μελετών που μπορούν να διεξαχθούν στο πλαίσιο της Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων.

Επανεξέταση Σχεδίου Έκθεσης Περιβαλλοντικών Συνθηκών και Διαδικασία Διαβούλευσης

Με ισχύ από τις 17 Σεπτεμβρίου 2020, το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών θα είναι διαθέσιμο για επανεξέταση στην ιστοσελίδα του Έργου (www.metrolinx.com/ontarioline) μαζί με περαιτέρω λεπτομερείς πληροφορίες σχετικά με τον κανονισμό και τα χρονοδιαγράμματα του έργου.

Καθώς μεταβαίνουμε προσωρινά σε ειρηνικές ανοιχτές συγκεντρώσεις, μπορείτε να παραβρεθείτε μαζί μας διαδικτυακά από τις 17 Σεπτεμβρίου 2020 έως τις 17 de Οκτώβριος de 2020 για να μάθετε περισσότερα και να παράσχετε τα σχόλιά σας σχετικά με το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών μέσω των εντύπων της ιστοσελίδας.

Όσοι επιθυμούν να υποβάλουν σχόλια σχετικά με το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών έχουν δικαίωμα έως τις 17 de Οκτώβριος de 2020 και μπορούν να τα υποβάλουν χρησιμοποιώντας το έντυπο της ιστοσελίδας ή να τα αποστείλουν στην ακόλουθη διεύθυνση ηλεκτρονικού ταχυδρομείου: ontarioline@metrolinx.com.

Για να λάβετε αντίγραφο του Σχεδίου Έκθεσης Περιβαλλοντικών Συνθηκών, επικοινωνήστε με την διεύθυνση ηλεκτρονικού ταχυδρομείου που αναφέρεται παραπάνω.

Το τελικό Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών

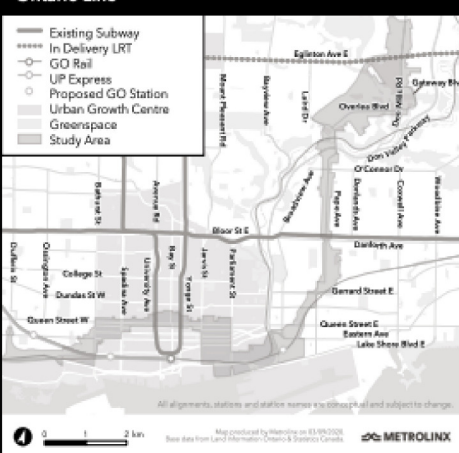
Το Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών θα επικαιροποιηθεί μετά την περίοδο δημόσιας επανεξέτασης, που λήγει στις 17 de Οκτώβριος de 2020, και το τελικό Σχέδιο Έκθεσης Περιβαλλοντικών Συνθηκών θα δημοσιευθεί στην ιστοσελίδα του έργου (www.metrolinx.com/ontarioline).

Όλα τα προσωπικά στοιχεία που περιλαμβάνονται στην φόρμα υποβολής - όπως όνομα, διεύθυνση, αριθμός τηλεφώνου και τοποθεσία ακινήτου - συλλέγονται, διατηρούνται και δημοσιοποιούνται από την εταιρία Metrolinx για λόγους διαφάνειας και διαβούλευσης. Οι πληροφορίες συλλέγονται βάσει της εξουσιοδότησης του Κανονισμού του Οντάριο 341/20 βάσει του Νόμου περί Περιβαλλοντικής Αξιολόγησης ή συλλέγονται και διατηρούνται με σκοπό τη δημιουργία αρχείου διαθέσιμου στο ευρύ κοινό όπως περιγράφεται στο σημείο 37 του Νόμου περί Ελευθερίας Στοιχείων και Προστασίας Απορρήτου. Τα προσωπικά στοιχεία που θα υποβάλλετε θα ενσωματωθούν σε δημόσιο αρχείο διαθέσιμο στο ευρύ κοινό, εκτός εάν ζητήσετε να μην αποκαλυφθούν τα προσωπικά σας στοιχεία. Για περισσότερες πληροφορίες, επικοινωνήστε με το ontarioline@metrolinx.com ή τηλεφωνικά στο 416-874-5900.

Πρώτη δημοσίευση της παρούσας Ανακοίνωσης πραγματοποιήθηκε στις 17 Σεπτεμβρίου 2020.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Ontario Line



Ο Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) είναι διαθέσιμος για επικοινωνία εξ ονόματος της Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

La Rondine

- Review of Streaming of 2009 Met Production



James Karras

Puccini composed a dozen operas and several of them are dominant perennial favorites. Some of them do not do as well as others and his eighth, *La Rondine*, falls short in the popularity stakes at least when compared to *La*

Bohème and *Madama Butterfly*. The first set is in Magda's well-appointed apartment in Paris where she and her supporter Rambaldo (the ever-sonorous Samuel Ramey) are entertaining friends. The second scene is in a crowded, high-end bar and the third in a house by the sea in Nice where the lovers enjoy their love and meet the inevitable denouement.

Franca Squarciapino's costumes are Parisian haute couture of the period and are always a delight to watch.

Magda is a courtesan "supported" by the banker Rambaldo. The party at her house is attended by her friends, pretty girls politely called grisettes and Rambaldo's banker friends who may we say invest in pretty girls. Enter Ruggero, a naive young man from the country. Result: passionate, blissful, eternal love between Magda and Ruggero. Well, perhaps.

What is his mother going to say if she finds out what Magda did before meeting Ruggero?

And what about Ruggero finding out? Does this sound like something from *La Traviata*?

Magda has a sassy maid called Lisette (sung by the vivacious Lisette Oropesa) who is pursued by the poet Prunier (the splendid tenor Marius Brenciu). She puts on her mistress's clothes and goes to a



party incognito. Didn't we see that in *Die Fledermaus*?

Alagna's tenor voice takes flight when necessary and is passionate and lyrical as required as the naive Ruggero. Gheorghiu's lovely voice and sensual appearance provide a superb representation of the kept woman who seeks love.

The close shots on the television or the large screen in the cinema can be a blessing and a curse. In the opera house you will never get the detailed look that is shown by a closeup. Alagna was 46 and Gheorghiu 44 when the performance was recorded, and they did not look as if they were in the first blush of youth. Gheorghiu looks attractive and realistic as Magda, a woman who had to work hard to maintain a lifestyle as the property of a man or men. Alagna's Ruggero was not quite

as young as we could wish. None of this would matter in the opera house but it may be worth mentioning.

This week the Met served up a veritable Puccini Festival. During the week of September 21 to 27, 2020 the lineup consisted of *La Rondine*, *La Fanciulla del West*, *Manon Lescaut*, *Madama Butterfly*, *Tosca*, *Turandot* and *La Bohème*. How is that for fighting Covid-19?

But we are a long way from defeating the virus. The Met just announced that it is cancelling the 2020 - 2021 season in its entirety. The 2021 - 2022 season will open on September 27, 2021. That is a long time from now.

The opener will be Terence Blanchard's *Fire Shut Up in My Bones*, the first opera by an African American composer to be performed at the Met. There will be more, much more but there is no cure for the lengthy waiting.

The 2009 Met production of *La Rondine* by Giacomo Puccini was streamed by the Metropolitan Opera on September 21 and 22, 2020. For more information visit www.metopera.org.

La Rondine may fairly be described as Opera Lite and the fact that the Metropolitan Opera which stages Puccini's works with unfailing regularity left LR on the shelf for about seventy years until 2009 provides a clue as to the work's appeal.

The production directed by Nicolas Joël and conducted by Marco Armiliato with an all-star cast may be as good as one can get. Soprano Angela Gheorghiu and her then husband tenor Roberto Alagna headed the cast as the two star-crossed lovers Maga and Ruggero. The opera is called a lyric comedy but there are not too many laughs especially at the end.

Joël with Set Designer Ezio Frigerio and Costume Designer Franca Squarciapino sets the opera in the 1920s from the original mid-nineteenth century French Second empire. There is a certain amount of elegance without ostentation and functionality without diminished high class.

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Toronto L'Express**

Avis de publication du rapport préliminaire des conditions environnementales

Projet de ligne Ontario

Le projet

La ligne Ontario donnera près de 16 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/station Exhibition (au sud-ouest). La ligne Ontario devrait comprendre 15 nouvelles stations, y compris 6 stations de correspondance et 17 nouvelles correspondances avec les lignes ferroviaires GO, des lignes de métro existantes et des lignes de tramway. Le projet sera construit selon un système de voies réservées et comprendra une combinaison de voies surélevées, de tunnels et de passages à niveau.

Évaluation environnementale

On s'affaire à évaluer les impacts environnementaux du projet de ligne Ontario conformément au *Règlement de l'Ontario* (Règl. de l'Ont.) 341/20 : *Projet de ligne Ontario*, entrée en vigueur le 30 juin 2020 en vertu de la *Loi sur les évaluations environnementales*. Comme décrit dans l'article 4 du Règl. de l'Ont. 341/20, Metrolinx a préparé un rapport préliminaire des conditions environnementales qui peut maintenant être consulté par le public.

Le rapport préliminaire des conditions environnementales décrit les conditions environnementales existantes au sein de la zone d'étude de la ligne Ontario. Ce rapport présente également une description préliminaire des possibles répercussions que le projet pourrait avoir sur les activités d'atténuation et de surveillance environnementales potentielles ainsi qu'une description des études qui pourraient être réalisées dans le cadre du rapport d'étude d'impact sur l'environnement.

Processus d'examen et de consultation dans le cadre du rapport préliminaire des conditions environnementales

À compter du **17 septembre 2020**, le rapport préliminaire des conditions environnementales et des renseignements détaillés sur le règlement et les échéances seront publiés sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).

Participez à nos journées portes ouvertes virtuelles temporaires, du 17 septembre 2020 au 17 octobre 2020, pour en apprendre davantage sur le rapport préliminaire des conditions environnementales et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web.

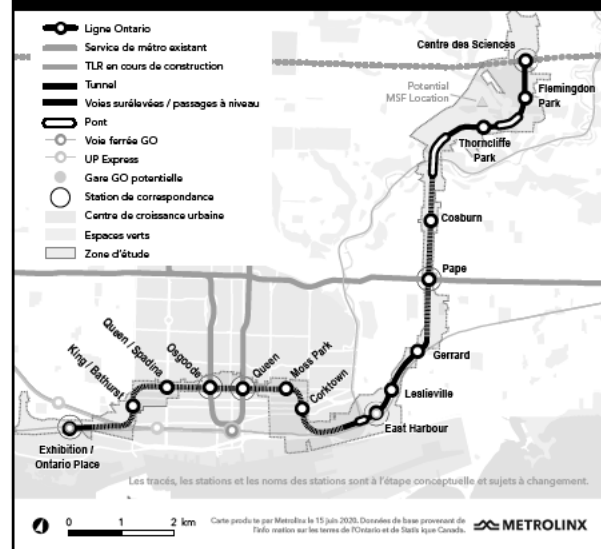
Les personnes qui souhaitent envoyer des commentaires sur le rapport préliminaire des conditions environnementales doivent le faire d'ici le **17 octobre 2020** et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.

Pour obtenir une copie du rapport préliminaire des conditions environnementales, veuillez écrire à l'adresse courriel indiquée ci-dessus.

Rapport final des conditions environnementales

Le rapport préliminaire des conditions environnementales sera mis à jour à la suite de la période de consultation publique, qui prendra fin le **17 octobre 2020**, et un rapport final sera publié sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).

Ligne Ontario



Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Ces renseignements sont recueillis conformément au Règl. de l'Ont. 341/20 en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stipule l'article 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels. Pour en savoir plus, veuillez écrire à ontarioline@metrolinx.com ou composer le 416-874-5900.

Date de la première publication : **17 septembre 2020.**

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Vous pouvez également communiquer avec Josh Vandezande (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com), qui représente Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto (Ontario)
M5H 3P5

→ SUITE DE LA UNE

Modernisation de la *Loi sur les services en français* « d'ici la fin du mandat »

Selon Guy Bourgouin, le gouvernement joue sur les mots. «Le gouvernement s'entête à dire que c'est la même chose qu'on avait avant, alors que c'est clair pour tout le monde que ce ne l'est pas», rétorque-t-il. «Le mandat n'est plus du tout le même.»

Aller plus loin?

«C'est clair que le gouvernement ne veut simplement pas avouer son erreur», ajoute Amanda Simard.

«Ce n'est pas une question de savoir si l'ombudsman ou la commissaire actuelle font un bon travail», précise la députée libérale. «La façon de faire ne devrait pas être liée à la personne, mais plutôt au poste. La personne peut changer en tout temps.»

Mme Simard souhaite en fait que la *Loi* aille encore plus loin.

«Pour que ce soit un commissaire réellement indépendant, poursuait la députée de Glengarry–Prescott–Russell, j'aimerais qu'on enchâsse un mécanisme qui fait en sorte que toutes modifications au poste requièrent un vote de deux tiers des députés à l'Assemblée législative. Ça empêcherait donc un gouvernement majoritaire d'éliminer le poste sans l'appui de l'opposition.»

La fin des régions désignées

Le libellé de l'AFO et de l'AJEFO propose aussi d'éliminer les régions désignées afin d'étendre la portée de la *Loi* à toute la province. Il s'agit d'ailleurs d'une recommandation de l'ancien commissaire aux services en français, François Boileau, inscrite dans son rapport annuel de 2016.

Notant que chaque élément de la proposition sera «étudié de près», le bureau de la ministre Mulroney se montre toutefois réticent à l'idée, variant plutôt sa réforme du processus de désignation d'un organisme.

«Présentement, plus de 80% des Franco-Ontariens habitent dans une région désignée en vertu de la *Loi*», précise la porte-parole de la ministre. Le ministère travaille en collaboration avec d'autres ministères à un projet pilote visant à simplifier et accélérer le processus de désignation. Une fois l'évaluation des résultats de ce projet pilote terminée, les organismes soucieux d'obtenir la désignation de services en français pourront bénéficier de cette nouvelle démarche.»

M. Bourgouin ne partage pas cet avis. «Il y a des francophones qui résident partout en Ontario et ils méritent les mêmes services», s'exclame le député néo-démocrate.

Inclure plus d'institutions publiques

En plus d'étendre sa portée territoriale, le libellé présente aussi une loi qui engloberait une plus grande diversité d'organismes. «Le problème, c'est qu'il existe une ambiguïté dans la terminologie existante», explique Me François Larocque, professeur de droit à l'Université d'Ottawa qui a présidé le comité de rédaction du libellé.

«Le législateur a employé l'expression "organisme gouvernemental et institution de la législation", mais il ne définit jamais le second terme.»

Cette formule «embêtante» a donné lieu à des litiges, raconte le professeur de droit, mais les tribunaux ont évité d'en préciser le sens.

Le libellé propose donc d'y substituer le terme «entités publiques». Cette nouvelle terminologie aurait pour conséquence d'inclure plus d'organismes sous le parapluie de la *Loi sur les services en français*.

«Le but, c'est d'inclure toutes les entités qui exercent un pouvoir en vertu d'une loi ou d'un règlement provincial», explique Me Larocque. «C'est quand même potentiellement beaucoup plus d'entités.»

Si la proposition est acceptée, la nouvelle loi s'appliquerait aux ordres professionnels tels que le Barreau, l'Ordre des médecins et l'Ordre des enseignants.

«Si ce sont des entités créées par des lois qui ont un pouvoir de surveillance, elles devraient, selon nous, être assujetties à la *Loi sur les services en français*», conclut Me Larocque.

L'État profond résiste

Les municipalités sont néanmoins exclues.

Si Pierre Foucher, professeur de droit linguistique à l'Université d'Ottawa, partage cette conviction, il remet toutefois en cause la capacité de la province à faire respecter la loi.

«Tournons notre regard [vers le] fédéral, là où la loi est plus inclusive», explique-t-il. «Si en général on réussit à faire appliquer la loi dans les ministères, c'est plus compliqué dans les sociétés d'État ou les corporations de la Couronne.»

«Si la loi ontarienne vient à englober plus d'institutions, on risque d'éprouver des difficultés similaires», conclut-il.

Comité spécial comme au fédéral

Afin d'assurer la bonne mise en œuvre de la *Loi*, le document de l'AFO et de l'AJEFO propose aussi la création d'un comité spécial, formé d'un député de chaque parti reconnu, qui aura l'unique fonction de s'occuper de l'application de la *Loi*.

Cette proposition s'inspire du modèle fédéral, précise Me Foucher.

«Au fédéral, il y a deux comités qui sont spécifiquement responsables du dossier des langues officielles: un au Sénat et un à la Chambre des communes», explique-t-il. «Quand le commissaire fait son rapport ou quand il y a des problèmes, ce sont ces comités qui s'en occupent. Régulièrement, des ministres ou des fonctionnaires sont invités à comparaître devant le comité pour expliquer.»

«Ce genre de comité assure un suivi parlementaire des engagements et des actions que le gouvernement prend pour la mise en œuvre de la loi, ajoute-t-il. En plus de ça, ce n'est pas très coûteux. Les députés sont déjà là, il s'agit juste de réorganiser l'horaire.»

De plus, la nouvelle loi permettrait aussi d'avoir recours aux tribunaux pour résoudre des conflits.

«C'est extrêmement important», juge M. Foucher, «car l'accès aux tribunaux permet à la loi de s'adapter aux nouvelles réalités. Une loi, aussi bien écrite soit-elle, a toujours besoin d'interprétation. On ne sait jamais ce qui nous attend, quelles nouvelles technologies existeront dans 10 ans.»

La Banque du Canada considère lutter contre les inégalités de revenus

La Banque du Canada (BDC) entame une réflexion sur le renouvellement de la politique monétaire du Canada. Jusqu'au 1^{er} octobre, elle recueille le point de vue des Canadiens sur la question.

Cette pratique inhabituelle pourrait lui permettre d'obtenir l'appui des citoyens afin de développer de nouveaux outils pour maintenir l'économie du pays à flot.

Cette nouvelle approche de la BDC suscite toutes sortes de réactions chez les spécialistes.

L'opinion publique

Selon Mario Fortin, professeur à l'École de gestion de l'Université de Sherbrooke, les consultations publiques en matière de politique monétaire sont plutôt inusitées. Il ajoute qu'il «ne sait pas trop ce que le processus de consultation va donner».

Nicolas Zorn, directeur général de l'Observatoire québécois des inégalités, doute que le public puisse réellement avoir une influence sur la politique monétaire établie par la Banque du Canada. Il souligne que celle-ci possède une grande expertise à ce sujet.

Angelo Melino, professeur au Département d'économie de l'Université de Toronto à Mississauga, pense que la Banque du Canada «tente d'impliquer le public parce que le ciblage de l'inflation ne fonctionne que si on a le soutien du gouvernement et de la population».

Il ajoute que s'il s'agit d'un exercice de relations publiques, il a tout de même une certaine importance: «Si les gens pensent que la Banque prend des décisions qui ne sont pas dans leur intérêt, ou qu'ils ne sont pas écoutés [...] cela crée des difficultés, parce que [la Banque] n'obtient pas le support politique» nécessaire au bon fonctionnement du ciblage de l'inflation.

Gagnants et perdants de l'inflation

Le cadre de la politique monétaire de la Banque du Canada est présentement axé sur le ciblage de l'inflation, qui vise à maintenir son niveau à 2% annuellement. Pour ce faire, la Banque ajuste son taux directeur, soit le taux d'intérêt à court terme auquel les banques commerciales peuvent emprunter de la Banque du Canada.

Le mercredi 9 septembre, la BDC a annoncé qu'elle maintenait ce taux à 0,25%; un taux historiquement bas, en vigueur depuis le 27 mars dernier.

L'inflation crée des gagnants et des perdants dans la société, souligne Mario Fortin. «S'il y a de l'inflation non prévue, tous ceux qui ont emprunté sont gagnants, parce qu'ils vont rembourser avec de l'argent qui a moins de pouvoir d'achat qu'avant. Tous ceux qui ont prêté sont perdants.»

De plus, les gens dont les revenus ne sont pas protégés contre l'inflation, comme les retraités, sont aussi perdants alors que, généralement, les travailleurs sont gagnants. Avec le temps, les salaires vont s'ajuster au niveau des prix des biens et services, ajoute-t-il.

Une hausse du taux directeur a pour effet d'augmenter, indirectement, les coûts du crédit pour les ménages et les entreprises, donc de ralentir l'économie et de contrôler l'inflation. Une baisse du taux directeur a l'effet inverse : cela stimule l'économie, mais entraîne



La Banque du Canada entame une réflexion sur le renouvellement de la politique monétaire du Canada.

PHOTO: EMMANUEL TREMBLAY

l'inflation à la hausse. Le contrôle de l'inflation est donc en tension avec la croissance économique et le niveau d'emploi.

Des instruments «non traditionnels»

Dans l'allocation d'ouverture de l'atelier de la Banque du Canada sur le renouvellement de la politique monétaire, le 26 août dernier, la vice-gouverneure Carolyn A. Wilkins a évoqué un problème majeur de la politique monétaire dans le contexte actuel. «Les banques centrales sont susceptibles dépuiser leur arsenal d'outils traditionnels advenant un ralentissement économique en contexte général de taux d'intérêt bas.»

Mario Fortin, de l'Université de Sherbrooke, explique l'importance de se doter de nouveaux outils pour assurer la santé économique du pays: «Quand on veut lutter contre le ralentissement économique, contre le chômage, on baisse les taux d'intérêt. Mais on ne peut pas vraiment les baisser au-dessous de zéro, donc on manque d'outils pour lutter contre une récession, si au point de départ on a déjà des taux d'intérêt très bas.»

Un premier instrument qui peut être mobilisé par les banques centrales, explique Angelo Melino, est le cadrage prospectif, où la banque s'engage à ne pas augmenter les taux d'intérêt pour une période donnée – ce qui façonne les attentes du public envers l'accès au crédit.

Achat de titres financiers par la BDC

Un autre instrument «non traditionnel» est l'assouplissement quantitatif, soit l'achat de titres financiers par la BDC auprès d'autres banques, des entreprises et des gouvernements.

Selon Mario Fortin, cette politique joue un peu le même rôle qu'abaissers les taux d'intérêt. «En achetant des actifs aux banques, on leur donne des

La dette

La dette est un autre aspect à considérer.

«Le Canada a une dette énorme», rappelle Angelo Melino. «C'est une dette à long terme, mais elle est énorme.»

«C'est une dette qui a été accumulée pendant des décennies», ajoute Mario Fortin. «C'est une dette qui a été accumulée pendant des décennies.»

Cette nouvelle approche de la BDC suscite toutes sortes de réactions chez les spécialistes.

L'opinion publique

Selon Mario Fortin, professeur à l'École de gestion de l'Université de Sherbrooke, les consultations publiques en matière de politique monétaire sont plutôt inusitées. Il ajoute qu'il «ne sait pas trop ce que le processus de consultation va donner».

Nicolas Zorn, directeur général de l'Observatoire québécois des inégalités, doute que le public puisse réellement avoir une influence sur la politique monétaire établie par la Banque du Canada. Il souligne que celle-ci possède une grande expertise à ce sujet.

Angelo Melino, professeur au Département d'économie de l'Université de Toronto à Mississauga, pense que la Banque du Canada «tente d'impliquer le public parce que le ciblage de l'inflation ne fonctionne que si on a le soutien du gouvernement et de la population».

Il ajoute que s'il s'agit d'un exercice de relations publiques, il a tout de même une certaine importance: «Si les gens pensent que la Banque prend des décisions qui ne sont pas dans leur intérêt, ou qu'ils ne sont pas écoutés [...] cela crée des difficultés, parce que [la Banque] n'obtient pas le support politique» nécessaire au bon fonctionnement du ciblage de l'inflation.

La dette

La dette est un autre aspect à considérer.

«Le Canada a une dette énorme», rappelle Angelo Melino. «C'est une dette à long terme, mais elle est énorme.»

«C'est une dette qui a été accumulée pendant des décennies», ajoute Mario Fortin. «C'est une dette qui a été accumulée pendant des décennies.»

Cette nouvelle approche de la BDC suscite toutes sortes de réactions chez les spécialistes.

Endettement massif

Dans le contexte de la crise économique provoquée par la COVID-19, souligne Mario Fortin, l'assouplissement quantitatif est important parce que le gouvernement emprunte de façon massive et que l'épargne disponible ne serait peut-être pas suffisante pour financer les dépenses gouvernementales.

Donc, la Banque du Canada joue un rôle d'épargnant par rapport au gouvernement en achetant les obligations du gouvernement fédéral.

Ce mercredi 9 septembre, la BDC s'est engagée à poursuivre la politique d'assouplissement quantitatif mise en place au début de la crise et à se porter acquéreuse d'au moins 5 milliards \$ d'obligations du gouvernement du Canada par semaine.

«Le seul risque de financer une partie de la dette à travers la banque centrale», selon Nicolas Zorn, «c'est qu'il y ait de l'inflation. Et dans le contexte actuel de dépression économique, on n'est pas là du tout. Donc, c'est probablement un des moyens les moins douloureux pour réduire la dette et absorber les déficits, sans le faire au détriment de la croissance économique.»

À l'assaut des inégalités de revenu

Dans son discours du 26 août, Carolyn Wilkins a mentionné que le renouvellement de la politique monétaire devrait prendre en compte ses effets sur la distribution du revenu et de la

La dette

La dette est un autre aspect à considérer.

«Le Canada a une dette énorme», rappelle Angelo Melino. «C'est une dette à long terme, mais elle est énorme.»

«C'est une dette qui a été accumulée pendant des décennies», ajoute Mario Fortin. «C'est une dette qui a été accumulée pendant des décennies.»

Cette nouvelle approche de la BDC suscite toutes sortes de réactions chez les spécialistes.

L'opinion publique

Selon Mario Fortin, professeur à l'École de gestion de l'Université de Sherbrooke, les consultations publiques en matière de politique monétaire sont plutôt inusitées. Il ajoute qu'il «ne sait pas trop ce que le processus de consultation va donner».

Nicolas Zorn, directeur général de l'Observatoire québécois des inégalités, doute que le public puisse réellement avoir une influence sur la politique monétaire établie par la Banque du Canada. Il souligne que celle-ci possède une grande expertise à ce sujet.

Angelo Melino, professeur au Département d'économie de l'Université de Toronto à Mississauga, pense que la Banque du Canada «tente d'impliquer le public parce que le ciblage de l'inflation ne fonctionne que si on a le soutien du gouvernement et de la population».

Il ajoute que s'il s'agit d'un exercice de relations publiques, il a tout de même une certaine importance: «Si les gens pensent que la Banque prend des décisions qui ne sont pas dans leur intérêt, ou qu'ils ne sont pas écoutés [...] cela crée des difficultés, parce que [la Banque] n'obtient pas le support politique» nécessaire au bon fonctionnement du ciblage de l'inflation.

La dette

La dette est un autre aspect à considérer.

«Le Canada a une dette énorme», rappelle Angelo Melino. «C'est une dette à long terme, mais elle est énorme.»

«C'est une dette qui a été accumulée pendant des décennies», ajoute Mario Fortin. «C'est une dette qui a été accumulée pendant des décennies.»

Cette nouvelle approche de la BDC suscite toutes sortes de réactions chez les spécialistes.

Les outils de la politique monétaire ne sont pas des outils bien adaptés pour gérer des inégalités de revenus, précise Mario Fortin. «À mon avis, c'est plutôt le rôle des politiques sociales, par exemple en donnant l'accès à l'éducation, à des programmes de redistribution; donc à travers la politique budgétaire ou fiscale.»

Pour le professeur Melino, «la chose la plus importante que la Banque du Canada fait est d'affecter le taux d'emploi. Et ce qui entraîne le plus d'inégalités, ce sont les pertes d'emploi dans les creux du cycle d'affaires. Donc, dans la mesure où la Banque peut aider à réduire le chômage et à garder le taux de chômage bas, c'est très important pour l'inégalité des revenus.»

Bulle spéculative

Mais un effet inattendu des politiques monétaires qui mènent au plein emploi, selon Alain Paquet, professeur au département de sciences économiques de l'UQAM, est d'augmenter la valeur des titres boursiers: parce que les taux d'intérêt des instruments d'épargne traditionnels sont si bas, beaucoup d'investisseurs se replient sur les actions boursières, ce qui en augmente la valeur.

Un risque de ce type de politiques, souligne le professeur Paquet, est de créer une bulle spéculative – et on peut d'ailleurs observer un écart extrêmement élevé entre la valeur des titres boursiers et les revenus des entreprises, symptôme d'un marché boursier surévalué.

Les banques centrales devraient prendre cet enjeu au sérieux, selon Angelo Melino, car «les gens sont vraiment en colère lorsque les actions des banques centrales mènent à de plus hauts prix pour les actions et autres titres boursiers, et que les riches s'enrichissent sur la base des politiques des banques centrales».

– Bruno Courmoyer Paquin, Francopresse

Le Petit Chaperon Rouge
Garderies Francophones
3 mois à 12 ans (selon le site)
Pour inscrire votre enfant, info@lpcr.ca

- Centre préscolaire Coxwell**
3 mois à 4 ans
419, ave Coxwell,
Toronto, 416-463-3955
- Centre Gainsborough**
École G.E. Cartier
2 ½ à 12 ans
250, chemin Gainsborough,
Toronto, 416-465-2582
- Centre Etobicoke-Sud**
École Ste-Marguerite d'Youville
18 mois à 12 ans
755, chemin Royal York,
Etobicoke, 416-236-4557
- Centre Jones**
École du Bon-Berger
18 mois à 5 ans
343, ave Jones
Toronto, 416-465-2227
- Centre Queensdale**
École La Mosaïque
2 ½ à 12 ans
80, ave Queensdale,
Toronto, 416-463-3975
- Centre Richview**
École Notre-Dame-de-Grâce
3 mois à 12 ans
école Richview
59, chemin Clement,
Etobicoke, 416-240-9559

www.lpcr.ca

DENTISTE Francophone

POUR UN SOURIRE SANTÉ!

Clinique Dentaire Lawton
(Yonge et St.Clair)
1590 Yonge St., Suite 201

Les urgences et les nouveaux patients sont les bienvenus.

Lawton Dental

Dr. Tudor Iorgovan DDS BSc

www.lawtondental.ca

416-975-0606

www.lawtondental.ca

METROLINX

Avis de publication du rapport préliminaire des conditions environnementales

Projet de ligne Ontario

Le projet

La ligne Ontario donnera près de 16 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/station Exhibition (au sud-ouest). La ligne Ontario devrait comprendre 15 nouvelles stations, y compris 6 stations de correspondance et 17 nouvelles correspondances avec les lignes ferroviaires GO, des lignes de métro existantes et des lignes de tramway. Le projet sera construit selon un système de voies réservées et comprendra une combinaison de voies surélevées, de tunnels et de passages à niveau à divers emplacements.

Évaluation environnementale

On s'affaire à évaluer les impacts environnementaux du projet de ligne Ontario conformément au *Règlement de l'Ontario* (Règl. de l'Ont.) 341/20 : Projet de ligne Ontario, entrée en vigueur le 30 juin 2020 en vertu de la *Loi sur les évaluations environnementales*. Comme décrit dans l'article 4 du Règl. de l'Ont. 341/20, Metrolinx a préparé un rapport préliminaire des conditions environnementales qui peut maintenant être consulté par le public.

Le rapport préliminaire des conditions environnementales décrit les conditions environnementales existantes au sein de la zone d'étude de la ligne Ontario. Ce rapport présente également une description préliminaire des possibles répercussions que le projet pourrait avoir sur les activités d'atténuation et de surveillance environnementales potentielles ainsi qu'une description des études qui pourraient être réalisées dans le cadre du rapport d'étude d'impact sur l'environnement.

Processus d'examen et de consultation dans le cadre du rapport préliminaire des conditions environnementales

À compter du **17 septembre 2020**, le rapport préliminaire des conditions environnementales et des renseignements détaillés sur le règlement et les échéances seront publiés sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).

Participez à nos journées portes ouvertes virtuelles temporaires, du 17 septembre 2020 au 17 octobre 2020, pour en apprendre davantage sur le rapport préliminaire des conditions environnementales et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web.

Les personnes qui souhaitent envoyer des commentaires sur le rapport préliminaire des conditions environnementales doivent le faire d'ici le **17 octobre 2020** et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.

Pour obtenir une copie du rapport préliminaire des conditions environnementales, veuillez écrire à l'adresse courriel indiquée ci-dessus.

Rapport final des conditions environnementales

Le rapport préliminaire des conditions environnementales sera mis à jour à la suite de la période de consultation publique, qui prendra fin le **17 octobre 2020**, et un rapport final sera publié sur la page Web du projet (www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx).

Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Ces renseignements sont recueillis conformément au Règl. de l'Ont. 341/20 en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stipule l'article 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels. Pour en savoir plus, veuillez écrire à ontarioline@metrolinx.com ou composer le 416-874-5900.

Date de la première publication : 17 septembre 2020.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Vous pouvez également communiquer avec Josh Vandezande (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com), qui représente Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto (Ontario)
M5H 3P5

Les tracés, les stations et les noms des stations sont à l'étape conceptuelle et sont susceptibles de changer.

Les tracés, les stations et les noms des stations sont à l'étape conceptuelle et sont susceptibles de changer.

© 2020 Metrolinx. Tous droits réservés. L'Ontario Line est un projet de Metrolinx.

**Public Engagement Record: September 17
to October 17, 2020**

- **Newspaper Advertisement**
 - **Toronto Star**

Notice of Publication of the Draft Environmental Conditions Report Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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/Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.

Environmental Assessment

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*. As outlined in Section 4 of O. Reg. 341/20, Metrolinx has prepared a Draft Environmental Conditions Report (ECR) that is now available for public review.

The Draft ECR characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report.

The Draft ECR Review and Consultation Process

Effective **September 17, 2020**, the Draft ECR will be available for review on the Project webpage (www.metrolinx.com/ontarioline) in addition to more detailed information about the regulation and project timelines.

As we temporarily shift to virtual open houses, please join us online from September 17, 2020 to October 17, 2020 to find out more about and provide your feedback on the Draft ECR via the webpage form.

Those who wish to provide comments on the Draft ECR must do so by **October 17, 2020** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

To obtain a copy of the Draft ECR, please contact the project email listed above.

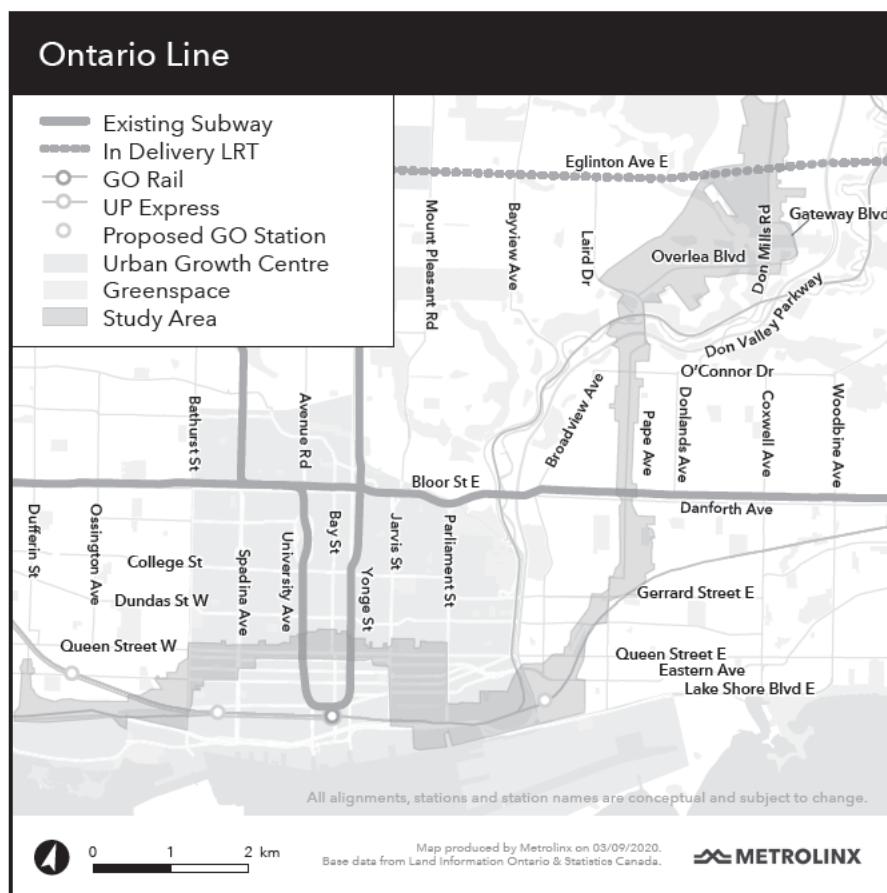
The Final ECR

The Draft ECR will be updated following the public review period, ending **October 17, 2020**, and a Final ECR will be published on the Project webpage (www.metrolinx.com/ontarioline).

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

*This Notice was first published on **September 17, 2020**.*

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.



**Josh Vandezande (T: 416-202-5100,
E: ontarioline@metrolinx.com) may
be contacted on behalf of Metrolinx.**

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

Trump’s Middle East peace process is pretend



Martin Regg Cohn
OPINION

Peace in the Middle East has always been elusive. Now it’s mysterious.

What to make of the White House ceremony that delivered both Bahrain and the Emirates to Israel this week? Everything and nothing.

Everyone who was anyone was invited — except the Palestinians. Unveiled to a mostly unmasked audience of cheerleaders, the accords were hailed by Donald Trump as “the dawn of a new Middle East.”

Anytime Israelis and Arabs agree on anything it counts as progress. But in a region of perennial conflict, the signing seemed anticlimactic — if only because it underscored how little has changed in what now feels like a pretend peace process.

First, they aren’t peace treaties. Unlike neighbouring (and sometimes warmongering) Egypt and Jordan, the U.A.E. and Bahrain never came close to war with Israel and are nowhere near the Jewish state.

But with an eye on the presidential campaign trail, Trump boasted that he had reprised the peacemaking of his predecessors: Jimmy Carter brought Egypt and Israel together 42 years ago at Camp David; Bill Clinton presided over détente with the Palestinians, and then Jordan, in the early 1990s.

Yet neither of those seismic events were truly the precursors of this week’s signing ceremony.

Rather, it was the political earthquake of Iran’s Islamic revolution in 1979 — mere months after the Camp David Accords — that still generates



SAUL LOEB AFP VIA GETTY IMAGES

Israeli Prime Minister Benjamin Netanyahu, left, U.S. President Donald Trump, Bahraini Foreign Minister Abdullatif al-Zayani, and Foreign Minister Abdullah bin Zayed Al-Nahyan of the United Arab Emirates at the White House after signing of accords between Israel, Bahrain and the U.A.E.

aftershocks to this day, leading to the latest geopolitical realignment.

Then, as now, the Palestinian cause that had always seemed so central to peacemaking has been pushed to the sidelines. Turns out it was less a prerequisite than a pretext.

The Palestinians were never more than a convenient crutch for Arab leaders in past decades — a distraction for restive citizens who could vent their anger at Israel instead of their own governments.

Now, the Palestinians have once again been overtaken by the march of history — the Arab Spring of a decade ago that turned on domestic discontent instead of outside events; internecine conflict in Syria, Lebanon, Libya, Sudan and Yemen; and an alliance of antipathy between embattled Arab nations and Israel against Iran’s theocratic regime.

Yes, the Hundred Years War between Israelis and Palestinians continues by other means — rockets, missiles and balls of fire back and forth. But for all the death and disruption on both sides — which I covered

during my four years based in the Middle East for the Star — the conflict is now little more than a war of attrition, a further dilution of Palestinian leverage and another reflection of lost opportunities.

The overarching negotiations and tensions are no longer between immediate neighbours (Palestinians, Egyptians, Jordanians, Syrians and Lebanese). The focus is now on more distant or deadly players in the Persian Gulf — Iran on one side versus tiny Bahrain and the United Arab Emirates on the other side — alongside Kuwait and Saudi Arabia, with Oman onside and Qatar on the fence.

Trump is claiming credit for bringing Bahrain and the Emirates together with Israel, boasting that Oman and Sudan may be next. Perversely, he’s not wrong, because in the Middle East any ill-conceived action can produce unintended reactions.

If not for Trump’s grudge match with Iran (motivated by his determination to undo the legacy of his predecessor Barack Obama) — which drove

him to rip up a nuclear arms accord backed by the international community — tensions would not be so high today.

If not for Trump’s one-sided giveaways to Israel (lending more legitimacy than ever to expanded Jewish settlements), Prime Minister Benjamin Netanyahu would not have been as emboldened to threaten annexation of so much of the occupied West Bank.

With Trump’s wrong-headed reversals — on both Iran’s denuclearization and the annexation of Jewish settlements — the president inadvertently created the conditions for greater rapprochement between Israel and two tiny Gulf states that have their own self-serving agendas.

The U.A.E. seized on Netanyahu’s annexation threat as a bargaining chip for weaponry — offering to normalize diplomatic ties with Israel (and give Trump a campaign boost) in return for the suspension of West Bank settlements and the expansion of stealth fighter jet sales from the U.S.

Far from peace in the Middle East, it’s more of a realignment

of warring players and a recognition of the status quo. Pre-revolutionary Iran under the Persian Shah had a quiet understanding with Israel reflecting a shared fear of Arab antagonists; so too the sheikhs who rule the Arab Gulf countries have long had secret ententes with the Jewish state to keep the Islamic Republic of Iran at bay.

What was once unspoken is now unveiled. Underground alliances are out in the open, but so too are the underlying assumptions that have long paralyzed the Israeli-Palestinian peace process.

The Palestinians under Yasser Arafat missed their best opportunity to reach an enduring deal at Clinton’s urging with left-leaning Israeli PM Ehud Barak at Camp David in 2000 (and in the years since).

Today, however, Netanyahu couldn’t even bring himself to embrace the lopsided offer made by Trump to grab one-third of the West Bank in exchange for other concessions to Palestinian statehood that he refused to fathom (opting instead for the unilateralism of annexation).

Such is the stark revelation in the latest iteration of the peace process: Rapprochement with two tiny Gulf countries, recurring hostility toward Iran and enduring indifference to the Palestinians — whose rejectionism is now reciprocated by Israel.

As to Trump’s claim that this is “The dawn of a new Middle East,” it feels more like the same old, same old New Middle East. Which explains why the signing ceremony got so little ink in a world more preoccupied by the curse of a pandemic than the Palestinian cause.

Twitter: @reggcohn

METROLINX

Notice of Publication of the Draft Environmental Conditions Report Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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/Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.

Environmental Assessment

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*. As outlined in Section 4 of O. Reg. 341/20, Metrolinx has prepared a Draft Environmental Conditions Report (ECR) that is now available for public review.

The Draft ECR characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report.

The Draft ECR Review and Consultation Process

Effective **September 17, 2020**, the Draft ECR will be available for review on the Project webpage (www.metrolinx.com/ontarioline) in addition to more detailed information about the regulation and project timelines.

As we temporarily shift to virtual open houses, please join us online from September 17, 2020 to October 17, 2020 to find out more about and provide your feedback on the Draft ECR via the webpage form.

Those who wish to provide comments on the Draft ECR must do so by **October 17, 2020** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

To obtain a copy of the Draft ECR, please contact the project email listed above.

The Final ECR

The Draft ECR will be updated following the public review period, ending **October 17, 2020**, and a Final ECR will be published on the Project webpage (www.metrolinx.com/ontarioline).

All personal information included in a submission — such as name, address, telephone number and property location — is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416 874 5900.

*This Notice was first published on **September 17, 2020**.*

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.



Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

**Public Engagement Record: September 17
to October 17, 2020**

- **Notice of
Publication of the
Final Environmental
Conditions Report**

Notice of Publication of Final Environmental Conditions Report Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for 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 Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes.

Environmental Assessment

Environmental impacts of the Ontario Line project have been assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line project, effective June 30, 2020, under the Environmental Assessment Act. As outlined in Section 4 of O. Reg. 341/20, Metrolinx prepared a Draft Environmental Conditions Report (ECR) that was available for public review from September 17 to October 17, 2020.

The Draft ECR characterized existing environmental conditions within the Ontario Line study area. This report also provided a preliminary description of potential impacts the project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Early Works Report(s) and/or Environmental Impact Assessment Report. Public comments received throughout the comment period for the Draft ECR were recorded and have been incorporated into the Final ECR.



The Final ECR

In accordance with Section 7 of O. Reg. 341/20, Metrolinx has updated the Draft ECR and published the Final ECR. Effective **November 30, 2020** the Final ECR will be available on the project webpage (www.metrolinx.com/ontarioline).

To obtain a copy of the Final ECR, please contact the project email listed below.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

*This Notice was first published on **November 30, 2020**.*

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

**Public Engagement Record: September 17
to October 17, 2020**

- **Project Webpage:
Screenshots**

Get Engaged

[The Ontario Line](#)

[Get Engaged](#)

[Contact Us](#)

The Ontario Line - Get Engaged

The Ontario Line will transform transit in Toronto, getting hundreds of thousands of people where they need to be—better, faster and easier than today. However, we know that a project of this size and complexity means we need to help communities plan for and adjust to some changes both during and after construction.

Public input is vital to the project and we thank you for your patience as we complete the necessary studies and investigations to support more detailed plans which will be shared with the public as they are available.

We are doing our part to protect our staff and the public during the COVID-19 virus. During this time, our engagement has moved to a virtual format.

Our team is continuing to support our residents, business and communities. Please [contact us](#) with any questions.

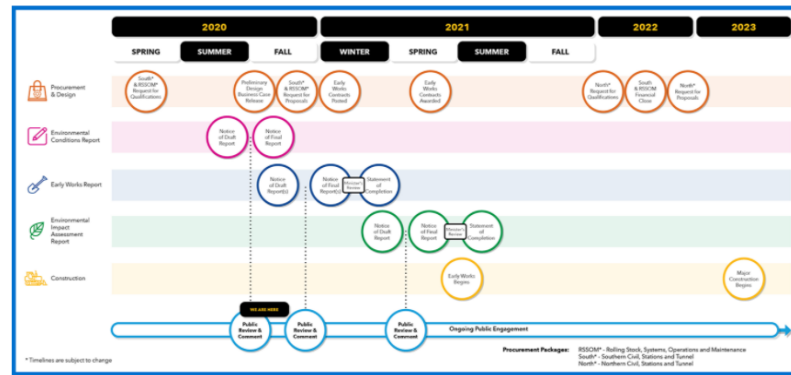
[What's New?](#)

Information available for public review:

- [Procurement Update](#)
- [Neighbourhood Updates](#), including more details about the alignment, or route, of the line:
 - [West \(Exhibition to Queen/Spadina\)](#)
 - [Downtown \(Osgoode to Don Yard\)](#)
 - [East \(East Harbour to Pape South\)](#)
 - [North \(Pape to Science Centre\)](#)

Please subscribe to our [e-newsletter](#) and check back here for future updates.

Project Timeline



Environment

To maintain strong environmental oversight, Metrolinx is conducting a thorough environmental assessment.



Neighbourhood Updates

View neighbourhood updates for all four segments of the line.



Your Feedback

We know that good transit planning involves the community. Read about the feedback we received at the first round of open houses and submit your questions.



Construction

Building a subway in developed neighbourhoods across a large and busy city is a complex design and engineering undertaking.



Procurement

Metrolinx is committed to delivering the Ontario Line through a Public-Private Partnership (P3) that is cost-effective, efficient and accountable.



Trains & Technology

The Ontario Line will deliver better, faster, more reliable and more frequent service using modern technology that has been proven and adopted by subway systems around the world.



Environment

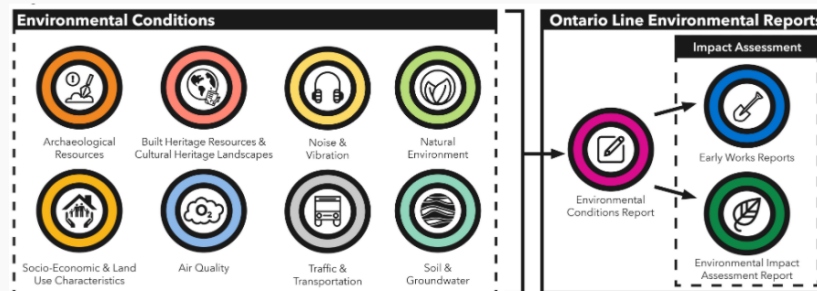
[The Ontario Line](#)

[Get Engaged](#)

[Contact Us](#)

The Ontario Line - Environment

By its nature, providing reliable, safe and accessible public transportation brings environmental and social benefits. Metrolinx is committed to the preservation and protection of the environment, while working to provide an integrated and sustainable transportation system. To maintain strong environmental oversight, Metrolinx is conducting a thorough environmental assessment – including studying existing environmental conditions and completing an environmental impact assessment. The below graphic shows the different environmental conditions that have been studied throughout the Ontario Line study area and the different reports that we will use to share those findings.



Environmental Assessment Process

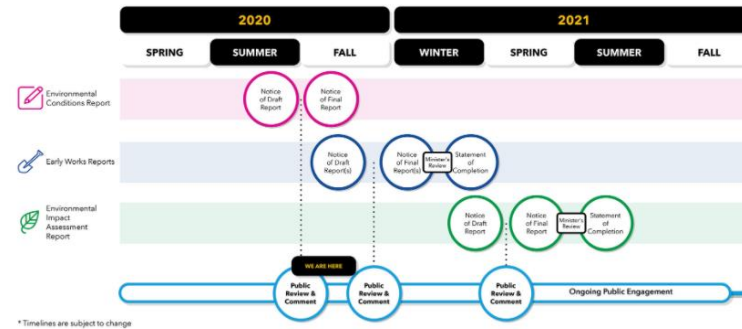
Metrolinx is completing an environmental assessment (EA) in accordance with [Ontario Regulation 341/20: Ontario Line Project \(O. Reg. 341/20\) made under the Environmental Assessment Act](#). This regulation was available for public review from February 18, 2020 to March 19, 2020 on the [Environmental Registry of Ontario](#) and came into force on June 30, 2020.

The regulation outlines a Project-specific EA process that includes:

- Public, regulatory agency and Indigenous community notification and consultation
- An Environmental Conditions Report and an Environmental Impact Assessment Report
- An opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of Environmental Impact Assessment
- Report completion
- Metrolinx addressing concerns through an issues resolution process

Ontario Line Environmental Reporting Timeline

In keeping with the process outlined in O. Reg. 341/20, Metrolinx is advancing Environmental Conditions, Early Works and Environmental Impact Assessment Reports.



Environmental Conditions Report

The Environmental Conditions Report (ECR) characterizes environmental conditions within the Ontario Line study area through a combination of desktop review and field studies in accordance with industry standard techniques, protocols and guidelines.

In accordance with O. Reg. 341/20, the Draft Environmental Conditions Report provides the following on the Ontario Line Project:

- A statement of the purpose and a summary of background information
- A description of the Project
- A map showing the area studied
- A description of the local environmental conditions in the area studied
- A description of all studies undertaken
- A preliminary description of the potential impacts that the Project might have on the environment that have been identified to date and an indication of how those impacts will be studied and described in further detail in the Environmental Impact Assessment Report
- A description of any potential measures for mitigating any negative impacts that the Project might have on the environment
- A description of the future studies that will be carried out as part of the Environmental Impact Assessment Report to determine potential impacts to the environment caused by the Project and the potential measures for mitigating any negative impacts in respect of them
- A preliminary list of the potential municipal, provincial, federal or other approvals or permits that may be required for the Project
- A consultation record

As project planning and design advance, Metrolinx will complete and publish Early Works Reports and an Environmental Impact Assessment Report. Potential impacts and mitigation measures identified in the ECR will be confirmed and assessed within Early Works Reports and the Environmental Impact Assessment Report.

Public feedback received on the Draft Environmental Conditions Report will be incorporated into the final version of the report. If you have questions about the report or about the environmental assessment process for the Ontario Line, please [contact us](#).

Study Area

A broad study area was chosen to support flexibility in design. The Environmental Conditions Report summarizes potential impacts and potential mitigation measures for consideration during project planning and design.



The Ontario Line study area has been divided into three segments:

- **Ontario Line West**
(OLW - from approximately Dufferin Street to University Avenue)
- **Ontario Line South**
(OLS - from University Avenue to Danforth Avenue)
- **Ontario Line North**
(OLN - from Danforth Avenue to approximately Eglinton Avenue East)

As detailed design advances, potential impacts and mitigation measures will be confirmed. These details as well as supporting studies will be included in the Early Works Reports and/or Environmental Impact Assessment Report.

[View the Full Environmental Conditions Report](#)

View the Environmental Conditions Report studies:



Archaeological
Resources



Noise & Vibration



Built Heritage Resources
& Cultural Heritage
Landscapes



Natural Environment



Socio-Economic & Land
Use Characteristics



Traffic & Transportation



Air Quality



Soil & Groundwater

Future reports:



Early Works



Environmental Impact
Assessment Report

Early Works

Early works are components of the Ontario Line Project that are anticipated to be ready to proceed before completion of the Environmental Impact Assessment Report, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion, as defined in O. Reg. 341/20.

Early Works Reports will provide a description of the early works and alternatives considered, document local environmental conditions, and outline early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Ontario Line early works are being advanced where the Project interfaces with other concurrently planned transit projects (i.e., GO Expansion) and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors.

Advancing work in these areas provides planning, design and implementation efficiencies for the interfacing projects, and will facilitate timely implementation of the Ontario Line Project.

At this time, the following Ontario Line early works are being planned:

- Exhibition Station
- Lower Don Bridges
- Lakeshore East Joint Corridor

Enabling early works proposed to begin in 2021 include:

- **Exhibition Station** – new passenger tunnels; an extension to the existing passenger tunnel; a temporary pedestrian bridge; a new north platform and accompanying shift of the northern-most GO track; and, utility relocation and protection
- **Lower Don Bridges** – two bridges added to either side of the existing rail bridge, with space for tracks going in both directions
- **Lakeshore East Joint Corridor** – rail corridor expansion between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including: grading; installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate; relocation or protection of utilities; and, construction of new Ontario Line bridges on each side of the existing Queen, Dundas and Logan bridges



Environmental Impact Assessment Report

Following finalization of the Environmental Conditions and Early Works Reports, a draft Environmental Impact Assessment Report will be made available for public review and comment. This report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in [O. Reg. 341/20](#).

Studies to support the Environmental Impact Assessment Report are currently underway. This Report is anticipated to be available for public review in early 2021.

[View Full Report](#)



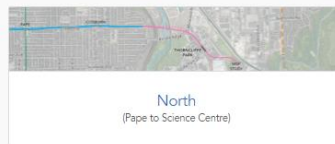
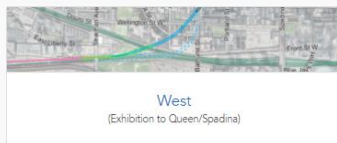
Neighbourhood Updates

Get Engaged

The Ontario Line - Neighbourhood Updates

The Ontario Line will run from the Ontario Science Centre through downtown Toronto to Exhibition Station and Ontario Place.

Along its route, the Ontario Line will be traversing the traditional territories of many Nations, including the Anishnabeg, the Haudenosaunee and the Wendat Peoples, and in particular the Mississaugas of the Credit First Nation. Metrolinx is committed to working with Indigenous communities to better understand the important histories and rights of the peoples that have and continue to live in this area.

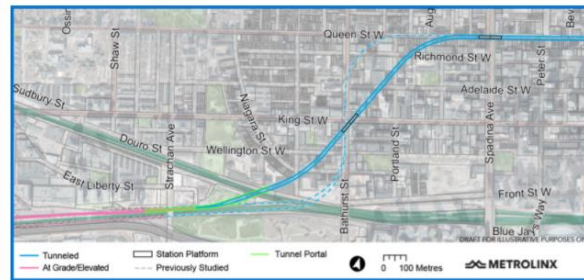




The Ontario Line - Neighbourhood Updates - West

The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available. Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

Exhibition to Queen/Spadina



Straightening out the curve and travelling diagonally will give customers a ride that is smoother, more comfortable and faster. This change reduces track maintenance, which means less risk of delays due to repairs making for a more reliable service. Due to the depth of the tunnelling through these areas, we expect any impacts will be comparable to the previous plan and that the majority of buildings overhead will not be needed to accommodate construction. Tunnelling deep into the bedrock below the surface and reducing the curvature of the route reduces the potential for vibration and noise and allows us to deliver the Ontario Line in a way that provides faster service while minimizing or avoiding impacts to the built environment.

[Exhibition](#)

[Tunnel Portal](#)

[King/Bathurst](#)

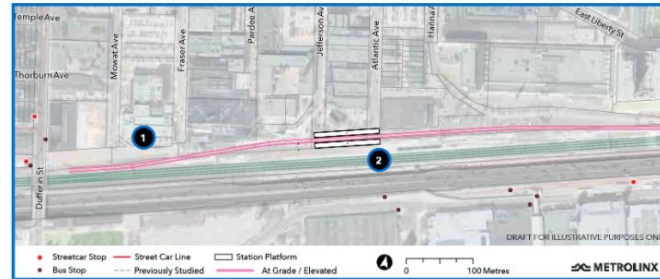
[Queen/Spadina](#)

For more detail, visit [Metrolinx News](#).

[Return to Neighbourhood Updates](#)

Exhibition to Queen/Spadina

Exhibition



1. Tail tracks, west of Exhibition, will provide space for the storage of Ontario Line vehicles and protect for a future extension of the line.

2. The Ontario Line Exhibition Station will create a connection to the GO network and will bring customers to a popular destination for sports, concerts, the CNE, trade shows and other attractions. It will also bring the subway system closer to many homes and businesses in the growing and increasingly vibrant Liberty Village community. Since the Ontario Line will be above ground through this segment, commuters on the Lakeshore West Line will be able to quickly and seamlessly transfer from one train to the other.

Enabling early works, including new passenger tunnels, an extension to the existing passenger tunnel, a temporary pedestrian bridge, a new north platform, and utility relocation and protection, are anticipated to begin in 2021.

[Learn more about Procurement.](#)

Tunnel Portal

King/Bathurst

Queen/Spadina

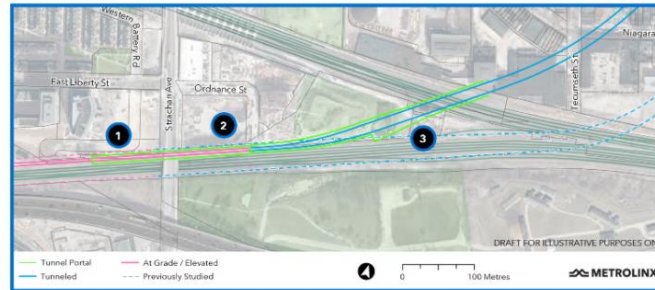
For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Exhibition to Queen/Spadina

Exhibition

Tunnel Portal



1. Leaving Exhibition Station, the line runs east at surface level, under the bridge at Strachan Avenue.
2. Launch shafts and portals will be constructed at the site of the future Ordinance Park on the north side of the existing GO Corridor for the beginning of the Ontario Line tunnels. From here, the tunnel boring machines will begin to work their way east and then turn north. In the short term, the future park site will be needed to support tunnel construction. After construction is finished, an opportunity to create a new park above the tunnel will be available for City of Toronto programming, in keeping with their existing plans for the site.
3. Plans are to preserve Garrison Crossing, the pedestrian bridge that spans the rail corridors in the area and connects with the future park site. While there may be times when it will be closed due to construction work, Metrolinx is studying ways to minimize impacts and maintain pedestrian and cycling access across the rail corridors for the duration of the project.



Tunnel work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

King/Bathurst

Queen/Spadina

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Exhibition to Queen/Spadina

Exhibition

Tunnel Portal

King/Bathurst



The King West area is a mixed-use neighbourhood and a hot spot for new housing, tech jobs, restaurants and nightlife, mixed in with some beautiful old buildings. At King and Bathurst, the Ontario Line will have connections to both the 504 King and 511 Bathurst TTC streetcar lines. Current plans envision maintaining streetcar service in these areas throughout the duration of the project, though there might be times when service is re-routed or reduced to accommodate construction work.

1. Underground, the station platform is on a diagonal and shifted to the southeast corner of the intersection which will provide customers a more direct route and avoid significant construction impacts to the historic Wheat Sheaf Tavern. Built in 1849, the landmark building with the distinctive mansard roof is widely believed to be the oldest pub in Toronto.

Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

Queen/Spadina

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Exhibition to Queen/Spadina

Exhibition

Tunnel Portal

King/Bathurst

Queen/Spadina

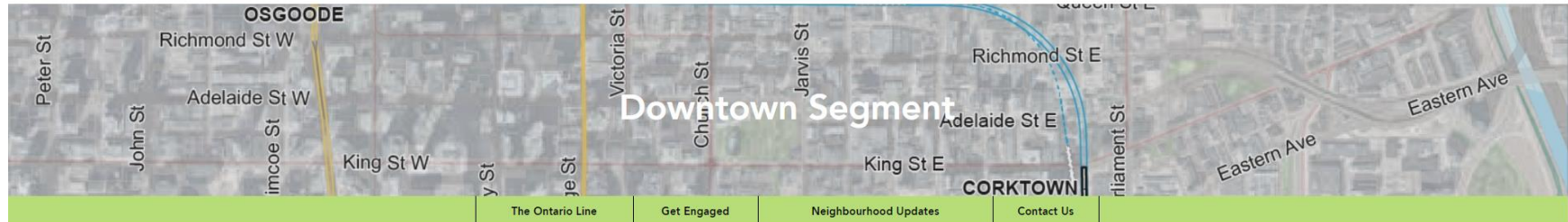


1. The Ontario Line station at Queen and Spadina will sit adjacent to Toronto's thriving Fashion District. It will conveniently connect to the 501 and 510 TTC streetcar lines and bring customers to historic Chinatown and an array of lively nightspots and trendy shopping opportunities along Queen West. Current plans envision maintaining streetcar service in these areas throughout the duration of the project, though there might be times when service is re-routed or reduced to accommodate construction work.

Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)



The Ontario Line - Neighbourhood Updates - Downtown

The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available. Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

Osgoode to Don Yard



The new plan takes advantage of space that was dug for an east-west line when TTC's Queen Station was built in the early 1950s.

[Osgoode](#)

[Queen](#)

[Moss Park](#)

[Corktown](#)

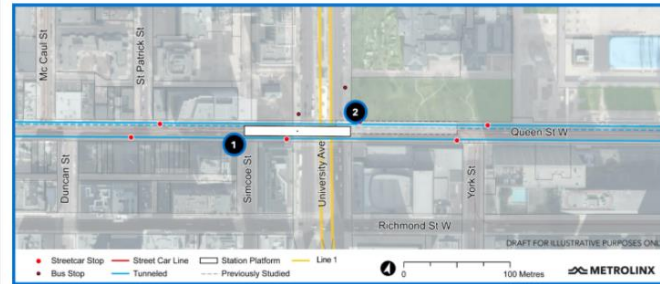
[Don Yard](#)

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Osgoode to Don Yard

Osgoode



1. Reaching University Avenue, the Ontario Line connects customers to an array of shopping, dining and entertainment options, not to mention major employment centres in this area of downtown.

2. The station has been positioned to the west to improve customer transfers between Line 1 and the Ontario Line, making getting from point A to point B quick and convenient. Going to the Art Gallery of Ontario? Just take Line 1 one stop north and you'll be there in no time. Heading to the Royal Ontario Museum? It's just two stops further.

Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

Queen

Moss Park

Corktown

Don Yard

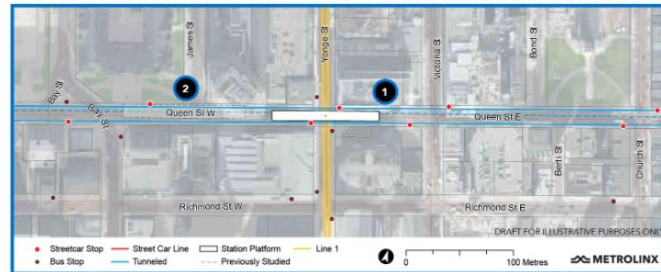
For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Osgoode to Don Yard

Osgoode

Queen



1: The station at Queen Street and Yonge Street will make use of an underground cavern below Queen Street, built during construction of the first section of the Yonge Street subway. Due to the complexity of building directly under the existing Queen Station, Metrolinx is working closely with the City of Toronto and businesses to develop strategies to mitigate impacts during construction.

2: Shifting the stations at both Osgoode and Queen to be directly below and perpendicular to (or straddling) Line 1 will save customers time when transferring between the two lines. Another benefit of this positioning is to lessen the impact on existing utilities and any potentially disruptive, expensive and time-consuming relocations.

Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

Moss Park

Corktown

Don Yard

For more detail, visit [Metrolinx News](#).

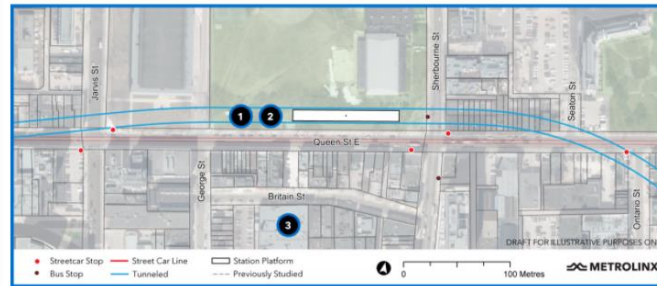
[— Return to Neighbourhood Updates](#)

Osgoode to Don Yard

Osgoode

Queen

Moss Park



1. A station in the Moss Park area will be located on the edge of the park which reduces construction impacts on traffic and transit flow along Queen Street. After construction, the park area will be restored and returned to the city for programming or redevelopment.
2. Subway service in this area will help relieve congestion on the popular 501 Queen streetcar route. It will also provide better rapid transit access to people who depend on social service organizations in the area.
3. Students attending the George Brown College St. James Campus will have two choices for boarding the Ontario Line – a station in the area of Moss Park or a station in the neighbouring area of Corktown.

Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

Corktown

Don Yard

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

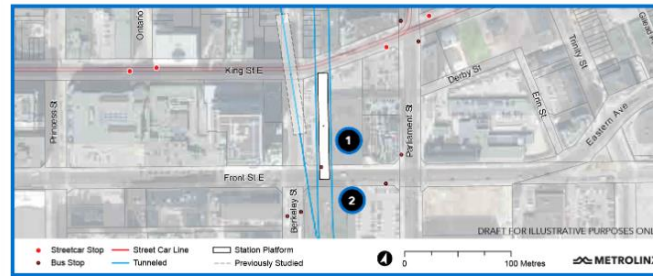
Osgoode to Don Yard

Osgoode

Queen

Moss Park

Corktown



1. The station serving Corktown will be located to the east side of Berkeley Street at King Street East, with connections to several streetcar and bus routes nearby. Positioning the station to the east reduces costs and will speed up construction of the station and tunnels. Importantly, it also reduces community impacts by moving construction off the street. This station will provide customers with easy access to the historic Distillery District.

2. This area – currently home to large retail operations and a significant number of surface parking spots – is where the first two Parliament Buildings for Upper Canada were located, from 1797 to 1813 and 1820 to 1824. Archaeological assessments are currently being planned in advance of any potential use for the project. Metrolinx will work with the Ontario Heritage Trust, the City of Toronto, property owners, and community members to ensure any archaeological findings or historical features are properly documented or conserved and, where possible, made accessible for the public to learn more about. The important history of the land goes back much further than the first parliament buildings and Metrolinx is committed to working with Indigenous communities to better understand the important histories and rights of the peoples that have and continue to live in this area.

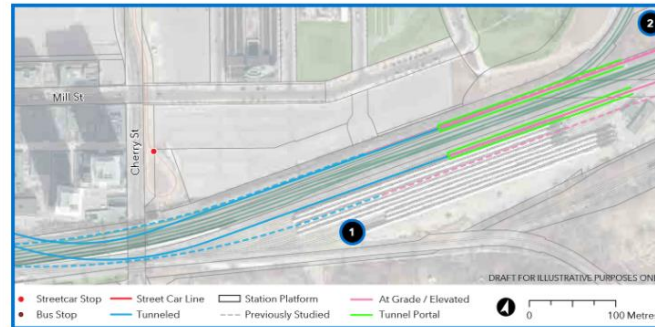
Work is anticipated to begin after archaeological assessments are completed and once financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

Don Yard

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Don Yard



1. Just west of Cherry Street, the tunnels enter the GO corridor and begin to rise, exiting tunnel portals on the north and south sides of the GO tracks in the Don Yard.
2. Making use of the existing GO corridor means we can shrink our footprint and make efficient use of existing transit space, therefore minimizing impacts to surrounding communities and keeping costs down. The tunnel boring machines will end their digging through downtown here.

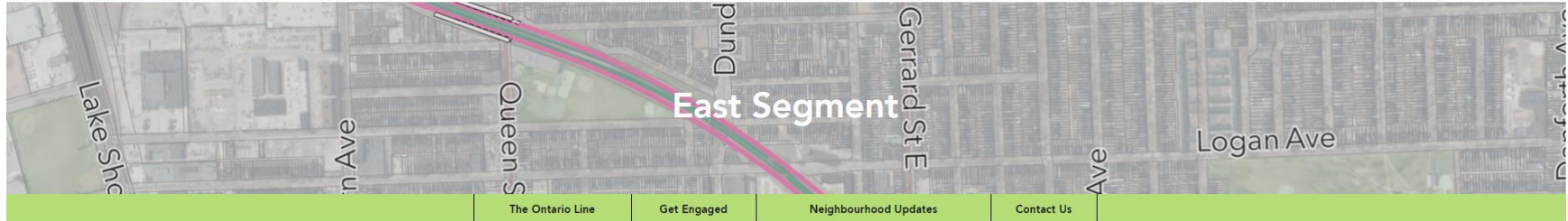


Canada Line with a tunnel portal shown in the background - Translink photo

Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

For more detail, visit [Metrolinx News](#).

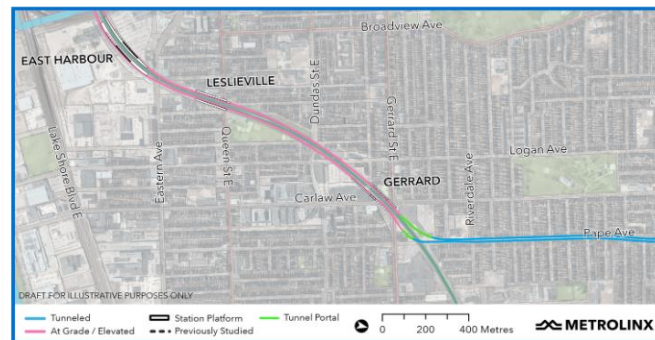
[← Return to Neighbourhood Updates](#)



The Ontario Line - Neighbourhood Updates - East

The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available. Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

Lower Don Bridges to Pape South



The portion of the Ontario Line where the trains will run above ground in the GO Lakeshore East Corridor is being considered in coordination with GO Expansion.

[Lakeshore East Joint Corridor](#)

[Lower Don Bridges](#)

[East Harbour](#)

[Leslieville](#)

[Noise & Vibration](#)

[Gerrard](#)

[Gerrard Tunnel Portal](#)

[Pape South](#)

For more detail, visit [Metrolinx News](#).

[Return to Neighbourhood Updates](#)

[Lower Don Bridges to Pape South](#)

[Lakeshore East Joint Corridor](#)

In the joint corridor (a shared railway where Ontario Line will run parallel to GO), early works within and along the rail corridor will proceed ahead of station and track construction. Planned early works, from Eastern Avenue to Logan includes:

- GO rail corridor expansion
- Installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate
- Relocation or protection of utilities
- Construction of new Ontario Line bridges on each side of the existing Queen, Dundas and Logan bridges

This work will proceed following an early works environmental assessment and related community consultations, including consultations with Indigenous communities.

The Ontario Line tracks will run on either side of four (three existing and one new) GO train tracks. Significant design and engineering efforts have been made to ensure the six-track railway does not significantly impact bordering properties or other ongoing infrastructure projects. Using the existing rail corridor and streamlining Ontario Line construction work with planned GO Expansion means we can keep mostly within an existing footprint and minimize impacts to surrounding neighbourhoods.

Early works will begin in 2021. More details, including scope of work and timelines, will be shared as procurement advances.

[Lower Don Bridges](#)

[East Harbour](#)

[Leslieville](#)

[Noise & Vibration](#)

[Gerrard](#)

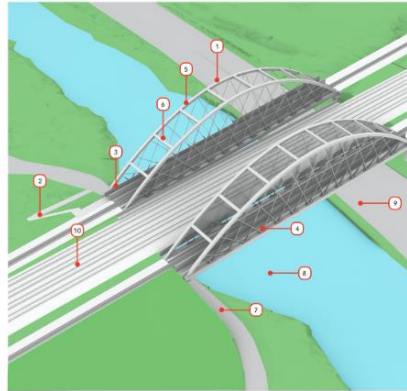
[Gerrard Tunnel Portal](#)

[Pape South](#)

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Lower Don Bridges



LOWER DON BRIDGE DESIGN STUDIES

- 1 PARALLEL TIED ARCH BRIDGES
- 2 CONNECTIONS TO EXISTING TRAILS
- 3 PEDESTRIAN CROSSING
- 4 CABLE CONNECTION
- 5 AESTHETIC LIGHTING
- 6 ARCH RIB TIES
- 7 EXISTING MULTI-USE TRAIL
- 8 DON RIVER
- 9 DON VALLEY PARKWAY (DVP)
- 10 EXISTING RAIL CORRIDOR

To cross the Don River, two bridges will be added to either side of the existing rail bridge, with space for tracks going in both directions. The current plan for this area is to also provide pedestrian and cycling connections across the Don River to ensure communities continue to develop and thrive with improved transit.

Early designs envision clean and simple structures that are similar to the iconic Humber Bay Arch Bridge in the west end of the city, adding a bookend in the east. They will contribute to the other exciting revitalization efforts that are underway in the area.

Early works will begin in 2021.

East Harbour

Leslieville

Noise & Vibration

Gerrard

Gerrard Tunnel Portal

Pape South

[East Harbour](#)



Just east of the Don River and north of Lake Shore Boulevard, a station at East Harbour will be an important transfer and interchange station; accommodating GO operations, a planned extension of the Broadview streetcar, and Ontario Line service in a corner of the city that is poised for growth.

In many cases, people transferring from the GO Train to the Ontario Line will be able to walk straight from one to the other without having to go up or down a level.

Metrolinx is working with a development partner to deliver the East Harbour transit hub. The hub will be designed based on Metrolinx transit requirements to integrate the station with the future local developments. Designs are underway and will be shared as procurement advances.

[Leslieville](#)

[Noise & Vibration](#)

[Gerrard](#)

[Gerrard Tunnel Portal](#)

[Pape South](#)

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Leslieville



1. The station serving Leslieville and Riverside will help relieve congestion on the busy 501 Queen streetcar and give customers a faster way to get where they need to be, whether that's downtown, the Danforth, or an array of other neighbourhoods along the line.



2. With the station situated mostly to the south of Queen Street and spanning over the existing rail bridge, the popular Jimmie Simpson Community Centre will be able to continue operating throughout construction and beyond. Current plans envision maintaining streetcar service in these areas throughout the duration of the project, though there might be times when service is re-routed or reduced to accommodate construction work.

Early works will begin in 2021. Station construction will begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

Noise & Vibration

Gerrard

Gerrard Tunnel Portal

Pape South

[Lower Don Bridges to Pape South](#)

[Lakeshore East Joint Corridor](#)

[Lower Don Bridges](#)

[East Harbour](#)

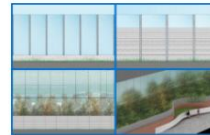
[Leslieville](#)

[Noise & Vibration](#)

Metrolinx is committed to building noise walls along the rail corridor where the Ontario Line will run alongside the Lakeshore East GO trains. Noise walls, along with state-of-the-art vehicle technologies and strict maintenance practices, will mitigate noise impacts from both Ontario Line and GO trains.



Noise monitoring device measuring noise levels.



Noise and retaining wall renderings.

Teams are still developing plans that will detail the exact locations, heights and proposed design treatments for the noise walls, which will be brought forward for consultation. Metrolinx will continue to seek community feedback on any proposed mitigations through the environmental assessment process. Public art surface treatments would be procured, funded, implemented and maintained by municipalities or other third parties.

[Gerrard](#)

[Gerrard Tunnel Portal](#)

[Pape South](#)

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Lower Don Bridges to Pape South
Lakeshore East Joint Corridor
Lower Don Bridges
East Harbour
Leslieville
Noise & Vibration

Gerrard



1. The station and tracks at Gerrard will be integrated with the existing bridges over Gerrard and Carlaw Avenue. The slightly staggered placement of the south platform has been designed to accommodate the beginning of the tunnel portal and eliminate the need for a wider curve to the east to accommodate the turn north. As the train leaves the station, it will dip down into the tunnel to run under the GO tracks as they continue east. At Gerrard, the station will provide a connection to the 506 Carlton TTC streetcar and 72 Pape TTC bus.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

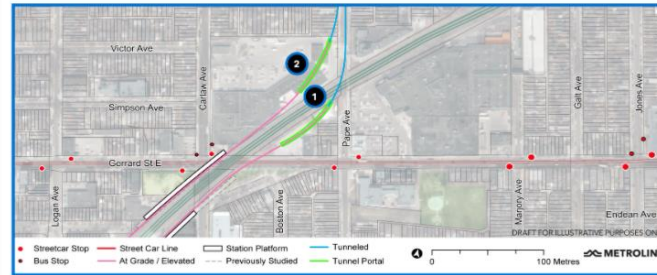
Gerrard Tunnel Portal

Pape South

For more detail, visit [Metrolinx News](#).

[Return to Neighbourhood Updates](#)

Gerrard Tunnel Portal



1. Launch shafts and portals will be constructed on the north and south side of the existing GO tracks for the beginning of the Ontario Line tunnels. From here, the tunnel boring machines will begin to work their way north, toward Pape Station.



Canada Line with a tunnel portal shown in the background – Translink photo.

2. Much of the space to be used for the portal and construction is currently paved over for parking. Metrolinx will work with local business owners to minimize the impacts of construction on their properties.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

Pape South

For more detail, visit [Metrolinx News](#).

[Return to Neighbourhood Updates](#)

Pape South

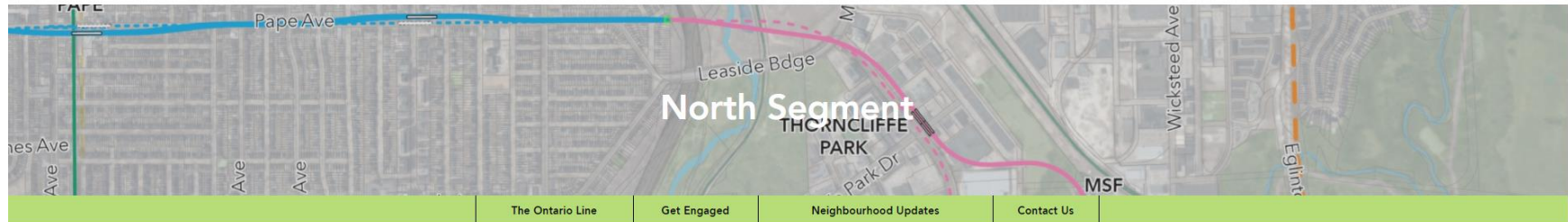


1. By repositioning the station platforms at Gerrard, teams were able to eliminate a wide loop that would have been needed to allow proper curvature for trains to turn towards Pape. This will reduce travel times and lessen property impacts.
2. As it descends, the tunnel is expected to run under a small corner of the Pape Avenue Junior Public School's yard. The property will be protected, with access maintained throughout construction and robust safety standards in place.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

For more detail, visit [Metrolinx News](#).

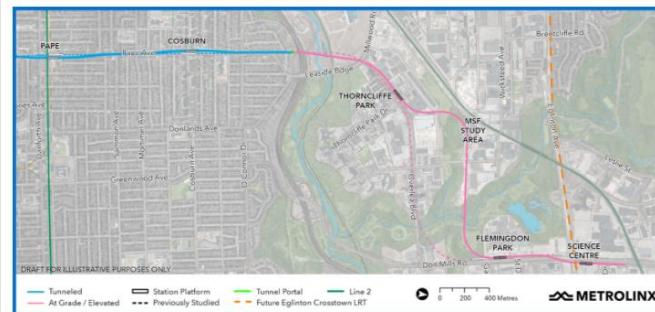
[Return to Neighbourhood Updates](#)



The Ontario Line - Neighbourhood Updates - North

The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available. Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

Pape to Science Centre



The northern portion of the Ontario Line will offer connections to both the Line 2 subway and the Eglinton Crosstown LRT, along with many bus routes in between. It will extend rapid transit service to the densely populated Thorncliffe Park and Flemingdon Park neighbourhoods, reducing commute times and congestion for local residents. For example, a trip from Thorncliffe Park to King and Bay that currently takes 42 minutes is expected to take 26 minutes.

[Pape](#)

[Cosburn](#)

[Don Valley Crossing](#)

[Thorncliffe Park](#)

[Maintenance & Storage Facility](#)

[Flemingdon Park](#)

[Science Centre](#)

For more detail, visit [Metrolinx News](#).

[Return to Neighbourhood Updates](#)

Pape to Science Centre

Pape



1. Connecting to Line 2 at Pape Station, the Ontario Line brings customers to the vibrant Greektown neighbourhood and its many restaurants, shops and markets, rich in culture and hospitality. By positioning the Ontario Line station out of the street and straddling Line 2, impacts to area traffic during construction are reduced and customers will have smoother transfers between the lines once the Ontario Line is operational.

By giving Line 2 riders another way to get downtown, the Ontario Line is expected to reduce overcrowding at Bloor-Yonge Station by 19%. It is also expected to reduce crowding on the busiest section of Line 2 by 22%.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

Due to the complex nature of constructing this interchange station, some work may be advanced as early works.

Cosburn

Don Valley Crossing

Thorncliffe Park

Maintenance & Storage Facility

Flemingdon Park

Science Centre

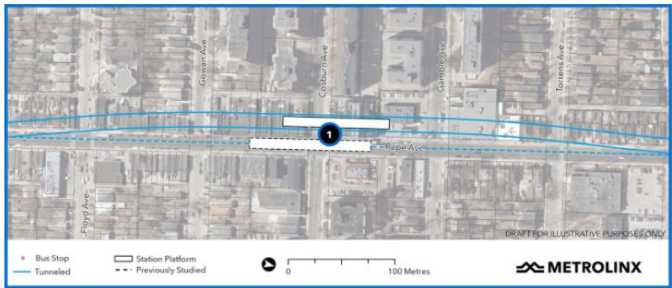
For more detail, visit [Metrolinx News](#).

[Return to Neighbourhood Updates](#)

Pape to Science Centre

Pape

Cosburn



1. Arriving at Cosburn, the subway brings customers to Pape Village and East York. By positioning the station west of the street, fewer of the buried utilities will need to be relocated, including the recently upgraded water main. While the property requirements for this approach are comparable to what would have been needed if the station were built directly under the street, imposing fewer construction impacts on area traffic is an added benefit. Property requirements are still being finalized. Metrolinx will only acquire property necessary for the project and strive to minimize the impacts of construction.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

Don Valley Crossing

Thomcliffe Park

Maintenance & Storage Facility

Flemingdon Park

Science Centre

For more detail, visit [Metrolinx News](#).

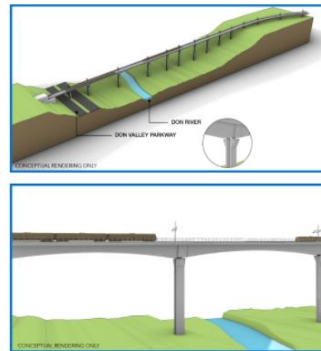
[← Return to Neighbourhood Updates](#)

Don Valley Crossing



This underground section will emerge from the southern embankment of the Don Valley at Minton Place, west of the Leaside Bridge, on an elevated structure that will connect it to Thorncliffe Park and points north.

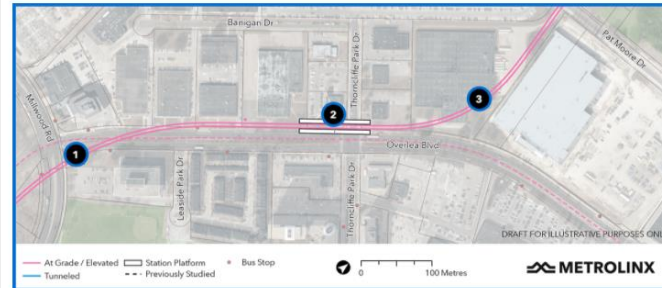
Using modern bridge construction techniques, the visual and environmental impacts of the structure will be minimized.



Conceptual renderings of Don Valley crossing.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

Thomcliffe Park



Conceptual rendering of elevated guideway

1. After crossing the valley, the Ontario Line crosses Millwood Road and runs along Overlea Boulevard on an elevated guideway. This is possible because of the wider street layout, and it avoids the need for disruptive tunnelling activities.
2. The station located at Thomcliffe Park Drive brings higher-order transit to a community that is expected to grow significantly in the years to come.
3. Instead of the original plan to proceed along Overlea Boulevard after the station, the Ontario Line will turn to the north and run adjacent to the nearby hydro corridor, on its way north which reduces community impacts and is a better fit for the neighbourhood.
4. The guideway will feature a design that fits into its surroundings. Concepts will be shared in the coming months.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

[Pape to Science Centre](#)

[Pape](#)

[Cosburn](#)

[Don Valley Crossing](#)

[Thornccliffe Park](#)

[Maintenance & Storage Facility](#)

Metrolinx is exploring sites in the area to determine where it could situate a maintenance and storage facility for the line, which needs to accommodate 200 trains at opening and up to 250 trains to support future growth. As teams finalize plans for where this important facility will be located, they will engage with property owners from different areas to help select a site that minimizes community impacts while fulfilling the technical requirements for much-needed Ontario Line service.



Representative rendering - Eglinton Crosstown Maintenance and Storage Facility

Work is anticipated to begin after financial close for the Rolling Stock, Systems, Operations and Maintenance procurement package.

[Flemingdon Park](#)

[Science Centre](#)

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

[Pape to Science Centre](#)

[Pape](#)

[Cosburn](#)

[Don Valley Crossing](#)

[Thorcliffe Park](#)

[Maintenance & Storage Facility](#)

[Flemington Park](#)



1. From the Maintenance and Storage Facility, the line continues along the elevated guideway, turning north at Don Mills Road to a station that serves the Flemingdon Park community. The station, located on the west side of Don Mills just north of Gateway Boulevard, has been positioned in an existing parking lot to reduce community impacts.

This station will help meet an already significant demand for transit. On weekdays, 28,900 TTC riders take the 25 Don Mills bus – the seventh-most used regular bus route in the city – and 12,800 take the 100 Flemingdon Park bus.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

[Science Centre](#)

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)

Pape to Science Centre

Pape

Cosburn

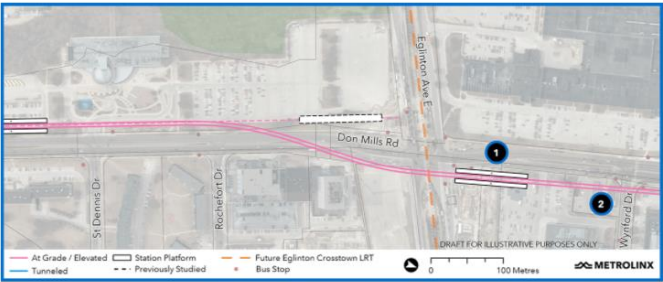
Don Valley Crossing

Thornccliffe Park

Maintenance & Storage Facility

Flemingdon Park

Science Centre



1. A new transit hub at the Science Centre Station will connect the Ontario Line to the Eglinton Crosstown LRT and frequent local and express bus services from the north. The station is elevated, located at the northeast side of Don Mills Road. This positioning will allow for better integration with the future TTC bus terminal at this site and potential future extension of the Ontario Line to the north.
2. Tail tracks, north of the stations, will provide space for the storage of vehicles and protect for future expansion.

Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)



[The Ontario Line](#)

[Get Engaged](#)

[Contact Us](#)

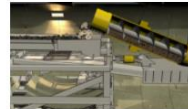
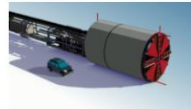
The Ontario Line - Construction

Building a subway in developed neighbourhoods across a large and busy city is a complex design and engineering undertaking. Here is some general information from other projects to help you understand what teams are considering while they develop more detailed plans for delivering the Ontario Line.

How is a subway tunnel constructed?

Although the alignment will evolve throughout the detailed design process, the Ontario Line will use a mix of below-grade (tunnelled), at-grade (ground level) and above-grade (elevated) structures. Subway tunnels can be constructed using: tunnel boring, cut-and-cover and mining construction techniques.

Tunnel boring involves the use of a tunnel boring machine (TBM) for the tunnelling excavation process. As the tunnelling progresses, the excavated material is brought to the TBM site through the tunnel using bins mounted on rail cars or a conveyor system.



Cut-and-cover is used for shallow tunnels where a trench is excavated and then an overhead support system strong enough to carry the load of what is to be built above the tunnel is installed. Using the sequential excavation method, a 'roadheader' mines the tunnel in sections and a support canopy is installed simultaneously to keep the ground stable.



Once tunnelling between the stations is complete, the tunnel surfaces are finished and the tracks and electrical services are installed.

How is a bridge constructed?

How are stations constructed?

Will utility construction be required?

How is a subway tunnel constructed?

How is a bridge constructed?



For certain portions of the elevated track, such as the section across the Don River, bridges must be built to minimize impacts on sensitive environmental areas below. To stand upright, bridges must balance forces of tension and compression, while carrying the load of the subway and resisting environmental forces. Tension is a pulling force. Compression is a pushing force. Bridges channel the forces into chords or horizontal segments and piers or towers.

First, a foundation is set into the ground for piers to be built upon. Then, towers are built upward from the base, complete with a support system to connect the towers, cables and abutments (ends of the bridge). Sections called 'superstructures' are then built from end to end at even intervals and secured to the support system.

To complete the bridge, the deck/ track surface is assembled and furnished with electrical and lighting systems. When all elements are complete, the bridge undergoes final testing to ensure it meets quality standards before operation.

How are stations constructed?

Will utility construction be required?

How is a subway tunnel constructed?

How is a bridge constructed?

How are stations constructed?

Stations are designed considering the future customer needs and local neighbourhood environment. Metrolinx considers things like safety, accessibility, access to other transportation and transit, ridership and passenger experience. Whether it is above or below ground, constructing a station is a multi-step process.



Caledonia Station on Eglinton Crosstown rendering

Preparing an underground site for station construction typically begins by protecting or relocating any underground utilities such as power lines, water lines, sewers, gas pipes, cable/telephone lines and storm drains. If the station is being built under a street, a temporary concrete decking is installed once the area is excavated to establish a temporary street surface during construction. The next step is continued excavation and installation of shoring along the edges of the excavation for support. Once the foundation is complete, construction of the inside of the station begins.



Burgin station is an attractive part of Vancouver's Evergreen Line.
(Photo by Andrew Latreille, courtesy of Perkins & Will)

All stations will have similar elements in the public areas such as architectural design treatments, information displays, lighting, signage, security monitoring devices and other design elements. At-grade stations are generally less expensive and quicker to construct because less time is spent excavating soil, meaning building can begin and end sooner than tunnelled stations.

Will utility construction be required?

How is a subway tunnel constructed?

How is a bridge constructed?

How are stations constructed?

Will utility construction be required?

When conducting any construction, we must consider the infrastructure that is already in the area. Construction can involve the removal, replacement, relocation and upgrading of utilities. This means third party utility (e.g., gas, hydro and telecommunications) and city infrastructure (e.g., water, sanitary sewer and stormwater) may need to be relocated and in some cases upgraded to make room for the Ontario Line.

Procurement

[The Ontario Line](#)

[Get Engaged](#)

[Contact Us](#)

The Ontario Line - Procurement

Procurement

Metrolinx is committed to delivering the Ontario Line through a Public-Private Partnership (P3) that is cost-effective, efficient and accountable. P3s are an innovative way of financing and procuring large, public infrastructure projects. P3s make the best use of private sector resources and expertise and transfer project risks to the private sector, which is accountable for providing on-time, on-budget project delivery.

The Ontario Line is being delivered as three separate P3 procurement contracts: one rolling stock, systems, operations and maintenance contract for the nearly 16 kilometre line and two separate civil, stations and tunnel contracts - one for the southern segment and one for the northern segment of the line. The schedules for each contract will be aligned to allow for a single in-service date for the Ontario Line.

[Where are we in the procurement process?](#)

On June 2, 2020, Metrolinx and Infrastructure Ontario (IO) issued the first two Requests for Qualifications (RFQ) for the Ontario Line project. This is the first step in selecting the teams who will be responsible for construction. IO and Metrolinx will evaluate RFQ submissions. Teams that possess the relevant experience and capacity to deliver each project will be shortlisted and invited to respond to a Request for Proposals in fall 2020.

The Northern Civil, Stations and Tunnels Request for Qualification is anticipated to be issued in 2022.

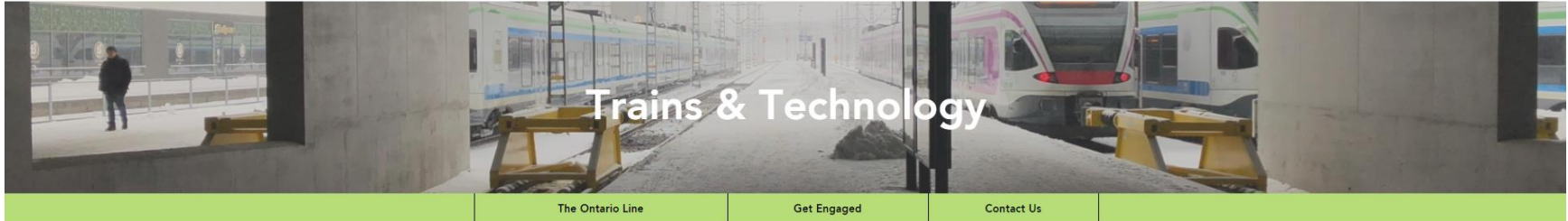
[What are the procurement packages?](#)

Where are we in the procurement process?

What are the procurement packages?

1. 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. This contractor will work collaboratively with the TTC and integrate fare equipment with the PRESTO system. The TTC will be responsible for day-to-day operations as they related to customer-facing activities such as fare enforcement and network transit control.
 - **Rolling Stock:** design, supply, operation and maintenance of the trains
 - **Systems:** design, build, operation and maintenance of all track, communications and train control systems
 - **Operations and Maintenance:** design, build, operation and maintenance of the operations, maintenance and storage facility (where the trains are stored); the operations control centre (where staff control train operations and are connected to TTC and GO Transit systems); and the backup operations control centre
2. The **Southern Civil, Stations and Tunnel** 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).
 - **Civil:** ground works required to build the tunnels and stations; utility and conduit works to prepare for the RSSOM mechanical and electrical systems; guideway structures and facilities to prepare for the track structure to be installed by the RSSOM contractor.
 - **Stations:** one above-ground station to be integrated with the existing GO Transit Exhibition Station; two underground stations to be integrated with the existing TTC Osgoode and Queen subway stations; four new underground stations (King/Bathurst, Queen/Spadina, Moss Park, Corktown).
 - **Tunnel:** a six-kilometre tunnel and all associated tunneling work from Exhibition to Don Yard portal (west of Don River).
3. The **Northern Civil, Stations and Tunnel** contract scope will be defined in the Requests for Qualification when it is issued. The anticipated scope includes seven stations, a three-kilometre tunnel, two portals and the associated approach structures, bridges and elevated guideways.

In addition to the three main P3 contracts, there will also be a series of early works projects for bridge, track and other preparatory activities to help advance the delivery of the Ontario Line. Early works will mostly occur along the joint rail corridor where the Ontario Line will operate next to existing GO Transit rail services, including at Exhibition Station.



The Ontario Line

Get Engaged

Contact Us

The Ontario Line - Trains & Technology

Trains & Technology



Trains can stop precisely with platform screen doors that open and close in sync.

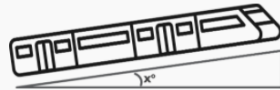


Trains could be about 100 metres in length assuming a three metre car width.

 **40** per hour

90 Second Intervals

Up to 40 trains an hour with 90 seconds between trains.



Modern vehicles can climb steeper gradients.

The Ontario Line will deliver better, faster, more reliable and more frequent service using technology that has been proven and adopted by subway systems around the world.

We expect the line to feature fully automated trains with modern signalling like the ones used in Vancouver, London, Paris, Shanghai and Singapore. These trains will be able to cycle through the system faster, and because of advances in vehicle design and rail technology, they will result in significantly less noise than what we are used to from the city's current subway trains.

Benefits of Modern Technology

- The use of designated waiting areas and precise stopping points for train doors allows for quicker, more efficient boarding times
- Doors on platforms increase safety and reduce the chances of debris and litter making its way on to the tracks
- Frequent service will allow more people to move quickly, safely and cost-effectively

The exact vehicle used for the Ontario Line will be determined by the successful proponent for the Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract, based on Metrolinx's requirements.

Your Feedback

The Ontario Line

Get Engaged

Contact Us

The Ontario Line - Your Feedback

We know that good transit planning involves the community, and that better decisions are made when different views are considered. Collecting feedback from the community at key project milestones is an important part of the process and helps inform decision-making.

Metrolinx held a first round of public open houses across five communities in January and February 2020. The Ontario Line Engagement Summary Report presents feedback received at these open houses. Concerns, questions and requests from the meetings were gathered from both in-person and online feedback forms.

[Download Summary Report](#)

Since then, you told us that you'd like to know more about:

[Budget, Costs & Timelines](#)

What is the project budget and who is responsible for funding?

Metrolinx and Infrastructure Ontario (IO) are moving the Government of Ontario's Subway Program forward under an initial budget of \$28.5 billion. The program includes three other projects to get the city and the region moving – the Scarborough Subway Extension, the Eglinton Crosstown West Extension and the Yonge North Subway Extension. The Government of Ontario committed \$11.2 billion toward the program as a whole and is seeking additional funding commitments from the federal government.

Metrolinx and IO 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.

How much will the Ontario Line cost?

The Initial Business Case (IBC) estimates capital costs for Ontario Line to be between \$8.7 and \$10.5 billion.

When will construction begin?

Early Works construction will begin in 2021. Other work is anticipated to begin after financial close is reached for the three P3 contracts.

Find out more: [Procurement](#)

[Engagement Process](#)

[Environment & Community Impacts](#)

[Technology used for the Ontario Line](#)

[Alignment & Stations](#)



Ask-a-Question

Submit your questions and we will answer you within three to five business days. Be sure to vote for your favourite questions.



Provide Your Feedback

Feedback on the Draft Environmental Conditions Report was accepted from September 17, 2020 to October 17, 2020.

Since then, you told us that you'd like to know more about:

[Budget, Costs & Timelines](#)

[Engagement Process](#)

How can the public be involved in the decision-making process related to the alignment and station locations?

Provide feedback! One of the primary purposes of getting feedback is to uncover insights we might not have anticipated. There is the potential that we could modify elements of the plan based on what we hear from communities, pending further analysis and review by our planning and design teams.

How is my feedback considered?

By engaging with the public, Metrolinx can share progress on its plans for the Ontario Line and secure feedback that is considered along with other inputs such as technical feasibility and costs to refine the path forward.

During formal engagement periods that are part of the environmental assessment process, we document feedback and any actions we take as a result of that feedback in consultation summaries that are part of final reporting.

The Ontario Line Engagement Summary Report presents feedback received at five community open houses held along the Ontario Line's proposed alignment in January and February, 2020. Concerns, questions and requests were gathered from both in-person and online feedback forms.

When will more information about the project be made available to the public?

We will be sharing information for public feedback as it is available. The next major updates we are tracking are early works environmental studies and conceptual designs for some stations.

[Environment & Community Impacts](#)

[Technology used for the Ontario Line](#)

[Alignment & Stations](#)



[Ask-a-Question](#)

Submit your questions and we will answer you within three to five business days. Be sure to vote for your favourite questions.



[Provide Your Feedback](#)

Feedback on the Draft Environmental Conditions Report was accepted from September 17, 2020 to October 17, 2020.

Since then, you told us that you'd like to know more about:

Budget, Costs & Timelines
Engagement Process
Environment & Community Impacts
<p>Which properties will be required or impacted and how will property owners be compensated?</p> <p>We are committed to working closely with property owners to reach mutually beneficial agreements for any properties that are required to deliver important infrastructure projects.</p> <p>As we refine our plans and designs for the project, we're getting a clearer picture of the properties we'll need to make this project a reality.</p> <p>Our preference is to work with property owners as early as possible to reach amicable agreements and compensate them with fair market value for any land that is required. While negotiations are underway, Metrolinx covers administrative costs like legal, appraisal and consulting fees to make the process as simple as possible for property owners.</p> <p>Every effort is taken through the planning and design stages to minimize property impacts and the footprint of land required. While we know that acquiring properties is a very important step in advancing major infrastructure projects, we also recognize that we need to take care of our communities during this time by providing them with the supports they need. We will offer a range of targeted supports throughout the entire process to make it as simple as possible, which is critical as communities recover from the COVID-19 pandemic.</p> <p>When will I find out if my property is required or impacted?</p> <p>Specific details about property impacts will be shared with property owners as soon as possible. We are only interested in acquiring properties that are absolutely necessary for projects. Metrolinx will provide information as early as possible so that property owners have enough time to make the necessary arrangements. We aim to work collaboratively with owners to make the process as clear as possible and to reduce stress.</p> <p>How will traffic, noise and vibration interruptions and impacts be mitigated during construction and operations?</p> <p>Metrolinx is committed to minimizing and managing the effects of noise and vibration on its neighbours – during both construction and operations.</p> <p>The Environmental Conditions Report documents existing conditions along the Ontario Line. Subsequent studies will consider anticipated impact of construction and operations of the line and recommended mitigation measures.</p> <p>Find out more: Environment</p>
Technology used for the Ontario Line
Alignment & Stations

Since then, you told us that you'd like to know more about:

Budget, Costs & Timelines
Engagement Process
Environment & Community Impacts
Technology used for the Ontario Line
<p>What vehicle/train will be used for the Ontario Line?</p> <p>The Ontario Line is expected to feature modern, automated trains like the ones used in Vancouver, London, Paris and Singapore. This technology could allow for a higher frequency of service (up to 40 trains per hour) with as little as 90 seconds in between trains.</p> <p>Find out more: Trains & Technology</p>
Alignment & Stations

[Alignment & Stations](#)

Can the Ontario Line be fully underground?

The Ontario Line will feature a mix of underground, ground-level and elevated tracks. By streamlining it with sections of the GO corridor and building bridges across the Don River instead of tunnelling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. 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.

How and why were the preferred alignment and station locations chosen?

Metrolinx teams are analyzing the 15 stations identified in the Initial Business Case (IBC) to see how they would perform, looking at factors like the potential number of users, ease of construction, and cost. Findings will be presented in the Preliminary Design Business Case (PDBC), which we are aiming to complete by Fall 2020.

Alignment and station selections were determined based on our objectives to:

- Improve the customer experience;
- Increase access to transit;
- Maximize ridership;
- Achieve travel time savings; and
- Create better access to jobs.

These criteria are balanced by cost and other community considerations. The precise alignment of the Ontario Line will evolve throughout the design and procurement process as more studies are completed.

How will development be supported along the Ontario Line?

The government has announced that it will collaborate with the private sector and municipal partners to deliver new, modern subways and bring jobs and housing closer through [Transit-Oriented Communities](#) for the benefit of all individuals, families and businesses in the GTA and at the lower cost to the taxpayer. Further details will be shared when available.



Ask-a-Question

Submit your questions and we will answer you within three to five business days. Be sure to vote for your favourite questions.



Provide Your Feedback

Feedback on the Draft Environmental Conditions Report was accepted from September 17, 2020 to October 17, 2020.

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](#)

Submissions are closed.



Ontario Line - Provide Your Feedback

We are doing our part to protect staff and the public during the COVID-19 virus. Our team is continuing to support our residents, business and communities. During this time, our engagement has moved to a virtual format. **Feedback on the Draft Environmental Conditions Report was accepted from September 17, 2020 to October 17, 2020.** The Project Team will be reviewing all the feedback as we move forward with the project. Public feedback will be incorporated into the Project Consultation Summary Report.

Environmental Conditions Report - Feedback

The [Draft Environmental Conditions Report](#) characterizes existing environmental conditions within the Ontario Line study area. This report also provides a preliminary description of potential impacts the Project may have on the environment, potential mitigation measures and monitoring activities, and a description of future studies that may be carried out as part of the Environmental Impact Assessment Report and/or Early Works Report(s).

Results provided in the [Draft Environmental Conditions Report](#) are related to Archaeology, Noise & Vibration, Cultural Heritage, Natural Environment, Socio-Economic Environment, Traffic & Transportation, Air Quality and Soil & Groundwater.

What Environmental Studies are most important to you? *

What are your thoughts on the Environmental Studies? *

Is there anything we missed? Please let us now if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.

We appreciate the time you have taken to learn more about our plans and value your opinions. Please submit your feedback by October 17, 2020.

Metroinx is committed to maintaining the accuracy, security and privacy of the personal information we collect and use, in accordance with the Freedom of Information and Protection of Privacy Act. All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metroinx for the purpose of transparency and consultation. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

For more information, please visit <http://www.metroinx.com/en/aboutus/privacy.aspx> or contact: Metroinx' Senior Privacy Officer at (416) 202-5947.

Submissions are closed.

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: September 17
to October 17, 2020**

- **Ask-A-Question**

Ask-A-Question – September 17 to October 17, 2020		
Comment Title	Comment Body	Response
Noise ongoing and construction	What consideration was added to the noise level when the trains are up and running? The lakeshore line already creates considerable amount of noise in liberty village as many condos back the train line, especially loud for the lower floors. Will a barrier be built? How will you not increase noise levels	<p>Metrolinx has a number of measures we can take to reduce and manage impacts to residents and communities, both during and after construction. First, the Ontario Line will use modern, automated technology which you can read more about here. We will take practical steps to reduce noise and vibration by keeping equipment well-maintained and fitted with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. We will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts.</p> <p>The Environmental Conditions Report is the first step in the environmental assessment process for the Ontario Line. The current report looks at the existing conditions, including noise and vibration, to establish a baseline against which anticipated impacts of construction and operation of the Ontario Line will be assessed along with recommendations for mitigations.</p>
Ontario Line Route, Alignment and Stations	When will you be releasing the Ontario Line design, route, alignment and station locations? I don't see how we can give you any meaningful feedback on this project without this specific information. Perhaps that is the point?	More details about the alignment and station positioning are being released over a few weeks starting with the west segment last week. We will provide updates through our e-newsletter as new information is released. You can sign up here .
Train Frequency	<p>Since the Ontario Line will use self-driving train, can we have shorter train running in non-peak hour but have the same frequency of service in rush-hour?</p> <p>For example: Always 2 mins/train. 6-car train in rush hour. 3-car train in non-rush hour.</p>	The exact vehicle and configuration used for the Ontario Line will be determined by the successful proponent for the Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract, based on our requirements. We expect up to 40 trains an hour with 90 seconds between train, but exact frequency of service will be determined by ridership demands once the Ontario Line is in operation.
Feedback on a question I asked, not able to Track	Could someone please advise why it's so difficult to track a question I asked....I find it difficult. Please advise. Also why does	As we have just launched a new round of engagement last week, we have updated our website to allow for comments and questions

Ask-A-Question – September 17 to October 17, 2020		
	one have to log in to ask a question. Why can I ask a question and get an email reply to that question. Appreciate any guidance on my questions. Please let me know. You have my information to respond to me. Respectfully yours.	specific to the most recent information that is being released about the Ontario Line project. All previous submissions have been maintained in an archive. If you would like to contact the Ontario Line team directly, you can email us through the 'Contact Us' function at the top of the page.
Ontario Line Rail Vehicle Design	Will the vehicles bear any resemblance to the present day TTC subway cars, for example: rail gauge, platform height, number of doors per side, supply voltage, ability to negotiate the same minimum vertical and horizontal curves, overall length, height and weight, end and vertical load requirements, collision energy management considerations? Is the use of articulated vehicles under consideration? Will ATO be introduced right from the opening of the line?	Train selection will take place as part of the procurement process. The exact vehicle used for the Ontario Line will be determined by the successful bidder for the Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract, based on Metrolinx's requirements. Requests for Qualifications (RFQ) were issued for this RSSOM package and the southern segment of the line on June 2, 2020. More information will be shared as procurement advances.
Can our feedback change the alignment, route or station location	Can feedback gathered here actually change any of the following: Route, Alignment or Station Locations? If not, then what is point of gathering it, other than you have to appear to consult with the public?	<p>Feedback received on the proposed alignment and approximate station locations released as part of the July 2019 Ontario Line Initial Business Case, has been incorporated in the latest plans and considered alongside our objectives to increase access to transit, improve the customer experience and achieve travel time savings, ease congestion, and create better access to jobs. Metrolinx has engaged a multi-disciplinary team to review and help bring the Ontario Line from concept to tendered and buildable project. That process, which will continue all the way through the tendering of the contract, will advance the original route selected but will lead to refinements that determine exactly where stations will be built in or off the roadway, as well as eventually, what the system will look like.</p> <p>At every major milestone along the concept design development, Metrolinx will share updated plans with the public. Public input is vital to this project and helps us to uncover insights we might not have anticipated and build infrastructure that fits into the fabric of the neighbourhoods through which the Ontario Line will run. We value and record any feedback we receive, whether it's online, over the phone, or in person, and we factor it</p>

Ask-A-Question – September 17 to October 17, 2020		
		into our project delivery wherever possible.
Ontario Line Alternatives.	What alternatives has Metrolinks considered if the cost of 6 bridge fortifications and reconstruction (to support additional tracks and train load), sound barrier mitigation, projected maintenance of the overland portion of the Ontario line (Leslieville, DonMills, Liberty Village), the reallocating of parks, community centres, businesses proves too costly to build the Ontario line as proposed? Will metro links consider burying the overland portions of the Ontario Line in accordance to the affected communities wishes?	The plan that we are advancing which involves running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a nearly 16km route that will serve more communities with less construction impact and within the budget set out in the Initial Business Case. By using the GO corridor and building bridges across the Don River instead of tunnelling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Above-ground sections will make transferring to and from the Ontario Line even easier, shaving even more time off people's commutes. Metrolinx will work closely with communities to realize the full benefits of the Ontario Line while managing any impacts during construction and beyond.
Connecting South Etobicoke/ South Swansea to Ontario line	First of all, thank you for the opportunity to ask questions regarding this exciting new chapter in Toronto's transit history, which Ontario line most definitely is. As it is well known, among the most rapidly growing areas in Toronto - South Etobicoke and South Swansea are transit deserts. Easy connections of these communities to Ontario line would make all the difference in everyday lives, cut transit time, bring down traffic congestion, connect Western Waterfront to the rest of Toronto and increase ridership on the new Ontario line. Was any consideration given to how these communities can be easily connected to the future Exhibition station of the Ontario line? Maybe adding new bus/streetcar line with easy transfer to the new subway, or extension of Ontario line along the Western Waterfront? With existing means of transportation, commuters would have to take streetcar 501/ walk to and then take streetcar 504 / walk more than 10 minutes to the new Exhibition station. Unfortunately, with this alignment, most commuters will still choose their car, which would be a shame, as with a single new bus line, Ontario line could bring a so much needed relief to Western Waterfront communities. Thank you	The Ontario Line plan that we are advancing means we can serve more communities and residents, reduce overcrowding on existing TTC lines and stations and offer 17 connections to other transit options, with the least construction impact and within the budget set out in the Initial Business Case (IBC). The new transit hub station at Exhibition will create a convenient transfer point for commuters, offering seamless and direct connections between GO trains and Ontario Line subway service, as well as offering transfers to TTC streetcars. Current plans protect for the possibility of future expansions that may be considered to improve access and meet demand.

Ask-A-Question – September 17 to October 17, 2020

Residential Houses Between Exhibition and Queen/Spadina	Based on the latest realignment of the Exhibition to Queen/Spadina segment, the Ontario Line will pass directly underneath residential houses located on Tecumseh St, Mitchell Ave, Richmond St W, Portgual Square, Adelaide St W, Portland St, etc., instead of the uninhabited commercial buildings along Bathurst St and Queen St W. This seems like a short-sighted decision that will negatively impact the people who live in those houses. I live in a basement directly above the realigned route so there will be trains passing right underneath my bed and I'm sure I'm not the only one. Your website says the nighttime noise is 73 dBa and according to the internet that's the sound of a vacuum cleaner. I don't think I could sleep if a vacuum cleaner were on in my bedroom. Will we have to move out or be stuck living with constant train noise and vibration at night? I know straightening the curve will reduce noise and vibration, but I know I would sleep better if there were no noise or vibration at all under my basement bedroom. How far under me will the trains go (my basement bedroom is about 90 meters above sea level)?	<p>We are committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations. While we do not have precise details about tunneling depth through specific areas at this stage in the project, we expect any impacts will be comparable to the previous plan and that the depths of the tunnel will vary along the alignment based on the depth of the new station locations and varying ground conditions. The recently released Environmental Conditions Report documents existing conditions along the Ontario Line and outlines subsequent studies, including a noise and vibration impact assessment study, that will consider anticipated impact of construction and operations of the line and recommended mitigation measures. While the exact vehicle used for the Ontario Line will be determined as part of the ongoing procurement process, once up and running the light and electric-powered Ontario Line trains are anticipated to operate more quietly and generate less vibration than the heavier trains used in most subway systems.</p> <p>Property owners will be contacted if there are any impacts anticipated to their property, including sub-surface.</p>
Proposed route design near King and Bathurst	Thanks for sharing the updates on samples and drilling work that's been happening for the west segment. A couple questions: 1) I live near King and Bathurst and was wondering if the sites where samples are being taken are intended to be indicative of where the line is currently proposed to run through. Also, if there are any detailed plans being proposed for where the line will run in the neighbourhood, would you be able to point us to those? 2) What criteria are used to decide where the route will run underground? Curious if there's consideration for number of residents impacted (e.g. would it be seen as more favourable to build the route under houses rather than multi-unit buildings like offices or condos? Thank you!	The proposed alignment and approximate station locations, which were released as part of the July 2019 Ontario Line Initial Business Case, were determined based on our objectives to increase access to transit, improve the customer experience and achieve travel time savings, ease congestion, and create better access to jobs. The alignment will evolve throughout design development and procurement, as more information is gathered about geotechnical conditions, built and natural environmental impacts and other factors. The ongoing surveying and investigative drilling work that you have mentioned is an essential input to this process. Further findings from ongoing work will be presented in the Preliminary Design Business Case (PDBC), which we are aiming to complete by Fall 2020.

Ask-A-Question – September 17 to October 17, 2020

		<p>We are committed to minimizing and managing the effects of noise and vibration on its neighbours – during both construction and operations. You may have seen that just last week we shared details about the west segment of the project on our website. In the King-Bathurst area, we straightened out the curve leading up to that intersection to allow for the line to run diagonally which will give customers a ride that is smoother, more comfortable and faster. This change also reduces the risk of delays due to track repairs, making for a more reliable service. Due to the depth of the tunnelling through these areas, we expect any impacts will be comparable to the previous plan and that the majority of buildings overhead will not be needed to accommodate construction. Tunnelling deep into the bedrock below the surface and reducing the curvature of the route reduces the potential for vibration and noise and allows us to deliver the Ontario Line in a way that provides faster service while minimizing or avoiding impacts to the built environment.</p>
North Segment	Will the upcoming update on the North section of the line include further details on the MSF as well ?	<p>The proposed site for the MSF is still being studied and we will release more details once we have them. The evaluation process examines an array of key considerations for where to locate the facility, including ease of access to the main line, the potential to accommodate future expansion, and the ability to minimize broader community impacts.</p>
Ontario Line Stations	The stations proposed for the new Ontario Line are too far apart - Why would you not use a bit of foresight and include a station at Cherry Street?	<p>The proposed alignment and station locations, which were released as part of the July 2019 Ontario Line Initial Business Case, were determined based on our objectives to increase access to transit, improve the customer experience and achieve travel time savings, ease congestion, and create better access to jobs. Currently, teams are advancing the project plan, 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 hope to complete this Fall.</p>
Hubbing & interchanges -- especially Liberty Village	How much thought is being given to creating a seamless, integrated experience at the all-important points where the	<p>Our goal for the Ontario Line is to provide a seamless travel experience for customers. At Exhibition station, we are planning a</p>

Ask-A-Question – September 17 to October 17, 2020

	<p>Ontario Line intersects with other lines? 1) I'm especially hopeful that there will be work done to integrate the Exhibition/Ontario Place and planned King-Liberty GO station into a single passenger experience that will promote use of transit in the area. 2) All of these stations will bring tremendous foot traffic to the areas. It would be amazing to see commercial retail opportunities integrated that take advantage of these opportunities -- creating some revenue for Metrolinx, smoothing out peaks by incentivizing lingering, attracting additional passenger volume, and enhancing overall experience.</p>	<p>Transit Hub Station that will create a convenient transfer point for customers, offering convenient and direct connections between GO and Ontario Line subway service as well as offering transfers to TTC streetcars. We are working closely with our partners at the TTC to ensure our services complement one another and best serve the community.</p> <p>We understand the importance of building transit that will connect with vibrant and mixed-use, transit-oriented communities that benefit all individuals, families and businesses in the GTA. We will do so by collaborating with residents, community groups, municipalities, commercial partners and developers. This approach will support strong ridership, reduce congestion on our existing transit lines and roadways, and provide a mix of housing options – all while creating jobs and stimulating economic growth as we deal with the effects of the COVID-19 pandemic.</p>
Ontario Line - Above Grade Portion	<p>Will Metrolinx consider keeping the Ontario Line underground through the section between Pape/Gerrard and East Harbour? I understand the reasons for going above grade in order to cross the Don River but running the trains above ground in an established neighbourhood is extremely destructive.</p>	<p>We are sensitive to concerns about the project's impacts along the entire alignment, which is why we refined our plans for your area to reduce community impact, including preserving local institutions such as the Jimmie Simpson Recreation Centre and installing noise walls.</p> <p>Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. Leveraging the existing GO rail corridor and running the line above ground in certain areas means we can reduce construction timelines, impacts and costs and streamline our work with existing GO Expansion plans.</p>
Ontario line NORTH extension	<p>When can I expect to see the announcement of the Ontario line NORTH extension (beyond science centre) ?</p>	<p>At this time, the proposed 15.5 km route with 15 potential stations is the plan we are advancing. However, the current plans for the Ontario Line incorporate the possibility of future expansions that may be considered.</p>
The Ontario Line - Trains &	<p>Following ISO Standardization guidelines ...Does the new deliver</p>	<p>We expect the line to feature modern, automated trains like the</p>

Ask-A-Question – September 17 to October 17, 2020

Technology - ISO Standardization	<p>of better, faster, more reliable and more frequent that is proven and adopted subway systems around the world. Please provide the locations that have similar weather and topography as we do here. Also, if you have ISO Standardization recognition number. Please note as a layperson we have Line 1, 2, 4 all standardized. Line 3 shortly will be standardized with Line 2 which as a layperson is great. So will Ontario line be the same track size so that if possible same cars could be used with lines 1,2,4. As I recently UPE change the new cars to the GO Cars so I guess that means UPE is same size as the GO standardized trains. Would be very interested in learning more about this new better, faster, more reliable advances in vehicle design and rail technology. Does it fit the current standardized system on Line 1, 2, 3, 4? Please advise with what countries and locations you are referring around the world. Whatever the exact vehicle ends up being will it fit the Line 1,2, 3, 4? If not, why not. Does it meet any ISO standardized proctol?</p>	<p>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.</p> <p>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.</p> <p>More details will be available as procurement advances.</p>
Noise and Vibration Baseline Receptors	<p>Can you explain why there are only 2 noise measurement receptors in Riverside/Leslieville, one at Wardell & Cummings and one at Pape/Langley? When the stations locations are at Degrassi/Queen and Carlaw/Gerrard? Why are you not establishing noise baseline measurements around the station locations? Also why are there no Vibration measurement receptors in Riverside/Leslieville AT ALL? There are vibration receptors listed throughout downtown buildings, but none our area. We also have many fragile historically labelled structured along the designated route. As the route rises and decends through a tunnel at Pape/Langley, surely there should be baseline vibration readings there as a minimum?</p>	<p>For the purposes of the Environmental Conditions Report, noise measurement locations were selected based on proximity to the above ground sections of the representative alignment and potential facility locations as presented in the Ontario Line Initial Business Case, 2019. For the vibration measurements, the locations were selected because they accommodate spaces and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential buildings. As Project planning and design advance and further details on planned transit facilities are available, additional noise and vibration estimates or measurements will be considered for locations beyond those included in the Environmental Conditions Report. Measurements or predictions</p>

Ask-A-Question – September 17 to October 17, 2020

		of the baseline levels, or a combination of both can be used for impact assessment studies, as per the current guidelines such as the Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (Ministry of the Environment (now Ministry of Environment, Conservation and Parks), 2013). Further, impact assessment studies will consider and adopt appropriate vibration impact criteria for buildings susceptible to vibration damage. Noise and vibration impact studies are currently in progress and results will be available as part of the forthcoming Early Works and Environmental Impact Assessment Reports.
Noise Wall through Leslieville	I note the noise wall mitigation measure listed in the South Section between Gerrard Station and Leslieville Station. I also note that this noise wall is listed as being built as part of Early Works beginning in 2021. However, the financial close of the RFP for Design, Build, maintain is not slated until 2022 or later, when the actual trains and technology will be chosen. How does Metrolinx intend to build an effective noise wall, and predict noise mitigation behind from 6 lanes of rail traffic, without knowing the important decibel levels in technology that hasn't been chosen yet? How will Metrolinx then include noise mitigation from the many construction projects slated for this area - including building new bridge supports, track bed creation, vegetation removal - most slated for overnight work?	<p>Preliminary study results show that noise walls along the shared rail corridor through the Riverside area will be effective in reducing noise from both Ontario Line and GO Transit trains. The noise study is taking into account various potential train options and associated noise levels, and is basing the noise mitigation on the train option with highest anticipated noise levels, taking a conservative approach. The exact locations, height and designs of noise walls will be confirmed as planning work continues. Select noise walls will be installed as part of the Lakeshore East Joint Corridor early works to facilitate Ontario Line and GO Expansion implementation efficiencies along the joint corridor. Remaining noise walls, where required, will be implemented as part of the Rolling Stock, Systems, Operations and Maintenance contract which also includes the design and supply of trains, to specifications set by Metrolinx.</p> <p>Preliminary construction noise impacts and mitigation measures include equipment enclosures/silencers, temporary construction site noise barriers, and construction work hours restrictions where possible. These measures will be refined and provided for public review and comment as part of the forthcoming Early Works and Environmental Impact Assessment Reports.</p>
Ontario Line Final Business Case	When does Metrolinx plan on issuing the final Ontario Line Business Case to the public? Will the final version factor in the current Covid pandemic and low ridership numbers which will	We are currently working on the Preliminary Design Business Case which will be released this fall and is the last business case before the procurement process phase begins. We will continue to assess

Ask-A-Question – September 17 to October 17, 2020		
	most likely continue for the next few years due to this virus and populations now working from home?	the implications of the COVID-19 virus on ridership as we move forward in the design and procurement process.
Air Quality in Southern Section	Your ECR notes "The assessment found that the Ontario Line South Study Area had the highest emission amounts of criteria air contaminants and greenhouse gases." Particularly, Exceedances of the Ambient Air Quality Criteria and Canadian Ambient Air Quality Criteria standards: greenhouse gases: Benzene by 134%, Benzo(a)pyrene by 208%, and Benzo(a)pyrene at a whopping, 619% of the standards." pg. 143 What is Metrolinx's plan to mitigate this potential effects of years of construction on air quality throughout the southern portion construction of the line?	As part of the forthcoming Early Works and Environmental Impact Assessment Reports, the existing air quality parameter exceedances identified in the Draft Environmental Conditions Report (ECR) will be considered and air quality impacts from the Ontario Line Project will be assessed. Preliminary construction air quality impact mitigation measures identified to date and outlined in the Draft ECR include avoiding overlap of construction activities, minimizing the number of machinery in operation and implementing other best practices aimed at reducing potential air quality impacts. For further details, please see the Draft ECR Air Quality Qualitative Assessment. These impacts and mitigation measures will be further studied and refined as part of the Early Works and the Environmental Impact Assessment Reports.
Appendix C3 Correspondence Record	After reviewing your Appendix C3 Correspondence Record I note the following: 1. how many residents along the line were not given any notice of drilling work, 2. we're complaining about noise, disruptive behaviour of contractors, 3. contractors driving/parking on private driveways, and on parkland/parking on parkland (where people/children were walking etc.) 4. storing equipment and samples in parks - 5. painting lines along an entire block up into resident's gardens and onto their front steps - and 6. not being supervised in the least by Metrolinx. How does Metrolinx propose to oversee these contractors and protect our neighbourhoods and families, primarily when work is being done in the middle of night? Will there be a 24-construction hotline to Metrolinx Managers - able to stop work or manage these projects when something goes wrong, work happens without notice, in the middle of the night?	<p>We recognize that the work to improve transit projects can often be disruptive, and we continue to take steps, with our contractors, to minimize and manage the effects on neighbors, responding to and addressing concerns as they are raised.</p> <p>We will also provide advance notice of all planned work. We will post a community notice on our website once work is confirmed. The notice will also be emailed to the area MPP and City Councillor 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. Work can sometimes be delayed or rescheduled.</p> <p>You can reach out to us anytime with questions or concerns at 416-202-5100 or emailing ontarioline@metrolinx.com.</p>
SmartTrack at Gerrard Station and Rail Electrification Informati	The maps and stations you have just released do not show the addition of a 4th electrified track which is referred to many times	As a transit agency, Metrolinx is doing our part by responding to areas that are growing with increasing demands of service, as well

Ask-A-Question – September 17 to October 17, 2020

	<p>in the ECR, as well as the SmartTrack entryway/exit on the Gerrard station design. When will we have more details about these 2 complex and integral components of the Ontario Line planning and project? Why are you releasing maps without this information on them?</p>	<p>as finding the most sustainable solution for electrifying the GO rail network. The 4th GO track, previously approved as part of the Lake Shore East Rail Corridor Expansion (Don River to Scarborough GO Station) Environmental Project Report, is being considered as part of the six-track Lakeshore East Joint Corridor planning and design. The Province, the City and Metrolinx continue to work together on the planning and design of Smart Track. Further information on the Smart Track program will be available at a later date. As the purpose of the Ontario Line Environmental Conditions Report is to document the existing environmental conditions, maps of future planned projects have not been included in this report. Relevant maps and other information will be included as part of the forthcoming Early Works and Environmental Impact Assessment Reports, where appropriate.</p>
Species at Risk	<p>We note in the ECR Southern Section that Bat Species at Risk, including Eastern Small-footed Myotis, Little Brown Myotis, Northern Long-eared Myotis and Tri-coloured Bat, along with Bird Species at Risk, the Chimney Swift have been identified. We have also been told by Metrolinx that track vegetation clearing will begin in 2021. How does Metrolinx plan on protecting these SAR? Particularly if vegetation clearing is taking place during prime nesting season? Will Metrolinx be scheduling this clearing work during dormant periods in the late fall to protect these SARS?</p>	<p>Metrolinx anticipates to conduct vegetation removal outside of the bird nesting season and bat SAR active season. Removals will be kept to a minimum and limited to within the construction footprint. Targeted surveys for Chimney Swift, bat SAR and any other SAR that may be impacted will be completed in advance of the vegetation removal and construction activities. Metrolinx will meet all requirements of the Endangered Species Act, including any permitting, mitigation and compensation requirements. Preliminary mitigation measures associated with potential impacts to wildlife and SAR are further described in the Ontario Line Environmental Conditions Natural Environment Report and will be refined in forthcoming Early Works and Environmental Impact Assessment Reports.</p>
Not a Consultation with the public - only a public review	<p>Why is Metrolinx using the word "consult" with this entire OL process? What you are giving the public is only a REVIEW of your plans - there is nothing in your plans that reflects the voices or needs of the communities you serve, and who pay your salaries with our tax dollars. Why, when an entire neighbourhood clearly asks you to put the Ontario Line underground through Riverside/Leslieville, you continue to ignore us and won't even consider exploring the option to do so? - a very viable option</p>	<p>We know that good transit planning involves the community, and that better decisions are made when different views are considered. For example, you may have noted that just this week we shared that as a result of the community's feedback, we have been able to ensure that the popular Jimmie Simpson Community Centre will be able to continue operating during construction and beyond.</p> <p>As we complete the necessary studies and investigations to support</p>

Ask-A-Question – September 17 to October 17, 2020		
	considering we already had a subway slated to break ground this year - the Relief Line, with an almost completed TPAP. I note you are building a subway in Ford's riding through Scarborough, with much less density than Leslieville. How is this an example of providing cost effective transit as you claim??	more detailed plans, more information which will be shared with the public as it is available. Future opportunities for public feedback include further environmental studies, options for mitigating noise and vibration during construction and operation of the line, and some design elements of visible infrastructure, like stations and bridges. All feedback from the public is considered alongside considerations like cost and technical feasibility.
Leslieville Station Name	I would like to note that the Leslieville station name is actually located in Riverside, not Leslieville. Will this name remain, or do you plan on changing it so that it is accurately named?	The names of stations are conceptual and subject to change. While we are still in the early stages of the project and many decisions are still pending, we appreciate your feedback and will share it with our project team.
Public Correspondance Missing	Why is correspondence missing from many the local community groups for Ontario Line meetings? - these include emails, meeting minutes with Metrolinx since last year? Why are these not included in the public records?	Thank you for bringing this to our attention. Part of the work underway during the consultation period for the draft ECR is a further review of recent correspondence and meetings to ensure that all comments and material relevant to the ECR are included in the final report. If there's anything specific missing, you can email it to us (ontarioline@metrolinx.com) and we'll make sure it gets included.
Missing Correspondence App C3	Your Appendices C3 makes reference to getting feedback on the draft ECR from CN rail, Hydro One and the City of Toronto, but there are no emails with comments back from these various bodies. Why have these emails and comments not been included in the public records? Where can we access this information? Will they be included in the final version of the correspondence records for the public to review?	We are continuing to receive feedback from ministries and government agencies and their feedback will be included in the Final Environmental Conditions Report.
Cultural Heritage Report - Draft Environmental Conditions Report	Hi! We noticed that our beloved 'Thornccliffe Park' sign at Overlea and Millwood didn't make it onto the list as recognized heritage in the draft ECR. It has been a part of our neighbourhood since the 70's and we're hoping it will be around for a lot longer! Hopefully Metrolinx can protect it even though it isn't officially protected. Thank you.	Thanks for pointing this out – it's certainly a memorable landmark. Your feedback has been shared with our Environmental team. To date, Metrolinx has completed a comprehensive inventory of heritage properties and cultural heritage landscapes, including Heritage Conservation Districts within the study area. These properties and landscapes were identified based on available desktop information (e.g., historical documents and previously completed heritage reports), through consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries, City of Toronto

Ask-A-Question – September 17 to October 17, 2020

		<p>Heritage Preservation Services, and Ontario Heritage Trust, and through a visual survey of cultural heritage landscapes and built heritage resources within the study area. A total of 283 built heritage resources and cultural heritage landscapes were identified in the Draft Environmental Conditions Report.</p> <p>As further studies are completed and the Environmental Impact Assessment Report is prepared, a Heritage Detailed Design Report will be completed that will give us a better understanding of the full range of anticipated impacts and associated mitigation options, including preservation or commemoration of impacted heritage properties. These reports will be shared with the public. As with any of our report findings, community members are always encouraged to provide feedback. All feedback is recorded and factored into our project delivery wherever possible.</p>
Connection to transit - Dufferin Gate Loop / Exhibition Station	Will the project include linear walking/biking paths along the tail tracks to allow for connections from the Dufferin Gate loop? This is a nearby terminal station which also is close to Dufferin Street service, providing this connection could allow for redundancy to access the station and for future flexibility. This would also allow for further bicycle and walking paths and connectivity from Liberty Village (and possibly Strachan) to access Dufferin Street and provide a path through Exhibition Grounds to the lakefront.	Thanks for your suggestions. We are always on the lookout for ways to better connect people to our stations and are working with our partners at the City of Toronto to determine how the Ontario Line stations will fit into and enhance the neighbourhoods they will serve.
Housing along Ontario Line	Will there be any new public/private housing along the line? advantages: increase supply of public housing (there are more than 330,000 applications waiting for affordable housing) increase Ontario Line ridership better use of land be sure that people are living as close to transit as they can Have Metrolinx considered building plazas, malls, housings and offices on top of the rail yard? Many countries are doing exactly those. The space above any rail yard is valuable in the city of Toronto. Why should Toronto waste such valuable space that has proximity to transit????	The Province of Ontario has committed to a multibillion-dollar expansion of the transit network across the Greater Golden Horseshoe. As part of this opportunity, Metrolinx, in partnership with Infrastructure Ontario, will deliver Transit Oriented Communities (TOC) at new and existing transit stations. TOC are higher density, mixed-use developments that are connected, next to or within a short walk of transit stations and stops. This approach will support strong ridership, reduce congestion on our existing transit lines and roadways, and provide a mix of affordable housing – all while creating jobs and stimulating economic growth as we

Ask-A-Question – September 17 to October 17, 2020		
		<p>deal with the effects of the COVID-19 pandemic.</p> <p>The specific development concepts brought forward under the province's TOC program will be determined through discussions with potential developers and municipalities. We are committed to working with our government partners to engage the public on TOC proposals on a site-by-site basis to ensure the unique needs of local communities are understood and considered.</p>
Why Flemington Park Station is closer to Science Centre than ...	Why Flemington Park Station is closer to the Science Centre than the actual Science Centre Station?	The names of stations are subject to change. As you may have noticed in the latest information on our website, the locations of the stations currently named Flemington Park and Science Centre have both been shifted to the north. The recent change in the location of Flemington Park Station (now located on the west side of Don Mills just north of Gateway Boulevard) into an existing parking lot, closer to the Ontario Science Centre, was aimed at reducing community impacts. We are looking at the impacts of these changes and are still in the early stages of the project so many decisions are pending.
Face Masks	Do you send your masks to the states?	Thank you for your interest in the Metrolinx face masks. Currently, we do not ship Metrolinx face coverings to the States. However, we are in the works of getting our online store up and running. The online store will allow customers from the States to purchase face coverings in the near future.
Revisit elevated portion + crossover onto Overlea Blvd	<p>I have just seen your updated plan for the North component of the Ontario Line...specifically for the Overlea Blvd. - Thorncliffe area portion. Although you are now running the line more on the commercial side than the original proposal after the Thorncliffe Station, which is good....You are also now proposing to run the crossover at the end of the Leaside Bridge onto the elevated rail even closer to the side of our Condominium at [REDACTED] (marker #1 on your proposed drawing). This cross over onto our corner of the street (North East corner of Overlea Blvd. and Millwood) would destroy beautiful old trees, a residential area, and the Thorncliffe sign into the neighbourhood (in effect, clipping</p>	The rendering included in the north segment update is conceptual and the future design may change. Minor adjustments to the curve of the route will be considered alongside considerations like cost and technical feasibility. However, the reason why the line can't run underground here is because of 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 to buses at street level. This would also mean longer construction timelines. In Thorncliffe Park

Ask-A-Question – September 17 to October 17, 2020

	<p>our corner of the property). Furthermore, this updated design will absolutely continue to have a huge negative effect (noise, vibration, pollution, physical and visual intrusion, etc.) on several properties (condominiums, town homes, businesses, etc.) leading to the Thorncliffe Station if it runs on an elevated rail. The proposed design of the elevated rail is also quite ugly; putting what in effect looks like the Gardner Expressway on any part of a residential area is terrible. ALTERNATIVE: Instead, why don't you run the line in this segment a little more north to cross over onto Banigan Drive? (Banigan Drive is one block north and still very accessible for commuters to walk to for the proposed Thorncliffe Station.) OR EVEN BETTER... run it completely underground until you reach the industrial area (marker #3 on the drawing)? By running Section #1 and #2 completely underground, you will not impact any residential communities....This update shows a shorter stretch than the original plan so this alternative should be more cost effective and indeed possible than putting the original planned route along Overlea Blvd. fully underground. Can you do a cost analysis for running this residential segment of Overlea Blvd. underground? As a Toronto city councillor Doug Ford led a push with his brother, then Mayor Rob Ford, to cast plans for above-ground transit in Scarborough as "second rate." Why is it acceptable then to impose such a "second rate" plan on any other communities (Thorncliffe Park)...This is an equity issue. There would be more buy in from ALL residents with a more equitable, and for the aforementioned reasons, better approach to this transit line.</p>	<p>and Flemington Park, an elevated guideway running along Overlea Boulevard and Don Mills Road will take advantage of a wider street layout that can accommodate a new structure and avoid the need for digging. Elevated guideways are nothing new — they've been built for centuries. But advances, particularly in using concrete that can support thinner structures than in past decades, have enabled more attractive designs.</p> <p>We will continue to 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>
Science Centre stop on top of Eglinton Crosstown bus terminal?	<p>In the Ontario Line preliminary alignment plans, the stop at Science Centre is illustrated to be located over the current bus terminal being constructed for the Eglinton Crosstown. Could Metrolinx indeed confirm this and share plans on how this complex transfer point will work?</p>	<p>Detailed design and planning work is still underway to determine station entrance locations and connections to other transit services. We're working closely with our partners to ensure services complement one another and best serve the community.</p>
Crossing of Line after the Leaside Bridge - avoid Overlea Blvd.	<p>Your updated North Segment, specifically the crossover after the Leaside bridge into the "Thorncliffe" portion is troublesome. Your alignment now brings this major railway even closer to a seven-</p>	<p>We are continuing to refine our plans and appreciate your concerns about noise and visual impact to nearby residents in condo buildings or town homes. While we are still in the process of</p>

Ask-A-Question – September 17 to October 17, 2020

	<p>story residential condominium [REDACTED]) as the updated sketch has the crossover happen on the North East corner of Overlea and Millwood. This is horrifying for many reasons: this cross over onto that corner of the street endangers the health of residents (especially in the 7-story condominium) as it would be detrimentally closer to our living space. Furthermore, it would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community); it would destroy a plethora of beautiful trees that form a canopy and block the current roadway, and be even closer to the adjacent Leaside Park (where hundreds of community members enjoy park space and sports games daily). Undoubtedly, this will destroy property values throughout this segment. As someone else pointed out: this updated design will absolutely continue to have a huge negative effect (noise, vibration, pollution, physical and visual intrusion, privacy issues, lost air rights, etc.) on several properties (condominiums, town homes, businesses, etc.) leading to the new Thorncliffe Station. Moreover, according to this new route....the elevated rail would cross two streets (both Millwood and Overlea Blvd.). Given that most of the line after the Thorncliffe Station has been moved to run into the industrial area.....why isn't the crossover reallocated to do the same? This is an equity issue for everyone living along Overlea Blvd. BENEFITS OF MOVING THE LINE COMPLETELY AWAY FROM OVERLEA BLVD: 1. Move the crossover and line a block west to connect and run on Banigan Drive. The station can still be at Thorncliffe Park (which connects with Banigan Drive). Again, as someone else noted: "people would rather take a 5 minute walk to the train, than have the noise, vibration, lack of privacy, visual impact, and lost air rights associated with a train in the middle of a residential community." 2. This move would ensure that NO residential areas (condominiums, townhomes, etc.) in this segment are impacted....this is key for everyone in the community as this is our home. It ensures greater safety, and less disruption from</p>	<p>finalizing property requirements, we are always looking at options to construct the Ontario Line in a way that not only serves local transit riders, but also fits into the communities they call home.</p>
--	--	--

Ask-A-Question – September 17 to October 17, 2020

	<p>construction, for all who live (and work) in this segment. 3. This reallocation would be much better for traffic...moving the line a little west to cross at Banigan would put the rail over one road (Millwood) rather than crossing two roads (both Millwood and Overlea)....especially when Overlea Blvd is already busy with traffic....In addition, there would be less disruption during the construction for Overlea Blvd where there are numerous homes and businesses. 4. It is more fitting that the line run through industrial areas rather than impact any residential areas....there would still be easy access at Thorncliffe Park Drive (see aforementioned point above). 5. It would preserve the original location of the Thorncliffe Heritage Sign and undoubtedly be a more welcoming entry into the Thorncliffe Park area. 6. It would preserve all of the beautiful trees that line all of Overlea Blvd. and the canopy of foliage and trees that currently exists on that North East corner where the welcome sign is. This is a critical piece for the Thorncliffe Community, especially for the residents, places of worship and businesses in this area. Please take this request seriously and make changes to avoid the residential community of Overlea Blvd. completely.</p>	
Why is this Q&A hidden on this website?	<p>Why is it nearly impossible to find the answers to questions asked by others on this website? This feels like you are intentionally making it difficult to see the questions the community is asking. Is that true?</p>	<p>Sorry that you are having trouble navigating our website. As we have just launched a new round of engagement, we have updated our website to allow for comments and questions specific to the most recent updates about the Ontario Line project. When you click on “Contact Us” on the ribbon located at the top of the page, it will direct you to a form. You can access the Q’s & A’s by clicking “Public Forum” located in the body of the content.</p>
Avoid Overlea Blvd completely in the Thorncliffe PK Segment!	<p>Your latest update is showing the crossover of the Ontario Line on the North East corner of Overlea Blvd. and Millwood. What a terrible place to build the crossover of the Ontario Line and entry into the Thorncliffe Community! This point (Marker #1 on your latest alignment map for Thorncliffe Park) is so very close to a seven story condominium (██████████)...As several others have pointed out...this is a safety, and health issue for the residents in that condominium and neighbouring town homes, and</p>	<p>We appreciate your concerns about noise and visual impact to nearby residents in condo buildings or town homes. Based on feedback from your community, the alignment has been shifted to the north side of Overlea. Instead of proceeding along Overlea Boulevard, the Ontario Line will turn to the north at Thorncliffe Park station and run adjacent to the nearby hydro corridor, which reduces community impacts. We are still studying the impacts from the change. The updated route</p>

Ask-A-Question – September 17 to October 17, 2020

all of the businesses and workers along that portion of Overlea Blvd.! Your commentary in the "Thorncliffe Park" update reads: METROLINX UPDATE: "After crossing the valley, the Ontario Line crosses Millwood Road and runs along Overlea Boulevard on an elevated guideway. This is possible because of the wider street layout, and it avoids the need for disruptive tunnelling activities." --> This is NOT a wider street layout, and in fact, this high-speed railway will have to cross TWO roads (Millwood Road) and the narrow Overlea Blvd. metres away from the homes of ALL of the residents at [REDACTED]! It would create unliveable conditions (noise, vibration, pollution, physical and visual intrusion, privacy issues, lost air rights, etc.), let alone the safety concerns, traffic nightmare (especially during construction)...Why cross on the corner that has the most residents (and people impacted)????!! METROLINX UPDATE: "Instead of the original plan to proceed along Overlea Boulevard after the station, the Ontario Line will turn to the north and run adjacent to the nearby hydro corridor, on its way north which reduces community impacts and is a better fit for the neighbourhood." --> Agreed! It is wise to run this line adjacent to the nearby hydro corridor which would reduce community impacts...but do not forget about ALL of the residents and businesses on Overlea Blvd! ***This can easily be resolved by moving the cross over alignment one block west to Banigan Drive which ultimately connects to Thorncliffe Park Drive as already noted.** As others have clearly noted, this would have several benefits (ie. it would avoid all residential properties, places of worship, and businesses on Overlea Blvd. and nearby Leaside Park, preserve the foliage of trees and the heritage Thorncliffe sign, reduce impact on traffic by crossing over on one road rather than two...and truly align with the nearby hydro corridor). In addition, why did Doug Ford's Eglinton LRT and Scarborough line get changed from being built above ground to underground when there was the room for that rail to be above ground? Ford demanded the funding for this and deemed the above ground

through Thorncliffe Park and Flemingdon Park has resulted in a number of property impact avoidances including Valley Park Middle School and the adjoining cricket pitch. It also reduces construction inconveniences around several houses of worship that front onto Overlea Boulevard. While we are still in the process of finalizing property requirements, we are always looking at options that will have the least amount of impact to homeowners, business owners and important community services. Making this adjustment is part of our ongoing work to factor in residents' feedback wherever we can and make sure the new transit line is built in a way that not only serves local transit riders, but also fits into the communities they call home.

The rendering included in the north segment update is conceptual and the future design may change. Minor adjustments to the curve of the route will be considered alongside considerations like cost and technical feasibility. However, the reason why the line can't run underground here is because of 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 to buses at street level. This would also mean longer construction timelines.

We will continue to 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.

Ask-A-Question – September 17 to October 17, 2020

	<p>portion to be "second rate" as someone noted for that community....Why is this an acceptable option then for any other community like Overlea - Thorncliffe? This is hypocrisy! Overlea Blvd. is a small boulevard that should be avoided completely, especially since there are other viable options (move the crossover and continuation of the rail to Banigan). Alternatively, the line in this smaller segment should be put completely underground. This is a point of equity for all residents in this community! Please do a cost analysis and make the necessary change to reallocate this segment of the line. Riders would still have easy access to the Thorncliffe Station and the lives and health of those commuters and residents living in the community would not be compromised. Do the right thing Metrolinx and Doug Ford, move the line completely away from Overlea Blvd and all of RESIDENTIAL housing in this segment!</p>	
Costing of OL	<p>Why have you not given us the actual costing of running the Ontario Line underground through the area from the Don River to Gerrard Street? You have told us it is cheaper to go above ground. On what is that based? Considering all of the above-ground infrastructure costs and communities that you will have to destroy and compromise, how much will you really save instead of going underground? If the Eglinton Line fiasco is anything to go by, would it not be better, safer, and faster to put the Ontario Line underground?</p>	<p>Cost is only one consideration. Decisions related to the alignment for the Ontario Line are made 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>We are also able to reduce construction impacts through Riverside by layering construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. Also, using the GO corridor will allow people to more easily connect between the Ontario Line, GO and TTC at street level, saving time compared to connections that would lead people into deep underground stations. We will be working with communities to plan and develop stations and infrastructure that fits into and contributes to the neighbourhood.</p>
Environment	<p>There is no mention of the number of trees that are hugging the current line and will be eliminated as a result of expansion of the line. How is this not an environmental impact? What are your plans to ensure they are replaced?</p>	<p>Information regarding the vegetation communities and plant species found within the project study area, along with preliminary impacts and mitigation measures identified to date, is found in Appendix B1: Natural Environment</p>

Ask-A-Question – September 17 to October 17, 2020

		<p>Report which was released as part of the draft ECR. As project planning and design advance, Metrolinx will complete and publish Early Works Reports and an Environmental Impact Assessment Report which will include anticipated impacts and mitigation measures.</p> <p>Metrolinx will work to preserve surrounding vegetation in areas where we are building to the extent possible and provide compensation/replacement in accordance with Metrolinx's Vegetation Guideline 2020.</p>
Eglinton is underground - why not here?	Why is the Eglinton line going underground, but this project is not? if budget was available to go underground there, where the roadways are much wider and with lower residential density, why is there not budget allocated to do the same in the Leslieville area?	<p>Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains. By building and operating above-ground in the Riverside and Leslieville area, we can reduce construction impacts on area residents and businesses and finish the work in shorter timeframes. It also allows us to significantly reduce the amount of property we need to accommodate construction and long-term operations – as of now we are staying almost entirely within the current footprint. Since we are coordinating work on the Ontario Line with previously announced GO expansion efforts, we are able to avoid multiple disruptions in these neighbourhoods and invest in noise and vibration mitigations such as sound barriers that will protect the community from the sights and sounds of rail operations. Further details on impacts, mitigations and designs to fit the new infrastructure into the fabric of the neighbourhood will be shared in upcoming environmental reports and public engagement.</p>
Sound mitigation	Can you provide specifics on what type of noise wall will be built? How can this be promised at this point if there is not yet even a plan in place for the tracks?	<p>Preliminary study results show that noise walls along the shared rail corridor through the Riverside area will be effective in reducing noise from both Ontario Line and GO Transit trains. The noise study is taking into account various potential train options and associated noise levels, and is basing the noise mitigation on the train option with highest anticipated noise levels, taking a conservative</p>

Ask-A-Question – September 17 to October 17, 2020		
		approach. The exact locations, height and designs of noise walls will be confirmed as planning work continues.
Why was the approved underground plan abandoned?	There was an approved, shovel-ready plan to move the lines underground. Why was this abandoned?	The Ontario Line will provide much more than downtown relief. By reaching north to the Ontario Science Centre and west towards the Exhibition Grounds and Liberty Village, and running the line on a mix of elevated, at-grade and underground sections, the Ontario Line will extend subway service to high-density neighbourhoods that need better transit – places like Liberty Village, King West, Thorncliffe Park and Flemingdon Park. By using the GO corridor and building bridges across the Don River instead of tunnelling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost.
Health impact from noise	For the above ground portion of the tracks south of Gerrard, what have your health assessments shown with respect to noise? In particular what will the health impact be for children living close to the tracks and playing in the parks?	
Misleading information / neighbourhood impact - Leslieville	The information you're presenting on the alignment of the rail and the station locations is misleading. - the ongoing GO rail expansion (including extra tracks is not factored-in to the proposed 'refinements' for the portion south of Gerrard - there's no certainty or precedence for light rail (Ontario Line rolling stock) running closely adjacent to heavy rail (GO trains) in a narrow corridor - there's no information on the major bridge expansions required (the overbearing impact of a wider bridge at Gerrard / Carlaw is a good example) - there is no acknowledgement that planting trees to replace those removed is not a 'win' for the neighbourhood I've read the business case for moving this portion of the Ontario Line above ground but it's still not clear why closer study is not being done on the neighbourhood impact during construction and in operation. This neighbourhood successfully resisted the Gardiner East expansion (including lobbying for demolition of the elevated portion to Leslie) and the bents remain along Lakeshore as a reminder of the folly. The proposed Ontario Line alignment repeats this folly, ripping through small, single-lane, well-treed neighbourhoods while infringing on the existing	

Ask-A-Question – September 17 to October 17, 2020		
	limited park space. Surely there's a better approach.	
Jimmie Simpson Community Center	You have said that the Jimmie Simpson Community Center will not be impacted. But if the trains and technology have not been selected yet, and therefore you don't know exactly how much space is needed; how can you guarantee that the center will not be impacted?	With the Leslieville Station situated mostly to the south of Queen Street and spanning over the existing rail bridge, the popular Jimmie Simpson Recreation Centre will be able to continue operating throughout construction and beyond.
Ontario Line	The recent update on the Ontario Line leaves many important questions unanswered: - has there been a study to keep the line underground all the way? If yes, where is it? If no, why is it not considered? - there is no indication of the type of technology to be used for the train, the electrification, etc. How can noise/vibration impact be evaluated? what would be the mitigation measures? Is there any intention from Metrolinx of sharing meaningful information publicly and take into account the community feedback?	<p>In June 2019, the Ontario Government passed the “Getting Ontario Moving Act” which assigned responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project was replaced by the Ontario Line project.</p> <p>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 inform decisions about the project. The decision to run the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor and building bridges across the Don River instead of tunnelling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Decisions related to the alignment for the Ontario Line are made 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>You can find information on the type of technology to be used on our website here. The vehicles that will be used for the Ontario Line will be designed to Metrolinx specifications so we have a clear sense of the anticipated noise and vibration profile and we will work closely with communities to ensure a comprehensive array of measures are in place to address any impacts.</p>
RFP for design firm	Where can the public see the RFP that has been put out for a	P3 projects have large bid teams, which includes constructors and

Ask-A-Question – September 17 to October 17, 2020

	design firm to build portions of the rail system?	<p>designers (and other firms) that have partnered up to bid on the project. The RFP they are collectively working on includes all the aspects to design, build and finance the project - there isn't a separate RFP issued for portions of the rail system.</p> <p>During a live procurement, the full RFP document can only be provided to the teams bidding on the project and must remain confidential as this impacts the bidding process. When the RFP is issued to the bid teams on the Ontario Line, we will announce it here. That being said, Metrolinx offers public engagement opportunities to view or provide input on certain aspects of the design, such as through future virtual Open Houses and information posted on our website.</p>
The MSF Quandary	<p>Where to put the MSF.? The land Metrolinx is targeting for the MSF has several functional businesses that gainfully employ many people. Two are large chemical plants that would be extremely expensive to relocate. The other side of the rail tracks has a lot of land not being used in the same fashion. Just drive along Wicksteed and see how many "Storage " facilities there are. The rail line creates a significant barrier to the Ontario Line itself however is it really out of the question to go over or under it ? On the other hand maybe it is time to encourage the chemical plants to move along as residential space continues to encroach on them. The 3rd quarter City of Toronto Transit report indicates that the city is strongly against the use of the Leaside Employment Lands for this facility. It goes as far as suggesting some alternatives and recommends that Metrolinx's does more studies on where else to locate it. At some point will Metrolinx offer up some alternate proposals for the public to comment on ?</p>	<p>Metrolinx is exploring sites in the area to determine where it could situate a maintenance and storage facility for the Ontario Line, which needs to accommodate 200 trains at opening and up to 250 trains to support future growth. As teams finalize plans for where this important facility will be located, they will engage with property owners from different areas to help select a site that minimizes impact on jobs, local traffic and the surrounding environment while fulfilling the technical requirements of much-needed Ontario Line service. We will share more details with the public as we continue to make progress.</p>
Community "Consultation"	<p>Why have you stopped public meetings with the community and used COVID as an excuse? There is no reason why you cannot hold virtual meetings as many of us are now doing in our own lives and jobs. In fact through this medium you should be able to reach more people, more often, and also record the meetings to</p>	<p>At every major milestone along the concept design development, Metrolinx will share updated plans with the public. The Community Relations team has just begun another round of targeted outreach and are setting up additional opportunities to engage with the public as their input is vital to this project. Further</p>

Ask-A-Question – September 17 to October 17, 2020		
	allow those who cannot attend to listen or watch later. There is no risk to your employees of this approach so clearly you want to avoid any form of direct community consultation and feedback because the plans you are sharing have not been well received by those most affected by them.	information will be shared in our e-newsletter in the near future.
Sound vibration	What sound vibration assessment has been done for the Leslieville portion of the the system? E.g. between Dundas and Eastern?	<p>You can find information on noise and vibration existing conditions assessment conducted for the Ontario Line in Appendix B3: Noise and Vibration Report released as part of the Draft Environmental Conditions Report. Page 3 of Appendix B3 includes description of the study areas followed by maps outlining these areas. Page 10 and 15 includes information on noise and vibration measurement locations and results for each study area. The Leslieville portion of the alignment is within the Ontario Line South Study Area.</p> <p>The draft ECR summarizes potential impacts and potential mitigation measures for consideration during project planning and design. As detailed design advances, potential impacts and mitigation measures, including those associated with noise and vibration, will be confirmed. These details as well as supporting studies will be included in the Early Works Reports and/or Environmental Impact Assessment Report.</p>
Noise concerns	Will all construction be done during the day? Anyone who lives near the tracks now knows that repairs to the current tracks often happen at night, which means neighbours lose sleep every time there is a significant repair. How will you protect people from noise during construction?	<p>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 take practical steps to reduce noise and vibration by keeping equipment well-maintained and fitted with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. We will also keep residents and businesses informed with timely information and regular information as well as options to send us questions or concerns.</p> <p>We will know more about precise construction impacts as the</p>

Ask-A-Question – September 17 to October 17, 2020		
		project moves through further design stages.
Managing contractors and subcontractors	My family lives on [REDACTED] south of the Danforth. We have witnessed the various contractors and subcontractors doing core sampling in our area. They seem disorganized, rarely arrive or depart at the indicated dates, and at times come in conflict with each other. And when we have asked Metrolinx to deal with issues arising, we have been told that it's out of your hands, and we should talk to the contractors, who, frankly, could care less what we have to say. Given that Metrolinx is being sued – for the second time! – by the contractors on the Eglinton CrossTown Express project, and seems to have no control over its contractors and subcontractors there, and given that these contractors seem to be completely indifferent to the inconvenience, danger, and financial problems that they are causing residents, vehicular traffic, and local businesses in that area, what will Metrolinx do to insure that it keeps control over its contractors and subcontractors on the Ontario Line? We need assurances that Metrolinx will remain in control and is willing to be held responsible for its contractors now, BEFORE contracts are signed. It will be unacceptable for Metrolinx to tell us that problems that occur are "out of our control." They're your contractors, so they are your responsibility. How will you ensure control and responsible behavior?	<p>We continue to work closely with our contractor partners, local authorities and communities to ensure impacts to the community are minimized during construction. We recognize that the work to improve transit projects can often be disruptive, and we continue to take steps, with our contractors, to minimize and manage the effects on neighbors, responding to and addressing concerns as they are raised.</p> <p>If you have any concerns in the future, please feel free to email us at ontarioline@metrolinx.com or call us at 416-202-5100 and we will look into them for you.</p>
Tunnel for 2 km section through South Riverdale	Why not start tunnel portal just east of the new East Harbour station and run underground from there? Bridge over Don much cheaper than tunnel under river. I agree. The original decision to go above ground to save money was based on Relief Line cost of the tunnel under the river. Produce new cost analysis showing bridge and new location for portal. Agree that East Harbour station should have all tracks at the same level. A tunnel directly east of the station won't affect this.	Through Riverside, the line will run at-grade alongside the existing GO rail corridor, helping to reduce construction impacts and costs. This is because it layers construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. Also, using the GO corridor will allow people to more easily connect between the Ontario Line, GO and TTC at street level, saving time compared to connections that would lead people into deep underground stations. We will be working with communities to plan and develop stations and infrastructure that fits into and contributes to the neighbourhood.
Is Eglinton CrossTown Express	The Eglinton CrossTown Express project is years late, and wildly	Thank you for sharing your concerns with us. Safety has always

Ask-A-Question – September 17 to October 17, 2020

indicative?	<p>over budget. Meanwhile, residents and pedestrians have been put in serious danger, traffic has been seriously inconvenienced by the construction, and local businesses have been bankrupted or seriously hurt. In fact, the CAA selected Eglinton East as the worst street in Ontario because of the CrossTown Expressway. How can Metrolinx assure residents and businesses affected by the Ontario Line that it will not be a repeat of the incompetence shown in the construction of the Eglinton CrossTown Express?</p>	<p>been a top priority for Metrolinx. Regular communication and safety measures will be in place to keep the community safe throughout construction of the Ontario Line.</p> <p>Metrolinx may require the use, occupation, modification or temporary closure of a municipal highway or right-of-way, this is to help complete construction faster and build infrastructure that will best suit the needs of the city. Metrolinx and its contractors will always work with partners, including the City of Toronto, to reduce impacts on the community while continuing to advance important projects and deliver improvements to transit as quickly as possible.</p> <p>We are still in the early stages of the Ontario Line project and it is too early to confirm anticipated impacts, but we will be providing further information as it is available and providing residents and businesses with advance information about impacts and mitigations so they know what to expect.</p>
Metrolinx proposes building the new Flemingdon Park Station (#1)	<p>Hello, I have read the proposal for building this relief line and I am very concerned that the line crosses onto the E.T. Seton Archery range. I grew up going to this public archery range for many years and it is a sacred place for archers to enjoy the sport. It would be unsafe for archers to shoot when the train is visibly passing by the range. Would it be possible to have the train track be moved away from the archery range?</p>	<p>We appreciate the importance of park spaces and recreational facilities to the local community. The rendering included in the north segment update is conceptual and our plans are still being refined for this area. We will share any changes as soon as key details are confirmed.</p>
Missing Correspondence - Metrolinx's Reply	<p>You've just replied "Reply Metrolinx Oct 9, 2020 - 12:09 "We are continuing to receive feedback from ministries and government agencies and their feedback will be included in the Final Environmental Conditions Report." Are you allowing the public to give feedback on the final ECR? If not, how can we read the information that is being given by these important agencies beforehand?</p>	<p>The final Environmental Conditions Report (ECR) will address and include comments received from agencies and other interested persons during the draft ECR public review period (September 17th, 2020 to October 17th, 2020). The final ECR will be published on the Metrolinx website and feedback on the ECR can continue to be provided via the Ontario Line email (ontarioline@metrolinx.com). Feedback received after the draft ECR public review period will be included as part of the project consultation record, and considered and incorporated into the draft Early Works and Environmental Impact Assessment Reports, as appropriate.</p>

Ask-A-Question – September 17 to October 17, 2020		
Leslieville Station	Would it be possible not to build Leslieville Station in Riverside? A lot of us would be fine using East Harbor. Toronto is planning Broadview to go south of Eastern. Maybe TTC can send some Queen street cars down to East Harbor instead of building the station. It's not too far away at all.	Thank you for your suggestions. The station at Queen Street is an important connection that will bring customers to the Riverside and Leslieville communities and provide a higher order transit option for local residents who want to get downtown or up to the Danforth and beyond. We will be working closely with the community to construct the station in a way that contributes to the rich fabric of the neighbourhood.
Interchange with Eglinton Crosstown	The interchange with the Eglinton Line at Science Centre Station seems to require a two-storeys climb (similar to the interchange between Line 2 and 3 at Kennedy Station). What are you doing to facilitate passengers making this transfer?	Detailed design and planning work is still underway to determine station entrance locations and connections to other transit services. We're working closely with our partners to ensure services complement one another and best serve the community.
Why is segment from Gerrard to Eastern NOT underground?	<p>It's not acceptable that Metrolinx continues to ignore the City and neighbourhood's request to put the Ontario Line underground from Gerrard to Eastern as per the Relief Line did preceding it. ALL other Metrolinx projects covered under Bill 171 will be underground, with the exception of Thorncliffe Park, which residents want underground too. Both the Minister of Transportation and Metrolinx say that it is cheaper to run the line above ground will saving taxpayers' dollars to get a 17km line for more residents. If that is truly the case, than Metrolinx should demonstrate it is cheaper by studying the below grade (work already done by the City) and cost it out and SHARE the costs with the City and public. It appears saving money is not the real answer as the Mx will now be burying the Eglinton West LRT (9.2 kilometres) which will cost an extra \$1.8 billion and serve fewer local riders. So why do it?!!! Our section is less than 3km, and higher density, business and homes with few park spaces. I encourage everyone to read this article.</p> <p>https://www.thestar.com/news/gta/2020/09/20/burying-the-eglington-west-lrt-will-cost-an-extra-18-billion-and-may-serve-fewer-local-riders-so-why-do-it.html So why does Metrolinx continue to not address the City and neighbourhood's continued requests to put the Ontario Line underground from Pape to Eastern, only 3 km, when it just announces that it will spend 18 billion dollars to bury the Eglinton LRT, 9.2 km, which will serve</p>	

Ask-A-Question – September 17 to October 17, 2020		
	fewer riders?	
Naming	<p>This Line is known as the Ontario Line and it will intersect with Yonge, Danforth, and the Eglinton Line. These names are readily understood by the people of Toronto. So why use numbering for the Lines? When you say Line 4 or Line 5, nobody has a clue what is being talked about. Most still don't know which is Line 1 or Line 2. 'Eglinton', on the other hand, is immediately recognizable. I suggest changing the name of all these rapid rail transit lines to letters. Y Line = Yonge-University-Spadina Line. B Line = Bloor-Danforth Line S Line = Sheppard Line E Line = Eglinton Line F Line = Finch Line O Line = Ontario Line H Line = Hurontario Line While you're at it, you could number all stations (i.e. Y4 could be York U), in addition to names, so that tourists can more easily orient themselves on the system. Then, all GO lines, which may become electrified soon, can use a two letter Code. The use of number Codes would be reserved for the local agency and their buses. The above is based partly on what is done in Japan.</p>	<p>Thanks for your suggestion. The change to numbered lines was part of an improved wayfinding initiative undertaken by the TTC in 2014. You can read more about it here. We continue to work with our transit partners to provide an integrated customer experience across all transit services.</p>
Arborist Report not included in draft ECR?	<p>Why is the Arborist Report not included in the draft ECR? This report details the trees and tree canopy along the OL route - it is an environmental condition and the public should be able to review it and ask questions. When can we see and review this important report?</p>	<p>The draft ECR characterized existing vegetation in terms of Ecological Land Classification and individual plant species within the broader Project Study Area. Once design details are sufficiently advanced, tree surveys will be conducted. Metrolinx will share the Arborist Report(s) once available.</p>
Safety at narrow above-ground corridor	<p>Your maps and material do not show the 4th track and the impact of SmartTrack on the OL. When will you provide information on how you will fit 6 tracks into a narrow corridor? Your current material doesn't even acknowledge the coming of the 4th track. When will you be addressing safety concerns about run subway trains adjacent to heavy freight trains, homes and parks?</p>	<p>As a transit agency, Metrolinx is doing our part by responding to areas that are growing with increasing demands of service, as well as finding the most sustainable solution for electrifying the GO rail network. The 4th GO track, previously approved as part of the Lake Shore East Rail Corridor Expansion (Don River to Scarborough GO Station) Environmental Project Report, is being considered as part of the six-track Lakeshore East Joint Corridor planning and design. The Province, the City and Metrolinx continue to work together on the planning and design of Smart Track. Further information on the Smart Track program will be available at a later date. As the purpose of the Ontario Line Environmental Conditions Report is to document the existing environmental conditions, maps of future planned projects have not been included in this report. Relevant</p>

Ask-A-Question – September 17 to October 17, 2020		
		maps and other information will be included as part of the forthcoming Early Works and Environmental Impact Assessment Reports, where appropriate.
Community contact	As early works begins, will we see Metrolinx community liaison offices? This has been promised but not yet fulfilled.	We look forward to opening community offices but are currently working remotely to continue to do our part to reduce the spread of COVID-19. We have been making regular visits to many neighbourhoods along the alignment and have ramped up virtual engagement to offer the public more opportunities to provide feedback online while public events are not possible amidst COVID-19. You can contact a member of the Ontario Line team via phone at 416-202-5100 or via email at ontarioline@metrolinx.com .
Cost savings from above-ground section?	You repeatedly claim that there are cost savings by running sections of OL above-ground (e.g. "... running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a nearly 16km route that will serve more communities with less construction impact and within the budget ..."). What alternatives have you investigated to determine that an above-ground route is providing these cost savings? Please show us your cost comparison between the options you have studied. What would be the cost to put OL underground compared to the above-ground option? The affected communities and the City of Toronto have directed Metrolinx to study an underground option. Can you please share these findings and the cost comparison?	<p>Cost is only one consideration. Decisions related to the alignment for the Ontario Line are made 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>We are able to reduce construction impacts through Riverside by layering construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. Also, using the GO corridor will allow people to more easily connect between the Ontario Line, GO and TTC at street level, saving time compared to connections that would lead people into deep underground stations.</p> <p>In Thorncliffe Park and Flemingdon Park to the north, an elevated guideway running along Overlea Boulevard and Don Mills Road will take advantage of a wider street layout that can accommodate a new structure and avoid the need for digging. Elevated guideways are nothing new — they've been built for centuries. But advances, particularly in using concrete that can support thinner structures than in past decades, have enabled more attractive designs. Stations will also benefit from shorter construction times and updated design approaches.</p>

Ask-A-Question – September 17 to October 17, 2020		
		We will be working with communities to plan and develop stations and infrastructure that fits into and contributes to the neighbourhood.
Air quality South study area	Your assessment found that the study area South had high emission amounts of air contaminants. The removal of trees and green space for the OL will further deteriorate air quality. How do you plan to address air quality during construction? It seems like you are using United States Environmental Protection Agency emission standards to compare rail emission. Aren't there any Canadian standards that we should be following here?	<p>Preliminary construction air quality impact mitigation measures identified to date and outlined in the Draft ECR include avoiding overlap of construction activities, minimizing the number of machinery in operation and implementing other best practices aimed at reducing potential air quality impacts. For further details, please see the Draft ECR Air Quality Qualitative Assessment. These impacts and mitigation measures will be further studied and refined as part of the forthcoming Early Works and the Environmental Impact Assessment Reports.</p> <p>The United States Environmental Protection Agency emission standards for locomotives (Tier 0 to Tier 4) are industry standard and are recognized in both the United States and Canada. Tier 0 to Tier 4 standards mandate the acceptable locomotive engine emissions for nitrogen oxides, carbon monoxide, and particulates, as well as hydrocarbons. These standards are used by locomotive manufacturers to guarantee emission levels from their engines. By law, all locomotives operating in Canada are required to meet these Tier level emission standards for North America. This is stated in the Locomotive Emissions Regulations SOR/2017-121 made under Canada's Railway Safety Act. Sulphur dioxide was estimated separately following Canadian diesel fuel standards of 15 mg/kg for locomotive engines.</p>
Alignment and stations	Hello, when will public feedback be open for the Ontario Line alignment and stations? It looks like I can only comment on the draft Environmental Conditions Report at this time. If I am mistaken, which link do I follow to be able to comment on proposed alignment and stations?	<p>Thank you for your interest in the Ontario Line. While we are actively seeking feedback on the Draft Environment Conditions Report, there are various ways you can provide feedback on other elements of the Ontario Line project:</p> <p>You can email us at OntarioLine@Metrolinx.com.</p>

Ask-A-Question – September 17 to October 17, 2020		
		<p>You can ask a question in this public forum.</p> <p>Further details on the alignment and stations, including information about anticipated impacts and mitigations, will be shared in future environmental reports which will also be posted for public review. We value and record any feedback we receive, whether it's online, over the phone, or in person, and we factor it into our project delivery wherever possible.</p>
Noise and Vibration at Leslieville section	In the Leslieville above-ground section there are only two receptors for noise and none for vibration. This is an area that will be heavily impacted by 6 rail lines and a narrow corridor that will bring the lines and stations extremely close to houses. Why were there not more receptors deployed? Why wasn't more of the area covered? Why was vibration not studied?	For the purposes of the Environmental Conditions Report, noise measurement locations were selected based on proximity to the above ground sections of the representative alignment and potential facility locations as presented in the Ontario Line Initial Business Case, 2019. For the vibration measurements, the locations were selected because they accommodate spaces and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential buildings. As project planning and design advance and further details on planned transit facilities are available, additional noise and vibration estimates or measurements will be considered for locations beyond those included in the Environmental Conditions Report. Measurements or predictions of the baseline levels, or a combination of both can be used for impact assessment studies, as per the current guidelines such as the Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (Ministry of the Environment (now Ministry of Environment, Conservation and Parks), 2013). Further, impact assessment studies will consider and adopt appropriate vibration impact criteria for buildings susceptible to vibration damage. Noise and vibration impact studies are currently in progress and results will be available as part of the forthcoming Early Works and Environmental Impact Assessment Reports.
Health Impact Assessment	Health Canada in its Canadian Handbook on Health Impact Assessment stipulates that “health assessment needs to be integrated into Environmental Assessment” to “ensure ... the health and well-being of individuals and society is not	

Ask-A-Question – September 17 to October 17, 2020		
	compromised.” Health Canada goes onto say “these issues can go unnoticed by developers and be easily ignored unless individuals or communities raise them.” We understand from WHO that long-term noise exposure leads to health issues like “cardiovascular disease, cognitive impairment in children, sleep disturbance, tinnitus and annoyance.” Where is the Health Impact Assessment?	
Environmental Standards on Noise Levels	In ECR, current noise reading on Wardell St (MO_02S) already exceeds Ontario Ministry of the Environment's sound level limits. In other words, our community is already doing more than our fair share in helping our city's transit by living with noise generated by existing GO and VIA rail trains. The expansion project will double the number of tracks and multiply the number of trains passing through. What are the noise levels at which Metrolinx and Province will deem the at grade/elevated portion of Ontario line not feasible? Public health implications cannot be assessed by engineers or policymakers. WHO warns “sufficient evidence about the adverse health effects of long-term exposure to railway noise exists” and prescribes acceptable noise levels? Are you aware of these environmental standards? Which medical experts have given you the green light to proceed with the current plans that will jeopardize health and safety of our communities?	
Your answers	Do you only answer questions you want to answer? There are several questions that have been here for days that are conspicuously unanswered. This whole exercise seems to smack of the same kind of "look good without doing good" communications that have characterized your interaction with the public. You claim to be consulting with the public, but you hold meetings at which you make proclamations, and don't answer questions, or slide around them without providing any substantive information. On this web page, you claim to be responding to public questions, but you seem to pick and choose the questions you want to answer, and most of your answers seem to come from press releases. If you're not going to provide substantive answers, please just say so and save us all a lot of trouble, OK?	<p>Thank you for your feedback. We aim to address all questions within three to five business days but in some cases it may take longer for us to respond due to volume.</p> <p>At every major milestone along the concept design development, Metrolinx will continue to share updated plans and information on project developments with the public. Over the past several months, our technical team has been working diligently to refine the plans and take them a step closer to constructability. We will address every question with all the details and information available at the time.</p> <p>Due to public health guidance on large gatherings, our engagement</p>

Ask-A-Question – September 17 to October 17, 2020		
		is mostly being conducted online at this time. We are exploring additional opportunities to engage with the public as their input is vital to this project and helps us build infrastructure that fits into the fabric of the neighbourhoods through which the Ontario Line will run. We value and record any feedback we receive, whether it's online, over the phone, or in person, and we factor it into our project delivery wherever possible.
Leslieville - underground option not considered?		The decision to run the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor and building bridges across the Don River instead of tunnelling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost.
Recent changes issued for Ontario Line - North Line -Thornccliffe	With the most recent designs released, the proposed location of Ontario Line - North Line now cuts the corner of our condominium property as design shows section to exit new valley crossing both Millwood and Overlea. This will have detrimental to the health and welfare to both our property and the residents living in our building. I recommend consideration be given to moving the valley crossing further west, to cross Millwood west of the York Masonic Temple, and link directly with Banigan Drive. Banigan runs parallel with Overlea, and if Thornccliffe station was moved to the intersection of Banigan and Thornccliffe, would require only an addition 3-minute walk for riders to board the new transit system. Consideration should also be given to creating a second station to service the east side of the Thornccliffe community. This could be located at the intersection of Pat Moore, Beth Neilson and Thornccliffe Park Drive roads.	<p>We are continuing to refine our plans and appreciate your concerns about impacts to nearby residents in condo buildings or town homes. We will continue to work closely with communities to address any concerns and to ensure designs are sensitive and respectful of communities.</p> <p>The rendering included in the north segment update may change. Minor adjustments to the curve of the route will be considered alongside considerations like cost and technical feasibility. While we are still in the process of finalizing property requirements, we are always looking at options to construct the Ontario Line in a way that not only serves local transit riders, but also fits into the communities they call home.</p>
Ontario Line - noise concerns	Why are there no noise receptors at Degrassi/Queen and Carlaw/Gerrard where the stations will be located? Why are you not establishing noise baseline measurements around each station location?	For the purposes of the Environmental Conditions Report, noise measurement locations were selected based on proximity to the above ground sections of the representative alignment and potential facility locations as presented in the 2019 Ontario Line Initial Business Case. As project planning and design advance and further details on planned transit facilities are available, additional noise

Ask-A-Question – September 17 to October 17, 2020		
		and vibration estimates or measurements will be considered for locations beyond those included in the Environmental Conditions Report. Measurements or predictions of the baseline levels, or a combination of both can be used for impact assessment studies, as per the current guidelines such as the Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (Ministry of the Environment (now Ministry of Environment, Conservation and Parks), 2013). Noise and vibration impact studies are currently in progress and results will be available as part of the forthcoming Early Works and Environmental Impact Assessment Reports.
Noise walls	In one of your answers below, you state "Preliminary study results show that noise walls along the shared rail corridor through the Riverside area will be effective in reducing noise from both Ontario Line and GO Transit trains. ". Can you please share those studies?	
Following through and delivering this project on time	I anticipate lots of thumbs down for this comment so here goes nothing: First off, kudos to the team for actually developing a conceptual route for this plan. I am sure other readers on here will probably disagree, but the fact that they made what most people thought was imaginary and turned it into something is an achievement. Now that you have a starting point, where do you go from here? Do you anticipate making more changes? Is there a cutoff date for when you need to settle on a route, or will it take years to decide like other transit projects in Toronto? Everyone has legit complaints, but at some point, you need draw a line and say "this is the route" as making changes to please one neighbourhood will then anger another neighbourhood. Unfortunately, this line wasn't built 20 years ago when Toronto was less developed and doing it now with the city current density levels will not please everyone. What I am trying to say is please provide assurance that Metrolinx will actually start building this line because looking at the grand scheme of things the city needs it! My other concern is actually delivering this project on a somewhat decent timeline once construction begins. I live along	<p>Thank you for sharing your feedback.</p> <p>The procurements for each line are carefully staged and coordinated in order to ensure each and every project is delivered successfully, competitively and efficiently on behalf of the government and taxpayers. The parameters set by Metrolinx and Infrastructure Ontario for a team to design, build, finance and maintain the line considers how the project will improve access to transit and jobs, enhance the customer experience, cut travel times, and enhance communities where people can live, work and play. You can read more about project timeline and procurement information here.</p> <p>We appreciate your questions as we continue advancing the Ontario Line and delivering much needed transit connectivity to Toronto.</p>

Ask-A-Question – September 17 to October 17, 2020

	<p>the [REDACTED] line and get deeply annoyed when I see workers taking long breaks and wasting time. Crosslinx is suing Metrolinx, but yet I see workers being unproductive day after day. How will you ensure that the contractors who win the bid stay on track so we can avoid these unnecessary delays that have happened with the Crosstown? We can't be getting this project delivered in 2040 ... One other note: - To residents who live near Leslieville and East Harbour station: I know it won't be easy but building along the existing corridor is the best option. Underground transit construction is really messy and doing this will minimize the interruption to your daily lives. Take it from a guy who lives on [REDACTED].</p>	
Changing section titles / locations	<p>In the Environmental Conditions Report you divide the Ontario Line into 3 sections but in "Neighbourhood Updates" the Ontario Line is divided into 4 sections. And the area of Pape Avenue between Gerrard and the Danforth doesn't seem to fit into either the "East" or the "North" section. Please clarify.</p>	<p>Thank you for your question. The area of Pape Avenue between Gerrard and Danforth is covered as part of the East Neighbourhood Updates under the Pape South section.</p>
Transit-Oriented Development	<p>Will transit-oriented development around the new OL stations follow global best practices and include the creation of high-density, walkable, complete neighbourhoods around each station? Will those neighbourhoods include affordable housing? When will a timeline and vision for transit-oriented development be shared?</p>	<p>Metrolinx, in partnership with Infrastructure Ontario, will be collaborating with our communities, municipalities and developers to create transit-oriented communities (TOC) for the benefit of all individuals, families and businesses in the GTA. This approach will support strong ridership, reduce congestion on our existing transit lines and roadways, and provide a mix of affordable housing – all while creating jobs and stimulating economic growth as we deal with the effects of the COVID-19 pandemic. We will work with our government partners to engage the public on TOC proposals on a site-by-site basis to ensure the unique needs of local communities are understood and considered. More information will be shared as soon as it is available.</p>
Air Quality and Vegetation	<p>The Metrolinx assessment found that the OL South Study Area had the highest emission amounts of air contaminants and greenhouse gases. The levels are very concerning, especially when the air quality study was carried out in May 2020 during a period of vastly reduced vehicular and rail traffic emissions. How is Metrolinx going to bring levels in compliance with ambient air-</p>	<p>The traffic data used to estimate existing air quality conditions were derived from 2017, 2018, and 2019 vehicular traffic counts. Note that the "existing conditions" year in the Draft Environmental Conditions Report (ECR) is 2019. An annual growth rate of 1% was applied to the 2017 and 2018 data to produce comparable data for 2019 AADT (annual average daily traffic). The traffic and rail</p>

Ask-A-Question – September 17 to October 17, 2020

	<p>quality criteria when plans include a severe reduction in vegetation, which helps to alleviate emissions?</p>	<p>schedules from spring 2020 were not included in the analysis due to lack of 2020 data available from the City of Toronto, as well as uncharacteristic traffic and rail operations due to the COVID-19 pandemic.</p> <p>As part of the forthcoming Early Works and Environmental Impact Assessment Reports, the existing air quality parameter exceedances identified in the Draft Environmental Conditions Report will be considered and air quality impacts from the Ontario Line Project will be assessed. Preliminary construction air quality impact mitigation measures identified to date and outlined in the Draft ECR include avoiding overlap of construction activities, minimizing the number of machinery in operation and implementing other best practices aimed at reducing potential air quality impacts. For further details, please see the Draft ECR Air Quality Qualitative Assessment. These impacts and mitigation measures will be further studied and refined as part of the Early Works and the Environmental Impact Assessment Reports.</p> <p>Metrolinx will also work to preserve surrounding vegetation in areas where we are building to the extent possible. Removals will be kept to a minimum and limited to within the construction footprint, based on careful consideration of construction access and laydown requirements and review of the local environmental conditions, including the detailed tree survey results. Following construction completion, temporarily disturbed areas will be restored and vegetation removal compensation will be done in accordance with Metrolinx's Vegetation Guideline 2020.</p>
South Riverdale: Underground wish of community ignored	<p>One of your comments below says "Cost is only one consideration. Decisions related to the alignment for the Ontario Line are made in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs." Where in all this is the consideration for the community? This is a</p>	<p>By leveraging use of the existing GO rail corridor, community impacts during construction can be streamlined with our previously announced GO Expansion plans and be reduced compared with the impacts from significant construction along Carlaw Avenue, under the Relief Line South plans. Noise walls, along with state-of-the-art vehicle technologies and strict maintenance practices, will mitigate</p>

Ask-A-Question – September 17 to October 17, 2020		
	mature, fully developed neighborhood with already high noise levels and poor air quality. Will the cost savings and benefits to the riders come at the expense of this community?	noise impacts from both Ontario Line and GO trains. We will continue to pursue other mitigation measures and design innovations to make this project a good fit for the community.
Proposed above-ground OL for Riverside/Leslieville & parks	Why does Metrolinx persist in planning an above-ground line through Riverside/Leslieville without considering an underground alternative as specified in Motion EX9.1, Amendments 19 & 20, as passed by City of Toronto in 2019? In addition to the motion by City Council, neighbourhood residents and other stakeholders have repeatedly requested that you investigate the underground route in order to spare our park space and tree cover. How can you call this a consultation when you refuse to consider alternatives to the above-ground line?	<p>Metrolinx is designing a transit line that keeps costs down and maximizes benefits, allowing the Ontario Line to go further and serve more of the city. Community engagement will be continue as we move through all stages of the project and has already helped us to improve the plans for the Ontario Line. We value any feedback we receive and factor it into our project delivery wherever possible.</p> <p>We appreciate your concerns about park space and tree cover. We aim to minimize and mitigate impacts on ecosystems and make best efforts to manage, preserve or protect vegetation in and around the proposed route of the alignment. Metrolinx will work with its contractors to preserve surrounding vegetation in areas where we are building. Removed trees will be compensated in accordance with Metrolinx's Vegetation Guideline, which provides a landscape science-based approach that exceeds the requirements of applicable bylaws and regulations.</p>
Ontario Line Riverside	If the OL must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential? This is going to wreak havoc on a number of historical homes in the area which feels entirely unnecessary. It seems that the residents of this neighbourhood are not being considered whatsoever.	Leveraging the existing GO rail corridor and running the line above ground in certain areas means we can reduce construction timelines and costs and streamline our work with existing GO Expansion plans. This means that communities won't be impacted by additional construction that would have otherwise ran along Carlaw Avenue under the Relief Line South plans. We're sensitive to the community's concerns about the project's impacts in this area, which is why our plans preserve local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise walls. We will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for the community.
Corktown Station Impact	I have a few general questions regarding the impact of construction on the Alumnae Theatre, located on the south west corner of Berkeley and Adelaide Streets. I am the [REDACTED]	By shifting the Corktown station south into what is currently a parking lot, we have been able to reduce construction impacts in the neighbourhood around the Alumni Theatre. We are committed to

Ask-A-Question – September 17 to October 17, 2020

	<p>. The map posted in the Neighbourhood Report for the Corktown Station seems to show a smaller line going from the Corktown station to Richmond street. The main tunnel is shown going north on Berkeley Street on one side of our building while the smaller line veers to the west, either going under the Alumnae theatre or immediately to the west of it. It looks like the theatre will be, essentially, surrounded by construction. Are patrons, volunteers and creative teams going to be able to access the theatre while construction is going on? Will our patrons have to walk lengthy and confusing paths – I’m thinking about the situation at Yonge and Eglinton over the past few years? Construction will also have a major impact on our (limited) parking spaces. The spot that we reserve for use by our volunteers with accessibility requirements is the spot by the tower, closest to Berkeley Street and most likely to be impacted by any construction equipment and barriers. I would appreciate an explanation of the two tunneling lines on the map as well as some idea of how pedestrian and vehicle traffic will be handled during construction.</p>	<p>maintaining transit and traffic continuity in the areas where we will be working. Details about construction timelines and anticipated impacts will be shared with the public as the project advances. Further information about impacts and proposed mitigations will be detailed in the forthcoming Environmental Impact Assessment Report which is expected in early to mid-2021. Learn more on our website.</p> <p>We reached out to the Alumni Theatre directly by email and encourage you to contact us (ontarioline@metrolinx.com) to setup a time for us to discuss further.</p>
Above ground section of the Ontario Line	<p>Can you explain why the section of the Ontario Line running thru Riverside/Leslieville has to be above ground, and why this section of the track can't remain underground thru this neighbourhood?</p>	<p>Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the existing GO corridor in this area, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Leveraging the existing GO rail corridor and running the line above ground in this area also means we can reduce construction timelines and costs and streamline our work with existing GO Expansion plans. Furthermore, 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.</p>
Habitat loss	<p>An Environmental Conditions Report for the Riverside/Leslieville rail corridor that does not assess the value of the corridor in terms of habitat connectivity omits the value of ecosystem services. The presence of migratory birds and the evidence of beneficial insect</p>	<p>Information regarding the vegetation communities and wildlife species found within the project study area, along with preliminary impacts and mitigation measures identified to date, is found in Appendix B1: Natural Environment Report. Information on the</p>

Ask-A-Question – September 17 to October 17, 2020		
	<p>life points to what will be lost beyond the threat to species at risk (bat species and chimney swifts), beyond the destruction of a vital part of our tree canopy (already below the city average in this neighbourhood), and beyond the substantial damage to parks, which have been a crucial refuge for the community during the pandemic. How can Metrolinx rush into the clearance of vegetation in 2021 when the scientific and environmental studies of plant and animal communities along the entire corridor with connected habitats (from Corktown Common to the Don Valley) has not been undertaken?</p>	<p>vegetation and wildlife found within the Corktown Common to Don Valley area is documented under the Ontario Line South Study Area. Connectivity is discussed in the Natural Environment Report Section 4.5 Wildlife and Wildlife Habitat. Assessment of existing environmental conditions found that the existing rail corridor may support movement of small mammals, birds and insects but overall is considered to be a fairly poor wildlife linkage due to limited connectivity to significant natural areas with many barriers to animal movement (e.g., railways, roads and fences). Decrease in habitat connectivity for wildlife is identified as a potential impact, proposed to be mitigated via natural environment enhancement opportunities, provision of connections to the surrounding natural areas to the extent possible, and providing vegetation removal compensation in accordance with Metrolinx's Vegetation Guideline (2020). As per the Guideline, Metrolinx will apply ecological compensation in designated natural areas such as those in vicinity of the Don River. Ecological compensation is an approach to compensation that involves replacement of trees at a ratio representative of their ecosystem functions and services.</p> <p>Metrolinx will work to preserve surrounding vegetation in areas where we are building to the extent possible. Removals will be kept to a minimum and limited to within the construction footprint, based on careful consideration of construction access and laydown requirements and review of the local environmental conditions, including the detailed tree survey results. Following construction completion, temporarily disturbed areas will be restored and other natural environment impact mitigation measures will be implemented, along with vegetation removal compensation in accordance with the Vegetation Guideline described above.</p>
Tracks in Leslieville	Hi. Thanks for posting a reminder for everyone to give feedback on the important draft Enviro Conditions Report for the OL. Here:	

Ask-A-Question – September 17 to October 17, 2020

	<p>https://www.metrolinxengage.com/en/content/ontario-line-ask-question We suggest posting any one of these questions on the ALIGNMENT of the route through our section of track or just clicking on the THUMBS UP on anyone of the questions about alignment of our section: 1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and less destructive on our neighbourhood, businesses and environment? 2. If the OL must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential? 3) Why is Metrolinx not investigating an underground route in Riverside/Leslieville when a viable underground route was developed by the City of Toronto for the Relief Line?</p>	
Post) COVID transit volumes	There has been a big impact to the way people work, play and educate within the city as a result of COVID-19. Studies predict that this will have a long-term impact and transit levels may not return to pre-COVID volumes for 5-7 years, if ever. Given that the initial business case included transit volumes, when will a revised business case with adjusted ridership estimates be released.	We do not yet have enough information to incorporate the implications of COVID-19 on future ridership but will continue to assess impacts as we move forward in the design and procurement process.
Why make reference to having consulted with communities	How can you call this process a 'consultation' when you are only advancing one design/route/alignment forward that clearly our communities do not want?	
Ontario Line - ECR	From the ECR Area of Study, we can see that Metrolinx has not considered any alternative alignments, despite the motion Ex9.1 Amendments 19 and 20, passed by the City of Toronto in 2019, which states Mx must investigate underground routes through Leslieville. Why is Metrolinx ignoring the City directive and our community voices?	
Jimmie Simpson Park	Will this line be going right through Jimmie Simpson Park? There is a summer softball league that plays there, about 165 people in the community. It would be a shame if this league has to close.	We heard from the community about the importance of protecting Jimmie Simpson Park and Community Centre as well as other parks that are adjacent to the existing GO rail corridor. Running the line along the existing corridor through Riverside and Leslieville helps streamline construction work in the community and cut construction impacts in half when compared to a tunneled approach. GO

Ask-A-Question – September 17 to October 17, 2020

		expansion work was already planned along the rail corridor, and Ontario Line plans have construction fitting almost exactly within the footprint of the corridor to help avoid multiple disruptions. The softball league will continue! Metrolinx will be working with the city of Toronto to mitigate any impact to parks, including shielding the neighbourhood from the rail corridor by adding effective, well-designed sound barriers and by planting new trees to reduce both the sounds and sights of rail operations.
Ont Line Costing for 1.5km between Riverdale Ave and Eastern Ave	<p>Why is there no costing of the above ground vs. below ground on the 1.5 km section between Pape School and Eastern Avenue?</p> <p>The big cost savings cited by Metrolinx was to eliminate tunneling under the Don River. Keep that savings but tunnel from East Harbour (former Lever factory) north to Riverdale Ave. There will be significant costs associated with the proposed (but uncostered) 1.5 km above-ground section. These costs can be itemized (and likely will be by the community). For example, four bridge widenings, footings and support structures for elevated line, property expropriations, park replacement, noise walls, tree replacements, property acquisition for construction staging to name a few. In contrast, the tunneling equipment and specialized crews are already mobilized and in place as they move south on Pape Ave. Why has there not been any costing done for a hybrid option - burying it between Riverdale Ave and Eastern Ave.? Help people understand the rationale. Everyone wants improved transit but to ignore this basic question will further undermine public trust in Metrolinx and the provincial government. It will fuel growing opposition, which may jeopardize the project politically.</p>	
Please avoid all of Overlea Blvd. in North Segment!!	<p>I am a resident living on Overlea Blvd at [REDACTED]. I have lived in this condominium since it was built over 20 years ago. I am voicing the grave concerns that several thousands of my neighbours share (both in my building and in the numerous residential areas and businesses that front Overlea Blvd.). As several others have noted, the North Segment leading to the Thorncliffe Pk Station currently has the alignment hitting the North East corner of Millwood and Overlea Blvd. This crossing is</p>	<p>Part of the original rationale for putting the line above ground in Thorncliffe was that the geography of the area would have required building 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 and more significant impacts at the surface. We are still in the early stages of project design, and the rendering included in the north segment update may change. As plans come together over the next few</p>

Ask-A-Question – September 17 to October 17, 2020

	<p>troublesome for many reasons that others have pointed out including: 1. HEALTH + SAFETY: The crossover is currently on the corner where there are several residential properties (especially [REDACTED]). The current route continues to negatively impact a seven-story condominium, a town house complex, another condominium near Overlea and Thorncliffe Park, a senior's home, and several businesses on both sides of Overlea Blvd, and community organizations including the Salvation Army. The Health concerns for all involved who live and work here include: • noise and environmental pollution (impacting several residences - condos, townhomes; places of worship, seniors' home) → frequency of trains (every 90 seconds); vibration, privacy issues, physical and visual intrusion, lost air rights, safety, etc. • Living in a state of construction and traffic gridlock outside our front door for several years; • visual and physical intrusion - over valley, over a SMALL tree-lined residential boulevard (Overlea Blvd.) 2. TRAFFIC GRIDLOCK: according to this new route, the elevated rail would cross TWO streets (both Millwood and Overlea Blvd.). This is a traffic nightmare on two streets that are already busy with daily traffic needs. Given that most of the line after the new Thorncliffe Station has been moved to run into the industrial area, why isn't the crossover reallocated to do the same? This is an equity issue for everyone living AND working along Overlea Blvd. • This traffic issue would also result in delays for Emergency response calls (of which we have many Emergency response vehicles using Millwood and Overlea Blvd) to the Overlea and Thorncliffe areas. 3. ECONOMIC – PROPERTY VALUES: this will destroy property values in this segment and have a financial impact on businesses along route – (consider impact of the Eglinton LRT that has resulted in over 100 small stores closing and is taking over 11 years to build) 4. ENVIRONMENT + HERITAGE SIGN: This route would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community); it would also</p>	<p>years, we look forward to continuing to provide the community with updates, including more details about the steps we'll take to mitigate noise and vibration impacts as well as renderings and images for community feedback. These updates will be provided in our e-newsletter as well as through virtual and in-person meetings (when public gatherings are safer) at our future community office in the East York Town Centre.</p>
--	---	--

Ask-A-Question – September 17 to October 17, 2020

	<p>destroy the large cluster of beautiful trees that form a canopy, frame the welcome sign and block the current roadway. Finally, it would be even closer to Leaside Park (where hundreds of community members enjoy the green space daily).</p> <p>ALTERNATIVE: 1. Move the Ontario Line one block west to connect to Banigan Drive which joins to Thorncliffe Park Drive. → This change would avoid impacting any residential properties, places of worship or businesses and would eliminate all of the issues noted above. • It would put the rail over ONE road (Millwood) rather than crossing two roads (both Millwood and Overlea). • This ensures greater safety, and less disruption from construction, for all who live (and work) in this segment. • As several others have noted, people would rather take a 5-minute walk to the train, than have all of these health impacts associated with a train in the middle of a residential community...let alone on a small boulevard. • It is more fitting that this major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact any residential areas. There would still be easy access to the station at Thorncliffe Park Drive as it is a short walk west. This area of Overlea Blvd. is home to thousands of residents and workers. Please ensure that transit growth is responsible, equitable, positive, and as you say completed "in a way that not only serves local transit riders, but also fits into the communities they call home"....This current route does not. You will have much more buy in from the entire community that this rail is to serve, if you make the necessary changes that will avoid negatively impacting the community that it serves. Please be responsible and think about the long-term impact of this transit line....make this change to the alignment. To you this is a contract that you want to complete....to us, this is our HOME and WORK space!</p>	
Cost comparison of above ground vs below ground	<p>Why was there no cost comparison done on the section of the Ontario Line in the Riverside/Leslieville area? In this densely populated area, an underground route would be much less destructive to the neighbourhood. How would you feel if a train</p>	

Ask-A-Question – September 17 to October 17, 2020		
	was running past your house every 45 seconds?	
Underground vs Aboveground	1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and less destructive on our neighbourhood, businesses and environment?	
Ontario Line	1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and less destructive on our neighbourhood, businesses and environment? 2. If the OL must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential? 3. From the ECR Area of Study, we can see that Metrolinx has not considered any alternative alignments, despite the motion Ex9.1 Amendments 19 and 20, passed by the City of Toronto in 2019, which states Mx must investigate underground routes through Leslieville. Why is Metrolinx ignoring the City directive and our community voices? 4. Why is Metrolinx not investigating an underground route in Riverside/Leslieville when a viable underground route was developed by the City of Toronto for the Relief Line? 5. How can you call this process a 'consultation' when you are only advancing one design/route/alignment forward that clearly our communities do not want?	
Ontario Line - Why Above Ground?	Why has Metrolinx seemingly not even considered putting the Ontario Line below ground in Leslieville? It is a small dense community and your proposed route will impact on much of the parkland in the area. The original plan for the relief line was underground - why not the Ontario line?	<p>We appreciate the importance of park spaces to the local community. We will work with contractors to preserve surrounding vegetation in areas where we are working.</p> <p>Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor in this area, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. It will also reduce construction timelines and streamline our work with existing GO Expansion plans. Furthermore, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be</p>

Ask-A-Question – September 17 to October 17, 2020		
		accessible by street level, saving time compared to connections that would lead people into deep underground stations.
Metrolinx Accountability for Building Thriving Communities	<p>There are two elements of every project - Project Management (how much will it cost? who will do it? what are we building?) and Change Management (how does this affect people? what do people want? how do we incorporate feedback to build a good result for everyone?) Bill 171 handed over the design to you - but that design includes both Project and Change Management. It's safe to say that you've dropped the ball on the latter. I've lived in Toronto for over 30 years and we see the same thing: conceptual conversations that get dragged out for years (or decades), resulting frustration and then hasty design, "let's make up for all the time by getting this thing done". But "getting this thing done" still means doing that properly, responsibly and building for generations to come. Choosing to not put the full line underground is painfully shortsighted. I get that you have a job to do and limited resources in which to do it. But can we once - just once - not make a shortsighted decision about the design and planning of our communities in order to save money in the short term? Saving money now means that forever: people will deal with noise every few minutes as the trains pass (sleeping babies, people with mental health issues, migraines, folks that are stressed out, ie all of us), people will be waiting in freezing cold for a train in the middle of January on an above ground platform, people will forever have to look at noise barriers and barricades that cut off the horizon of our communities. If this ship has sailed, then the least you can do it take accountability for the decisions that you have made that go directly against what our communities want. Accountability looks like: transparency (how are you going to share the explicit plans with us and when?) and, communication (how are you going to let us know about changes? and when? where can we continue to be a part of decisions and discussion?) If this ship hasn't sailed, then know that we are in the same boat. The future of our communities is</p>	

Ask-A-Question – September 17 to October 17, 2020		
	also the legacy that you (as the designers and builders) are creating for yourselves. Which legacy reads better? "Metrolinx changes design in support of communities and generations to come" or "Metrolinx bulldozes over community to stay within budget" - your reputation is on the line here. So is our future. Choose wisely.	


Public Engagement Record: September 17 to October 17, 2020

- **Provide your Feedback**
 - **Environmental Conditions
Report Feedback Form**
 - **Air Quality Study**
 - **Archaeological Resources**
 - **Built Heritage & Cultural
Heritage Landscapes**
 - **Natural Environment
Study**
 - **Noise & Vibration Study**
 - **Socio-Economic & Land
Use Characteristics**
 - **Soil & Groundwater Study**
 - **Traffic & Transportation
Study**

**Public Engagement Record: September 17
to October 17, 2020**

- **Provide your Feedback**
 - **Environmental Conditions
Report Feedback Form**

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
September 17, 2020	Cycling and pedestrian use and access is important	The environment needs to be studied for the benefit of future generations	<p>Likely a separate bridge will be needed parallel to the Leaside (Millwood) Bridge. The current bridge does not accommodate cycling and pedestrians. Especially in winter, when snow windrows end up accumulating on the cycling lane and sidewalk.</p> <p>A 6m wide bicycle and pedestrian pathway should be included in the rapid transit bridge. And please design the bridge to appear decorative and functional.</p>
September 18, 2020	Traffic assessments	Not very informative	Subways are designed to take people from their homes to work and then back again. Nobody lives or works and the EX. Why does the Ontario line end at exhibition place? wouldn't it be of more use to everyone if it continued down Queen St to maybe Roncesvalles Ave instead?
September 25, 2020	As a longtime resident of Leslieville, all are important, especially Noise & Vibration, Natural Environment, Socio-Economic Environment, Traffic & Transportation, Air Quality and Soil & Groundwater.	It is key to bury the line and not negatively affect Jimmy Simpson park and surrounding neighbourhoods.	
September 30, 2020	Noise & Vibration Natural Environment	<p>Noise & Vibration - 438 pgs - Cities produce noise but for our own life enjoyment we do not need to produce more. The noise on the Bloor line inside some buildings is outrageous. We have concerns that the same will happen here on Pape. Even worse, if you bring the line above ground at Riverdale and then go underground again, this has to produce more noise in the area. We are totally against this section of the line going above ground.</p> <p>Natural Environment - 255 pgs - The Don River Valley is precious to us. This is major parkland for the area. We use it three or four times a week. So do the animals. We saw a deer last week. We do not want to see any GO service facility built in the valley or a new bridge over the valley. This will cause noise, destroy habitat, and severely impact our enjoyment of the valley.. In these times of Covid, it is one of the opportunities for families to get away for a</p>	The report is massive and probably an engineering degree would help to plough through this. I do not have one. Give me a few years. But what I see from reading as much as I have, is that there are a lot of words but very little detail on exactly what is going to be done.

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
October 8, 2020	<p>I give them equal weight. How does Metrolinks, the province, the city, the conservations authorities rank the importance of all environmental factors? Section 4.1 identifies the Large Area of Natural Significance and designations of the the recognition in various existing authorities and Plans. According to Section 3.4.14 of the City's Official Plan (2019), new or expanding infrastructure should be avoided in the Natural Heritage System unless there is no reasonable alternative. A hearing of Necessity is required to challenge this route. An alternatives route feasibility study was by default, not conducted by order of the provincial directive (route selection) based on one persons opinion of the cheapest, fastest, route, as presented in the preliminary "business case".</p>	<p>few hours.</p> <p>At a very preliminary reveiw of teh environmental Study report, it appears that eh scope of work and the available time to conduct studies was too limited for proper observation, and lacks local knowledge. Some examples include: The Forest community study mentions species but does not recognize the significance of old growth forest at risk because of construction. Minton Place has tress that are hundreds of years old that will be at risk where the proposed tunnel exit is located. There is no prism measurements made or reporting of Diameter at breast height (DBH). It seems that Metrolinx can't see the trees for the forest? Deer wintering grounds are located in the immediate area of the proposed Tunnel exit, in the valley bolt, as it is a refuge from winter winds. This information was shared with Metrolinks by email and open house, but is conveniently left out of the report. The report states that a 10 minute observation was used for breeding birds survey. This seems grossly under resourced. Species identification can take days in the field! As a resident, we see raptors, and falcons, a variety of songbirds, including resident cardinals and orioles. Wildlife is abundant. There is no mention of nesting holes in the Don Valley walls, in the area of the proposed construction. Residents see abundant fox, deer, coyotes, rabbits, Although the study did identify a couple endangered Butternuts, the observations were made "incidentally". Again the scope of the study appears too limited to properly assess.  Fish Community. Salmon can be spotted</p>	<p>As a preliminary report, there are significant gaps in data, that could impact the viability and necessity of the route selection.</p>

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		spawning in the the Don Valley River as far north as the North Ontario Line Section. This is not recognized in the report.	
October 8, 2020	N/A - Please refer to "Is there anything we missed?"	N/A - Please refer to "Is there anything we missed?"	<p>Cultural Heritage Report - Ontario Line North Study Area: Please look to include the Thorncliffe Park monument / sign, located on the southeast corner of Overlea Boulevard and Millwood Road in the report, even if it is not formally recognized as heritage-designated and ensure its preservation (including sightlines) during project design, construction, and operation.</p> <p>Natural Environment Report - Ontario Line North Study Area: The report indicates that E.T. Seton Park only exists north of Overlea Boulevard within the study area. It actually also exists south of Overlea Boulevard within the study area, between Marc Garneau Collegiate Institute and [REDACTED]. E.T. Seton's Park official address is [REDACTED], which is just outside of the study area. https://www.toronto.ca/data/parks/prd/facilities/complex/1061/index.html</p> <p>Traffic & Transportation Report - Ontario Line North Study Area: The report provides an exhaustive list of streets within the study area. However, nearly all Thorncliffe Park area streets are missing from the list, including: Thorncliffe Park Drive, Leaside Park Drive, Banigan Drive, Grandstand Place, Milepost Place, Pat Moore Drive, and William Morgan Drive. By contrast, Leaside streets such as Commercial Drive, which are not in the study area, are included in the list. The report omits a number of TTC bus routes that exist within the study area. The complete list of TTC bus routes with the study area is as follows:</p> <ul style="list-style-type: none"> - 8 Broadview - 25 Don Mills - 34 Eglinton East - 56 Leaside - 62 Mortimer - 72 Pape - 81 Thorncliffe Park - 87 Cosburn - 88 South Leaside - 100 Flemingdon Park - 144 Downtown / Don Valley Express - 162 Lawrence-Donway - 403 South Don Mills Community Bus - 300 Bloor-Danforth

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
			<ul style="list-style-type: none"> - 322 Coxwell - 325 Don Mills - 334 Eglinton East - 354 Lawrence East - 925 Don Mills Express <p>The report should clearly state that Thorncliffe Park and Flemingdon Park are both directly connected to TTC Line 2 and TTC Line 1. Thorncliffe Park has a direct connection to Line 1's St. Clair Station via 88 South Leaside. Flemingdon Park has a direct connection to Line 1's Eglinton Station via 34 Eglinton East. Thorncliffe Park and Flemingdon Park, owing to each's large geographical footprint, are both directly connected to Line 2's Pape Station and Broadview Station. TTC bus route changes due to the 2022 opening of the Eglinton Crosstown have not been finalized as of October 2020 and should not be included in the report or influence project decisions.</p>
October 8, 2020	Why was there no consideration given to understanding vibration effects east of the Don River? Why was there no consideration given to the option going underground? Why were there only two noise reports along the South line, neither of which were near where the proposed stations?	Why was there no consideration given to understanding vibration effects east of the Don River? Why was there no consideration given to the option going underground? Why were there only two noise reports along the South line, neither of which were near where the proposed stations?	See above. Also please provide a cost comparison of the above ground v below ground options in the South section (east of Don). Also, why is it so difficult to give feed back on this website. Please respond to me via email [REDACTED]
October 8, 2020	The environmental conditions report is a useful summary of the existing conditions but fails to adequately analyze existing noise and vibration levels to establish a base condition to compare against future development. Neither of the two monitoring locations are in station locations that will generate the most noise.	No specific thoughts	<p>There is no analysis in the environmental report of options for burying the Ontario Line through the Riverdale community. A proper analysis should include a description of below grade conditions and services that may influence the decision making process regarding burial of the line.</p> <p>The report should also demonstrate the dimensions of existing rail corridor to demonstrate how the proposed four GO tracks are accommodated in addition to the Ontario Line. Metrolinx has promised to preserve the Jimmy Simpson Community Centre and surrounding park areas so an analysis of the existing conditions should be more complete. The report should include assumptions about ridership, particularly the assumption of large numbers of people transferring from GO to the Ontario Line at East Harbour. One of the arguments used by Metrolinx to justify above grade construction through Riverdale.</p>

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
October 8, 2020	The following items are the most concerning to me: (1) impacts to local parks and natural spaces that run adjacent to the rail corridor in Leslieville/Riverdale; (2) a thorough assessment of noise and vibrations for local communities adjacent to the rail corridor (frequency of trains, type of trains, vibration impacts on railway bridges and track ties, etc.); (3) assessment of the risks and crashworthiness of running light rail and heavy rail side-by-side on adjacent tracks; and (4) the ongoing construction impacts during expansion of rail bridges through Leslieville/Riverdale. Specifically, how and where will construction equipment be located and stored on dead end streets in residential neighbourhoods (i.e. Tiverton Ave.). Thank you.	It is necessary to conduct a full environmental impacts assessment PRIOR to any development or construction of the OntarioLine. Community consultation and AGREEMENT are key to success of this project. Without the engagement and buy-in of local stakeholders this project is doomed to fail.	Please conduct a full financial assessment to ascertain the difference in costs and community impacts between putting the OntarioLine below-ground vs. above-ground through the Leslieville/Riverdale section. Thank you.
October 8, 2020	Impacts to trees and animals who are sheltering on those trees along the Leslieville section (which is above the ground!).	Not enough and not comprehensive. You have done a cursory assessment in your own favour.	Yes, how many trees are impacted? How many species of birds and animals are taking refuge in those trees along the path. Why is that in 21 century while we are fully aware of what is happening to the environment we are disregarding animals and trees? How are you going to offset the carbon conversion made possible by these trees? How are you going to ensure safety of animals along the path and during the construction?
October 13, 2020	An environmental study to confirm the costs of running the OL underground from Gerrard to Eastern should have been undertaken as a mitigation measure due to avoiding all the significant impacts the proposed bermed and elevated line with our community: noise, vibration, significant removal of trees and decreased tree	Want to see the Arborist Report. Want to see detailed South Area Air Emissions and not just one table that lumps all the areas into one study. That is not helpful at all. The study of the area in the South Area between Eastern to Gerrard was very thin, many areas were left out, especially near the two proposed Stations at Carlaw and Gerrard and on Queen. At Carlaw and Gerrard the	An environmental study to confirm the costs of running the OL underground from Gerrard to Eastern should have been undertaken as a mitigation measure due to avoiding all the significant impacts the proposed bermed and elevated line with our community.

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
	<p>canopy (to combat climate change but absorb the increase in greenhouse gases in this area), significant removal of open park space, removal of homes and business, impact on cultural heritage resources and others. If the Eglinton LRT's budget can increase by almost \$2 billion dollars for a 9.2km line and serve fewer riders then its not adequate that Mx release the ECR with no cost analysis to show a report that the OL is without prejudice. The communities have been saying over and over again put this 2km section below ground and avoid all the impacts noted above.</p> <p>The community would like to see the Arborist Report as part of the existing record of trees. Mx will not provide a clear answer as to when the Arborist Report will be released to the public. Mx needs to commit to a better compensation of 1:1 trees in the transit corridor right-of-way. Mx needs to give back net new parkland to communities whose neighbourhoods will be torn in half due to the massive 5m-7m high sound wall. Communities in the South and North area. Our community supports transit, but Transit planning needs to be done right. The OL line will forever ruin this community and there is no perceived value to actually look at an underground option.</p>	<p>Toronto Hydroelectric building was left out of the assessment of cultural heritage resources. In addition, the bridge at Gerrard and Carlaw meets the 9/06 criteria (this was confirmed by staff at Mx last year) but the ECR does not state it meets 9/06. The twined rails along the bridges will completely block the bridge and have a huge impact on the cultural resource, but no where in the ECR does it mention this. There are many schools in our area where children and adults use the parks. There needs to be more acknowledgement that these parks along the corridor have important utility to the neighbourhoods and need to state how Mx will compensate for this net loss. In addition more thought and consultation needs to have with the communities around construction impacts prior to the RFP release!</p>	

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
October 16, 2020	natural, environment, socio-economic, noise and vibration	<p>Thank you for the opportunity to provide comments.</p> <p>My comments are about the neighbourhood you call "EAST" (part of the "south" section on earlier maps), the section between the Don River and Gerrard Street.</p> <p>I would like to remind you that the plan for the Ontario Line started with rejigging the Downtown Relief Line. The goal was to relieve pressure from the Bloor Danforth line at Pape and direct riders on a new route that cut down and over to the Yonge Line. That core goal seems to have been lost in the current plan.</p> <p>Adding to the west and north of the original route is fine but now the core section (Pape to Yonge) is going to be the last one built because now you have to wait until the GO expansion happens along the rail corridor and that won't be ready for years. Really? Yikes. Go back to the DRL plan and get some shovels in the ground!</p> <p>If you can change the plan for the Eglinton West LRT to put it underground at a cost of an extra \$1.8 billion you can change the plan for this section of the OL. Do it!</p> <p>While I continue to believe that the OL should go UNDERGROUND in the section between the Don River and Gerrard, I will now make comments on each section of your plan.</p> <p>Socio-economic: if the OL does go above ground, mitigation during construction and operation will be critical to minimize disruption to the surrounding neighbourhood. With 100 active development applications pending for this neighbourhood it is imperative that PARKLAND be preserved and</p>	

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		<p>increased. In Toronto City's November 2019 Parkland Strategy document : https://www.toronto.ca/city-government/accountability-operations-customers/ the area between the Don Valley and the rail corridor from Queen to Gerrard is identified as one of the areas across the city that should be prioritized for the development of local-level parks plans, parks acquisition, and improvements in connectivity and access. Metrolinx should be responsible for replacing any and every tiny slice of parkland that is sacrificed for the Ontario Line. I understand that you will build a sound barrier wall but that you are not planning any art work to help improve the look of this wall. This is unacceptable. Metrolinx should make the noise wall as attractive as possible by paying local artists to adorn it with appropriate art work. Noise and Vibration: note that your study identifies the following problems: Annoyance, Sleep disturbance, and Interference with activities. You propose various mitigations but miss the most obvious one: PUT THE LINE UNDERGROUND! The problems during construction might be the same but this line is going to last for generations and it is the problems during operation that should be of the greatest concern. For that, a subway would in every way be better than the elevated route you propose. According to the noise measurements you took on Wardell St (MO 02S) this area already</p>	

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		<p>exceeds Ontario Ministry of the Environment's sound level limits. The expansion project will double the number of tracks and multiply the number of trains passing through. What are the noise levels at which Metrolinx and Province will deem the at grade/elevated portion of Ontario line not feasible?</p> <p>Public health implications cannot be assessed by engineers or policymakers. WHO warns "sufficient evidence about the adverse health effects of long-term exposure to railway noise exists" and prescribes acceptable noise levels. Are you aware of these environmental standards? Which medical experts have given you the green light to proceed with the current plans that will jeopardize health and safety of our communities?</p> <p>Natural Environment</p> <p>The report mentions that the Don River is "characterized by poor water quality and a generally degraded aquatic ecosystem." Surely you know that an enormous effort is being made right now to improve this by naturalizing the mouth of the Don at the Portlands. The Don is coming back! Please make sure that whatever bridge you build over the Don does not make this area less attractive. This is going to be a green space in the future. I trust Metrolinx is going to plan for this new important green space that will be critical to the many new residents in that area.</p> <p>It is so depressing to think of the beautiful mature trees that are going to be lost because of the Ontario Line going along the rail corridor through Leslieville/Riverside. We already have fewer trees than we should. I trust that you will</p>	


Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		<p>be doing more than just replacing trees one for one. What is your plan? Will you provide any new green spaces to compensate for the ones that will be lost?</p> <p>Heritage I see the list of heritage sites (most with a "no" in the official designation column) but I don't understand what if anything you will do to protect them. For example, you highlight with a photo the fire station at Gerrard and Carlaw. Will that be impacted by the Ontario Line? How will you be protecting heritage buildings? I find this part of your report confusing and unhelpful.</p> <p>Technology I don't understand how you can assert that the noise walls that will be built BEFORE you choose the technology for the GO expansion and the OL will be sufficient. Aren't you putting the cart before the horse?</p> <ul style="list-style-type: none"> - the ongoing GO rail expansion extra tracks is not factored in to the proposed 'refinements' for the portion south of Gerrard - what are the safety implications of having light rail (Ontario Line rolling stock) running adjacent to heavy rail (GO trains and VIA) in a narrow corridor - there's no information on the major bridge expansions required (the overbearing impact of a wider bridge at Gerrard / Carlaw is a good example) <p>Air Quality "The assessment found that the Ontario Line South Study Area had the highest emission amounts of criteria air contaminants and greenhouse gases." Particularly, exceedances of the Ambient Air Quality Criteria and</p>	

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		<p>Canadian Ambient Air Quality Criteria standards of greenhouse gases: Benzene by 134%, Benzo(a)pyrene by 208%, and Benzo(a)pyrene at a whopping, 619% of the standards." (From the ECR, pg. 143 and even noted in RED.)</p> <p>Even more concerning is that the Air Quality Study was performed in May of 2020 – a period during pandemic lockdown when vehicular and rail traffic was the lowest emissions we've seen in half a century.</p> <p>How does Metrolinx plan to mitigate the air quality levels during years of construction emissions? The ECR has conflicting statements, one says no further air quality studies are needed.</p> <p>Where is the Health Impact Assessment? Health Canada in its Canadian Handbook on Health Impact Assessment stipulates that "health assessment needs to be integrated into Environmental Assessment" to "ensure ... the health and well-being of individuals and society is not compromised." Health Canada goes onto say "these issues can go unnoticed by developers and be easily ignored unless individuals or communities raise them."</p> <p>We understand from WHO that long-term noise exposure leads to health issues like "cardiovascular disease, cognitive impairment in children, sleep disturbance, tinnitus and annoyance."</p> <p>Contractors/community feedback</p> <p>Given that Metrolinx is being sued – for the second time! – by the contractors on the Eglinton CrossTown Express project, and seems to have no control over its contractors</p>	

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		and subcontractors there, and given that these contractors seem to be completely indifferent to the inconvenience, danger, and financial problems that they are causing residents, vehicular traffic, and local businesses in that area, what will Metrolinx do to ensure that it keeps control over its contractors and subcontractors on the Ontario Line?	
October 16, 2020	Vibration - especially east of Don Valley, where you didn't put any vibration probes when you did what your claimed was a vibration study Noise - same, you haven't done any proper studies for any areas east of Don Valley Air quality - same, you haven't done any proper studies for any areas east of Don Valley Impact on wildlife and trees, in Don Valley and east of it. Study about making the whole Ontario Line underground.	They are very important. Metrolinx doesn't do them properly, they skim, and keep silent and directly lie about how much environmental studies they do in order to diminish the harmful impact Ontario Line is going to have on areas where the line is going to go.	You need to do Environmental Studies on vibration, noise, air quality, impact on wildlife and greenery. And do them PROPERLY, not just on the paper, and then SHARE the information with public. There are also alternative routes possible for Don Valley, as proposed by Councillor Paula Fletcher - why doesn't Metrolinx assess less damaging routes? And if it does, why doesn't it provide any data to public directly affected by the line?
October 16, 2020	Well, since I live within 30 meters of the existing rail corridor, the noise and vibration are concerns, as well as the impact on the social environment and cultural heritage that will be completely disrupted by an above ground subway on top of an additional rail line with increased GO train traffic.	As there was a complete environmental study done for the Relief Line that was shovel-ready I can only think what a complete waste of taxpayer money having to do all that over again is. And since the City and the community are both opposed to having the Leslieville section above ground, why is there no consideration or investigation of what it would take to put it underground? I think an environmental study that steamrolls the resident's concerns is a study in name only.	If it is really cheaper in the long run (something I find highly unlikely given our harsh winter's and the prospect of increasing weather "events" with climate change) to put some of the Ontario Line above ground, why can't it be the section running through the industrial area below Eastern Ave. instead of the section running through an established residential neighbourhood like Leslieville? When we have a winter storm the subway is always out of commission at Warden where it runs above ground. What makes you think this section will be any different? And since you don't even know what equipment you will be using on the line how can you determine what level of noise abatement is sufficient?
October 16,	The impact on the parkland is very	The studies need to be done, we cannot rush	This is horrible if it affects parkland and if people have to lose their homes. There has to be

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
2020	important to me, my family and friends.	this without doing the proper studies.	another way and possibly using the Leaside bridge as an alternative
October 16, 2020	Studies to do with impacts to land, trees and vegetation, habitat for wildlife like birds and the numerous deer, fox, bats, coyotes, rabbits, etc that live in the area. Those are important to me because I live in the area and chose to live here because of the proximity to the Don Valley. I don't want to see it destroyed any further. How much parkland will we be losing for this project and is it worth it to future generations if an alternative can be provided?	They don't really say anything concrete or informative. They seem really general.	Yeah, you missed giving a voice to the community. You missed including us in the whole planning phase. You missed putting people ahead of your own interests. I give you guys an F for Fail. There's no law that says you can't do these things you know. No one is going to sue you for actually doing something beyond the minimum you appear to be putting into this project just to save money. So why don't you give it a try and do something more to really collaborate with the community and make the community happy with this project?
October 16, 2020	public transit traffic studies	They should focus on making the subway as useful as possible and not just how to build it as cheaply as possible. The Scarborough RT was built very inexpensively but, to this day it has very low ridership. Stations should be placed at the intersections of major roads and not just dropped where ever there is space.	<p>I live on Overlea Blvd Near Millwood.</p> <p>The new Thorncliffe alignment saves the (st. Clement of Ohrid Macedonian orthodox cathedral) from having a metro built right next to it but now this means that the Thorncliffe station will have to be moved to the west side of Thorncliffe Park Dr.</p> <p>A station on West Thorncliffe Park Dr would indeed put it closer to shops on Banigan Dr but would not easily connect with local bus routes and would leave east Thorncliffe Park Dr with a long walk to this west side station.</p> <p>I think keeping the original alignment and eastern station location while adding an extra station at Millwood Dr would be better. This would provide an easier link to Leaside millwood buses as well as the Leaside business district (on the #88 bus going up Beth Nelson Dr). Two stations would better cover all of the Thorncliffe community and probably garner more local support if all of the shops and apartments were walking distance from a station.</p> <p>Also adding bike lanes to Overlea Blvd to connect with the Millwood Dr lanes and the Gateway Blvd Lanes would also help to encourage locals to support this alignment. The Pillars supporting the Guideway should be artfully designed since it would be going through the heart of the community (a nighttime lighting system for example)</p> <p>This new alignment also pushes the Flemington Park station to the north. Now instead of it being directly across from the Flemington Park Plaza where it is most useful, it will be a block further north.</p> <p>All the changes to the northern section of the line seem to make it less useful for every day</p>

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
			<p>users. they might save time and money during construction, but this line will be around for a long time. We should focus on the riders first and not just building the cheapest line possible.</p> <hr/> <p>Also Toronto needs another downtown subway. But this "Ontario Line" seems to be only a Union station bypass for GO Transit users. Toronto needs a Queen st. subway to give downtown residence, outside the Core, actual access to Rapid Transit. The line should continue west along Queen to Roncesvalles Ave (and not end in the middle of nowhere at the EX). At Roncesvalles it can link with the lakeshore GO line and then go north to Line 2. The Gerrard station should be built right beside Gerrard Square Mall with a direct connection to Gerrard St E and the Mall. This would make the station far more useful than having it a block away, west of Carlaw.</p>
October 17, 2020	Noise and Vibration, Natural Environment, Air Quality, Cultural Heritage	The environmental studies highlight poor air quality and do not meet any standards highlighted in the report. The noise and vibration studies were done extremely minimally. Do not address noise around proposed station areas or around the tunnel near Pape public school.	There is not health impact study connected to your report. This needs to be done considering the results of your own report.
October 17, 2020	All of them	They are not extensive and Metrolinx has not addressed any of the concerns raised in the report	Noise studies for station areas in residential areas
October 17, 2020	As an owner of a house located less than 200 metres from the current rail lines through Riverside, Noise & Vibration, Natural Environment, Air Quality and Soil & Groundwater impacts are all of very high importance.	As a mechanical engineer and professional project manager, I found the Environmental Studies to be poorly done and much more political than practical. Along with all of my neighbours, we find it extremely disturbing that Metrolinx and the Ontario Government are still pushing ahead with the addition of two more rail lines above ground through the Riverside / Leslieville neighbourhoods. Anyone objectively, and without any specialized knowledge, can see this is a very bad idea. Noise and Vibration	I am not opposed to expanding transit since our city sorely needs more. And I support the route of the Ontario Line. But the section through Riverside and Leslieville MUST be put underground. It is the only safe, practical and ethical solution. The fact that Metrolinx and the Doug Ford government are not even considering it or explaining what issues there are, if any, with doing so, is proof that this is solely about saving money in the short term. I cannot remember ever being more angry or upset about a government plan of action.

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		levels will increase significantly, and there is no technical solution that will prevent that from happening. More rail lines means more pollution to both the soil and air. And where else in the world is there an example of three different types of rail transit safely operating beside each other on a narrow elevated roadbed? This is a recipe for disaster and like everyone else I have heard from in our area of the city, I am prepared to fight and prevent such a bad decision from being made.	
October 17, 2020	As the Manager of Capital Assets for the Economic Development and Culture division of the City of Toronto, I am responsible for four heritage properties in the study area: 26 Berkeley Street (Canadian Stage Company); 70 Berkeley Street (Alumnae Theatre); 160 Queen Street West (Campbell House); and 250 Fort York Boulevard (Fort York National Historic Site); as well as an associated interest in the South African War Memorial at Queen and University. As such, the Cultural Heritage, the Noise and Vibration, and the Archaeological Resources Reports are all important to me.	<p>I am concerned that the methodology for the Cultural Heritage Report claims community consultation, when it appears only interested Provincial ministries and the incomplete participation of Heritage Preservation Services at the City of Toronto are reflected in the report. Acknowledging the large number of heritage property owners in the study area, the City of Toronto is a key partner in the Ontario Line, and its property interests must be recognized and considered.</p> <p>The Noise and Vibration Report comments on the existing conditions, but not on potential impacts of noise and vibration, either during construction or with the future operation of the Ontario Line. The impact of vibration to heritage structures (building envelope and interior) and to ongoing operations, particularly of the two theatres, is a serious concern. It appears from the maps that the tunnel will travel directly under 70 Berkeley Street. Theatres on top of, or even near transportation subways are negatively impacted, and this must be acknowledged in order to be mitigated.</p> <p>The appendix outlining potential impacts and</p>	<p>See above: Community consultation; Anticipation of impacts of vibration, during construction and future operation of the Ontario Line; Thoughtful consideration of potential impacts to significant heritage properties; Thoughtful consideration of potential mitigation measures of same.</p> 

Date	What Environmental Studies are most Important to you?	What are your thoughts on the Environmental Studies?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Ontario Line Environmental Conditions Report.
		range of mitigation measures demonstrates a decided lack of consideration of potential impacts. "No anticipated impacts"are identified even when the tunnel runs directly under or adjacent a significant heritage property. The range of preferred mitigation measures starting with avoidance are cut-and-pasted from the Distillery District throughout the appendix. In the event of impacts where avoidance is not possible, consultation with Heritage Preservation Services must be expanded to include Economic Development and Culture for City-owned heritage properties, along with our tenants and building occupants.	

Public Engagement Record: September 17 to October 17, 2020

- **Provide Your Feedback**
 - **Air Quality Study**

Date	What are your thoughts on the Air Quality study?
September 22, 2020	<p>On page 160 of the Air Quality Study, the following statement appears - "Passenger rail trains do not currently travel through the Ontario Line North Study Area, therefore no train emissions were assessed."</p> <p>I believe the Richmond Hill Go Train does pass through the North Study Area.</p> <p>As well, Canada's main freight train route passes through the North Study Area and the emissions from those freight trains should be assessed. I happen to live in a condo on Thorncliffe Park Drive which faces north and those CP tracks, and I can assure you that there is a very high volume of trains on those tracks.</p> <p>One further point regarding air quality specifically on Overlea Boulevard - the air quality studies your researchers consulted may date from before the arrival of the large Costco store which replaced the Coca Cola Headquarters buildings. I have to presume that a significant increase in air pollutants has taken place because almost every Costco customer drives to that store. Obviously the Coca Cola Headquarters incoming and outgoing traffic would have generated very much lower levels of air pollutants.</p>
October 2, 2020	I'm really concerned about the air quality during construction in my area.
October 15, 2020	Particulates in diesel exhaust are harmful to human health. How does Metrolinx propose protection people who live and work along the Ontario Line route from the increased exhaust?
October 16, 2020	<p>Your ECR notes "The assessment found that the Ontario Line South Study Area had the highest emission amounts of criteria air contaminants and greenhouse gases." Particularly, Exceedances of the Ambient Air Quality Criteria and Canadian Ambient Air Quality Criteria standards: greenhouse gases: Benzene by 134%, Benzo(a)pyrene by 208%, and Benzo(a)pyrene at a whopping, 619% of the standards." pg. 143</p> <p>What is Metrolinx's plan to mitigate this potential effects of years of construction on air quality throughout the southern portion construction of the line?</p>
October 16, 2020	<p>Your assessment found that the study area South had high emission amounts of air contaminants. The removal of trees and green space for the OL will further deteriorate air quality.</p> <p>How do you plan to address air quality during construction?</p> <p>It seems like you are using United States Environmental Protection Agency emission standards to compare rail emission. Aren't there any Canadian standards that we should be following here?</p>
October 16, 2020	The Metrolinx assessment found that the OL South Study Area had the highest emission amounts of air contaminants and greenhouse gases. The levels are very concerning, especially when the air quality study was carried out in May 2020 during a period of vastly reduced vehicular and rail traffic emissions. How is Metrolinx going to bring levels in compliance with ambient air-quality criteria when plans include a severe reduction in vegetation, which helps to alleviate emissions?
October 16, 2020	Noise from construction will create low air quality. May cause long term health issues.
October 16, 2020	The study is not sufficient and the results seems to be presented in a such way as to diminish the real impact on air pollution onto residents and the environment.
October 17, 2020	<p>"No impacts to air quality are anticipated as a result of operations" This is a straight lie. Even the machines that just did probes of soils created enough of dust to impact the around areas in negative and significant manner, and you intend to do a full subway construction and operation. Even just creation of stations itself will decrease the air pollution due to dust, on a massive scale. The proposed measures are weak and inefficient when the construction on such scale is going to be</p> <p>Dust and other air pollution along with proposed deforestation, disruption of wildlife and soil degradation coming from dewatering will affect the area in a significant and negative way. I don't see the study that takes into account how the various components of the construction and operation, tied together, are going to create have a compound effect onto the environment.</p> <p>Metrolinx is cost-cutting company trying to get the subway build on cheap. I am highly doubtful that it will effectively try to prevent air quality degradation, and I think this study tries to hide this fact behind reassuring words that cannot stand even against the simple observation.</p>

Public Engagement Record: September 17 to October 17, 2020

- **Provide Your Feedback**
 - **Archaeological
Resources**

Date	What are your thoughts on the Stage 1 Archaeological Assessment?
October 16. 2020	This not a good idea. Very dumb. Cost and negativity out weight the positive.
October 16, 2020	I disagree that digging a subway is necessary. Building subways are bad for the environment, because of the massive amounts of needless concrete required. Alternatively.... the Ontario Line can stay aboveground and dead ended at likely Yonge and Front. Line turns north on Cherry and follows to dead end downtown.
October 16, 2020	The impact on archeological resources could be huge I am saddened at the thought of disturbing this land
October 16, 2020	you say: If unexpected archaeological materials are encountered (or suspected), all work will stop. What does this actually mean? What constitutes unexpected? and just how could work stop - what if the findings are in the midway point of the line - then the two ends don't connect?
October 17, 2020	No real details.

Public Engagement Record: September 17 to October 17, 2020

- **Provide Your Feedback**
 - **Built Heritage & Cultural
Heritage Landscapes**

Date	What are your thoughts on the Cultural Heritage Report?
October 15, 2020	I see the list of heritage sites (most with a "no" in the official designation column) but I don't understand what if anything you will do to protect them. For example, you highlight with a photo the fire station at Gerrard and Carlaw. Will that be impacted by the Ontario Line? How will you be protecting heritage buildings? I find this part of your report confusing and unhelpful.
October 16, 2020	<p>I am the volunteer Building Manager for the Alumnae Theatre Company located in Toronto's former Number 4 Fire Station (a Heritage building) at the south west corner of Berkeley and Adelaide Streets. We are very concerned about some of the issues raised by the reports released by Metrolinx concerning the construction of the Corktown Station and the tunneling north to Moss Park Station.</p> <p>It is to be hoped that you will be in touch with building occupants/owners to advise them of projected impact on their property. The summary report only mentions the Ministry of Heritage, Sport, Tourism and Culture.</p> <p>The circulated map indicates that there will be tunneling either directly under or closely adjacent to [REDACTED] (the Alumnae Theatre) on both the east and west sides. We are very concerned that the tunneling and other heavy machine work connected with the building of the tunnel and the station as well as the running of the Ontario Line trains will cause damage to our heritage building.</p> <p>We look forward to hearing details of your plans for communication with owners/occupants of buildings that will be affected by construction and operation of the Ontario Line as well as details of plans for mitigation of noise and vibration which could cause damage to [REDACTED].</p>
October 16, 2020	There are serious issues with the Cultural Heritage Report of the Leslieville/Riverside portion of the line. This area is rich with built heritage: bridges, buildings, homes. There seems to be little attention given to the neighbourhood surrounding Jimmie Simpson Park. For example, the north end of McGee street features beautiful and rare late victorian residential architecture that contributes significantly to the area's streetscapes and historic look and feel. As do this neighbourhood's bridges, for example at Degrassi and Queen Street East. Once built heritage is gone, it is gone forever. I am very disappointed in this part of your report.
October 16, 2020	You have said that the Jimmie Simpson Community Center will not be impacted. But if the trains and technology have not been selected yet, and therefore you don't know exactly how much space is needed, how can you guarantee that the center will not be impacted?
October 16, 2020	<p>I have a few general questions regarding the impact of construction on the Alumnae Theatre, located on the south west corner of Berkeley and Adelaide Streets. I am the volunteer Theatre Manager for the Alumnae Theatre Company.</p> <p>The map posted in the Neighbourhood Report for the Corktown Station seems to show a smaller line going from the Corktown station to Richmond street. The main tunnel is shown going north on Berkeley Street on one side of our building while the smaller line veers to the west, either going under the Alumnae theatre or immediately to the west of it. It looks like the theatre will be, essentially, surrounded by construction. Are patrons, volunteers and creative teams going to be able to access the theatre while construction is going on? Will our patrons have to walk lengthy and confusing paths – I'm thinking about the situation at Yonge and Eglinton over the past few years?</p> <p>Construction will also have a major impact on our (limited) parking spaces. The spot that we reserve for use by our volunteers with accessibility requirements is the spot by the tower, closest to Berkeley Street and most likely to be impacted by any construction equipment and barriers.</p> <p>I would appreciate an explanation of the two tunneling lines on the map as well as some idea of how pedestrian and vehicle traffic will be handled during construction.</p>
October 16, 2020	This will decimate the business and families.
October 16, 2020	Would like to know what research was done on properties that are not on a heritage listing--there are numerous buildings in the area that are over 100 years old and have original heritage features.
October 16, 2020	I would be happy if none of the built heritage resources or landscape are not disturbed
October 16, 2020	I disapprove of expropriation of homes that are over a century old and could be considered part of the city culture and heritage. Overall I'm disappointed with this whole project and wish there was a way for Metrolinx to consider alternative routes (or consider changing to underground tunnels) that would preserve culturally significant buildings.
October 17, 2020	I am finding this study omitting a lot of cultural buildings (such as Bethany Baptist Church which is almost a hundred years old) which will be directly affected by the construction and the operation of the subway.

Public Engagement Record: September 17 to October 17, 2020

- **Provide Your Feedback**
 - **Natural Environment
Study**

Date	What are your thoughts on the Natural Environment study?
September 30, 2020	You are planning on building a (redundant) bridge and a GO Transit service facility. There is no way you will minimize the visual or physical impact on parklands, the river, etc. Your service facility will be right against the river and a pedestrian walkway and using parklands. This is absolutely ridiculous. Find another place to build the service facility. Don't build a new bridge when the Millwood St Bridge is right there and a bridge can be twinned to it.
October 8, 2020	I think this has been undertaken hastily, with significantly weakened expectations. It is intolerable to me that you are planning to disrupt wildlife in the Don Valley.
October 15, 2020	<p>The report mentions that the Don River is "characterized by poor water quality and a generally degraded aquatic ecosystem." Surely you know that an enormous effort is being made right now to improve this by naturalizing the mouth of the Don at the Portlands. The Don is coming back! Please make sure that whatever bridge you build over the Don does not make this area less attractive. This is going to be a green space in the future. I trust Metrolinx is going to plan for this new important green space that will be critical to the many new residents in that area.</p> <p>It is so depressing to think of the beautiful mature trees that are going to be lost because of the Ontario Line going along the rail corridor through Leslieville/Riverside. We already have fewer trees than we should. I trust that you will be doing more than just replacing trees one for one. What is your plan? Will you provide any new green spaces to compensate for the ones that will be lost?</p> <p>I presume that you will not cut any trees during bird nesting season.</p>
October 15, 2020	While it is a man made park, Jimmie Simpson park is a well-loved, much used, and much-needed green space in Leslieville. It has many established trees and the rail corridor itself (at JS park and along the entire corridor) serves as a mini green refuge and also a 'highway' for many species of birds and animals. How will you work to protect it for future generations. How will you ensure it continues to serve the community throughout construction?
October 16, 2020	<p>We note in the ECR Southern Section that Bat Species at Risk, including Eastern Small-footed Myotis, Little Brown Myotis, Northern Long-eared Myotis and Tri-coloured Bat, along with Bird Species at Risk, the Chimney Swift have been identified.</p> <p>We have also been told by Metrolinx that track vegetation clearing will begin in 2021. How does Metrolinx plan on protecting these SAR? Particularly if vegetation clearing is taking place during prime nesting season? Will Metrolinx be scheduling this clearing work during dormant periods in the late fall to protect these SARS?</p>
October 16, 2020	There is no mention of the number of trees that are hugging the current line and will be eliminated as a result of expansion of the line. How is this not an environmental impact? What are your plans to ensure they are replaced?
October 16, 2020	<p>My family lives on Pape Avenue south of the Danforth. We have witnessed the various contractors and subcontractors doing core sampling in our area. They seem disorganized, rarely arrive or depart at the indicated dates, and at times come in conflict with each other. And when we have asked Metrolinx to deal with issues arising, we have been told that it's out of your hands, and we should talk to the contractors, who, frankly, could care less what we have to say.</p> <p>Given that Metrolinx is being sued – for the second time! – by the contractors on the Eglinton CrossTown Express project, and seems to have no control over its contractors and subcontractors there, and given that these contractors seem to be completely indifferent to the inconvenience, danger, and financial problems that they are causing residents, vehicular traffic, and local businesses in that area, what will Metrolinx do to insure that it keeps control over its contractors and subcontractors on the Ontario Line?</p> <p>We need assurances that Metrolinx will remain in control, and is willing to be held responsible for its contractors now, BEFORE contracts are signed.</p> <p>It will be unacceptable for Metrolinx to tell us that problems that occur are "out of our control." They're your contractors, so they are your responsibility. How will you ensure control and responsible behavior?</p>
October 16, 2020	Why is the Arborist report not included in the ECR - it is prime environmental condition no?
October 16, 2020	<p>Health Canada in its Canadian Handbook on Health Impact Assessment stipulates that "health assessment needs to be integrated into Environmental Assessment" to "ensure ... the health and well-being of individuals and society is not compromised." Health Canada goes on to say "these issues can go unnoticed by developers and be easily ignored unless individuals or communities raise them."</p> <p>We understand from WHO that long-term noise exposure leads to health issues like "cardiovascular disease, cognitive impairment in children, sleep disturbance, tinnitus and annoyance."</p> <p>Where is the Health Impact Assessment?</p>
October 16, 2020	1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and

Date	What are your thoughts on the Natural Environment study?
	less destructive on our neighbourhood, businesses and environment?
October 16, 2020	An Environmental Conditions Report for the Riverside/Leslieville rail corridor that does not assess the value of the corridor in terms of habitat connectivity omits the value of ecosystem services. The presence of migratory birds and the evidence of beneficial insect life points to what will be lost beyond the threat to species at risk (bat species and chimney swifts), beyond the destruction of a vital part of our tree canopy (already below the city average in this neighbourhood), and beyond the substantial damage to parks, which have been a crucial refuge for the community during the pandemic. How can Metrolinx rush into the clearance of vegetation in 2021 when the scientific and environmental studies of plant and animal communities along the entire corridor with connected habitats (from Corktown Common to the Don Valley) has not been undertaken?
October 16, 2020	Although the Metrolinx report acknowledges the chimney swift and bat species, all of which are species at risk, there are also many migratory birds that use the railway corridor as a stopping point along their route and some that even nest there. We believe that migratory birds are safeguarded by the Migratory Birds Convention Act, 1994, which ensures the protection of migratory birds, their eggs and nests. For a couple of summers now, we have had red-eyed vireos, a migratory species, nesting in trees along the railway line, as well as Cooper's hawks. Other birds that use the railway corridor as a stopover area on migration include black and white warblers, chestnut-sided warblers, magnolia and Nashville warblers, ruby- and golden-crowned kinglets, hermit and Swainson's thrushes, turkey vultures, orchard orioles, and rose-breasted grosbeaks. Metrolinx is very likely unaware of the presence of these bird species, as only people like ourselves living alongside the park and railway line would have the opportunity to observe daily throughout the migration and summer seasons.
October 16, 2020	Trees: The trees along the Jimmie Simpson rail corridor and beyond have over the years evolved into wildlife habitats that are important to connectivity in this part of the city. An indication of this is the deafening sound of crickets in August/September emanating from the vegetation along the railway corridor and notably close to the Queen Street Bridge at Degraasi. There is no comparable cricket song within the entire neighbourhood, and this represents a key indicator of a vigorous ecosystem.
October 16, 2020	This purpose construction will cause untold hard ache.
October 16, 2020	This report glosses over the impact to the Don Valley, in an area where the wildlife has been thriving and increasing over the past 10 years. The mitigation efforts detail nothing specific and the report seems to totally discount the negative impact to an IDENTIFIED environmentally sensitive and PROTECTED area.
October 16, 2020	I think the study underestimates how much wildlife and their habitat will actually be at risk. It also is very general and doesn't describe at all how much impact there will be. In fact it doesn't provide any information at all. I'm really disappointed this is happening. the Don river area is a treasure that needs to be preserved, not destroyed by this project. Please do a proper assessment and provide the community with more options that eliminate the need to destroy our green spaces. Please involve the community!!!!
October 16, 2020	I am totally against any disturbance of the natural environment
October 17, 2020	<p>I am highly doubtful that whoever is going to do the construction is going to implement any of the proposed measures.</p> <p>Corporations like Metrolinx don't give a — about the environment, because trees and birds and fish don't give them profit, and this company is all about the maximizing profit.</p> <p>In exact numbers, how big is possible impact on a long-term construction? Metrolinx claims to be able to build the whole line in 3 years but nobody is fooled that it can. Looking as the fiasco that is Eglinton line, it will take the company at best 10 years. Your studies don't show the impact of such long-term construction onto the environment, especially when your workers are so poorly trained to handle those issues.</p> <p>Who is going to control how those proposed measures are implemented? Does Metrolinx ever have enough qualified personnel to do surveys properly? What are the methodology aside of taking pretty pictures?</p> <p>Also, the proposed deforestation 'to minimum' - define 'minimum' in this case, please. How you propose to replace 30+ years old trees you are going to be cutting, with tiny saplings that will take another 30+ years to grow - if you are even going to plant these saplings ever.</p> <p>On the properly you are going to be grabbing, you need to dedicate at least 50% of it for parks, especially because of the environmental impact of the aboveground portions of line your are building.</p> <p>Your studies don't even touch on long-term harm that aboveground subway is going to do to the environment.</p> <p>And why Metrolinx doesn't even consider using the existing bridge over Don Valley, instead cutting through a new and previously undamaged area?</p>
October 18, 2020	Could you please provide evidence of your findings? I.e. that the Don River is not a critical habitat because if pollution?

Public Engagement Record: September 17 to October 17, 2020

- **Provide Your Feedback**
 - **Noise & Vibration Study**

Date	What are your thoughts on the Noise & Vibration study?
September 23, 2020	Noise walls sounds good but no indication of where they will be placed.
September 30, 2020	"Potential" mitigation measures? You're planning on constructing for 8 years and then operating a line and you're saying "this is what we MAY do to maybe not ruin your life and depreciate the value of your home"? This is just awful. You seem to not care about the human impact of your --- line.
October 2, 2020	The Noise and Vibration study omits any projection of new sound / vibration levels once the construction work has been completed and the line is operational. Consequently it is impossible to review the new sound / vibration levels and compare them to the existing levels. The study shows no proposed new sound / vibration levels so there is no target or commitment for proponents of the Ontario Line to aim at. Furthermore while the study notes different methods for lessening the sound / vibration generated by the Ontario Line there is no indication of the effectiveness of each of methods. Since these methods are simply listed I must conclude that none have been definitely selected by the proponents of the Ontario Line. If, as expected, construction costs greatly exceed budget projections are we to conclude that methods to lessen new sound / vibration levels will be omitted in the interests of cost savings? The report needs to include the projected new sound / vibration levels along with independent 3rd party verification of commonly accepted maximum sound / vibration levels for residential neighbourhoods. If the new sound / vibration levels exceed the commonly accepted maximum sound levels for residential neighbourhoods then the proponents of the Ontario Line should show how they intend to compensate homeowners who will be negatively affected. Anything less will be unacceptable to residents living in vicinity of the surface line. Finally we are all aware of the drop in public transit ridership due to greater numbers of people working from home. There appears to be no study of the likely long term drop in demand for public transit due to people working from home after the pandemic has been overcome. It would be a monumental blunder for the proponents of the Ontario Line to build the line and find it under-utilized. Any government which has pushed through such an expensive infrastructure project only to find it under-utilized will likely be decimated at the polls for a long period of time and rightly so. Comments submitted by a concerned resident of De Grassi Street.
October 2, 2020	I live at the end of the Leaside Bridge. If this project is a go, I will not like the noise and vibration if the actual construction is a go. And I'm pretty sure I will not like the noise and vibration of the trains in the future.
October 8, 2020	Seems very irresponsible to only use 2 noise receptors in the portion from Don River to Danforth. Many homes and parks are situated very close to the track. I would think more work should be done on this. Also looks like zero vibration study done in this area. How is that possible?
October 8, 2020	Thank you for publishing the Environmental Conditions Report for the Ontario Line Project. I have reviewed Appendix B3 of the report. Section 3.2 of the appendix indicates that no vibration-sensitive receptors with special requirements beyond residential sensitivity were identified for the Ontario Line North segment. I live at [REDACTED], next to the Millwood/Leaside bridge. My home, along dozens of others, are perched at the top east edge of the valley; my house already vibrates, noticeably at times, due to heavy traffic, especially traffic on the bridge. I am very concerned about (residential) vibrations for two reasons: (1) potential lower quality of life living in my home, and (2) potential structural damage to the foundation of my home given its closeness to the edge of the valley. I would expect that my neighbours along Hopedale Ave share my concerns. I wish to stress the importance of Metrolinx monitoring vibration before, during and after construction, and implementing appropriate measures where required. Vibration impact studies must be completed once further details on the project's design become available. [REDACTED]
October 13, 2020	My 108 year old detached house is the first house east of Pape on Bain Avenue. Over the past 22 years that I have lived here there is repeatedly a direct correlation between my house shaking/rattling and emergent sink holes/depressed pavement on Pape. Passing buses, transports, large vehicles, and anything pulling a trailer (which bounce over the

Date	What are your thoughts on the Noise & Vibration study?
	uneven road surface) cause the vibrations and reopen cracks in the walls that I faithfully repair and repaint. Over the years I have made calls when the rattling/shaking begins to dislodge items (like pictures falling off walls). In fact, it's time for another call to the City as the rattling has increased these past three months. Each time the road is paved the vibrations decrease. I am curious to know where exactly the underground portion of the track will be in the section along Pape that intersects with Bain Avenue. Will the line be directly under Pape, or to the west or east of Pape? If it is to the East that puts it much closer to my foundation. Given the way my house vibrates with surface traffic, how much will it vibrate with the subway? What studies have been done on residential homes of the same vintage as mine? Who do we contact for pre-construct and post-construction assessments? Should the project lack in due diligence assessments and transparency with homeowners, law suits for foundational/structural damages can be expected.
October 14, 2020	1)There were no vibration testing instruments along the corridors east of the Don River. Given that there will be many homes in close proximity to the six rail lines this is a failing. Given that north of Gerrard there will be a new subway line beside or under many homes all the way to the Don Valley this is also a failing. 2)In consideration of how to deal with the noise problems along the rail lines the option of maintaining the subway underground from Gerrard to south of Eastern should have been an option but was not listed. And, if in fact calculations have been done showing a cost differential between above and below ground they should be made publicly available.
October 15, 2020	My comments are about the section you now call "East" - between the Don River and Gerrard Street. I note that this study identifies the following problems: Annoyance, Sleep disturbance, and Interference with activities. You propose various mitigations but miss the most obvious one: PUT THE LINE UNDERGROUND! The problems during construction might be the same but this line is going to last for generations and it is the problems during operation that should be of the greatest concern. For that, a subway would in every way be better than the elevated route you propose.
October 15, 2020	Building a noise wall that will be permanent along track construction close to houses seems a sensible thing to do early on. Do you have a group studying types of noise barriers (earth walls, green earth walls, berms, etc.) at the moment? Also, something not covered in your report is the increased noise that will be generated by increased rail traffic and ensuring this is mitigated.
October 16, 2020	I am the volunteer Building Manager for the Alumnae Theatre Company located in Toronto's old Number 4 Fire Station (a Heritage building) at the south west corner of Berkeley and Adelaide Streets. We have reviewed the map released recently by Metrolinx and it looks like the tunnel is going to run either directly beneath or closely adjacent to the Alumnae Theatre. We are, of course, concerned about the effect of the noise and vibrations caused by both the tunneling and the nearby construction of the Corktown Station. Another on-going concern would be the impact of vibration and noise on our theatre performances caused by running the Ontario Line trains under our building. Irregular noise of this type is extremely distracting to cast and audience alike. Examples where this issue occurs in other Toronto theatres include the Royal Ontario Museum auditorium, Palmerston Library Theatre and the Village Playhouse (all located in close proximity to TTC subway lines). Do you have any plans to mitigate the effect of train noise/vibration for the buildings adjacent to the Corktown Stop and the Ontario Line Tunnel and could you provide me with any details?
October 16, 2020	Where is the noise and vibration study results pertaining to the Jimmie Simpson neighbourhood, i.e. the portion of the Ontario Line that runs above ground through Leslieville and Riverside. Why is Metrolinx giving this neighbourhood the short shrift? I am appalled there is no noise measurement location between 6 and 7 on your map. It's time to do proper planning and give the neighbourhood surrounding Jimmie Simpson its due.
October 16, 2020	I am concerned that the densely populated Leslieville area including Jimmie Simpson Park and other green spaces will be absolutely destroyed by your "noise walls" to dampen sound from the above-ground trains. This is not a solution for the residents of this beloved area.
October 16, 2020	What consideration was added to the noise level when the trains are up and running? The lakeshore line already creates considerable amount of noise in liberty village as many condos back the train line, especially loud for the lower floors. Will a barrier be built? How will you not increase noise levels?
October 16, 2020	What sound vibration assessment has been done for the Leslieville portion of the the system? E.g. between Dundas and Eastern?
October 16, 2020	For the above ground portion of the tracks south of Gerrard, what have your health assessments shown with respect to noise? In particular what will the health impact be for children living close to the tracks and playing in the parks?
October 16, 2020	Can you provide specifics on what type of noise wall will be built? How can this be promised at this point if there is not yet even a plan in place for the tracks?

Date	What are your thoughts on the Noise & Vibration study?
October 16, 2020	Will all construction be done during the day? Anyone who lives near the tracks now knows that repairs to the current tracks often happen at night, which means neighbours lose sleep every time there is a significant repair. How will you protect people from noise during construction?
October 16, 2020	In the Leslieville above-ground section there are only two receptors for noise and none for vibration. This is an area that will be heavily impacted by 6 rail lines and a narrow corridor that will bring the lines and stations extremely close to houses. Why were there not more receptors deployed? Why wasn't more of the area covered? Why was vibration not studied?
October 16, 2020	In ECR, current noise reading on Wardell St (MO_02S) already exceeds Ontario Ministry of the Environment's sound level limits. In other words, our community is already doing more than our fair share in helping our city's transit by living with noise generated by existing GO and VIA rail trains. The expansion project will double the number of tracks and multiply the number of trains passing through. What are the noise levels at which Metrolinx and Province will deem the at grade/elevated portion of Ontario line not feasible? Public health implications cannot be assessed by engineers or policymakers. WHO warns "sufficient evidence about the adverse health effects of long-term exposure to railway noise exists" and prescribes acceptable noise levels. Are you aware of these environmental standards? Which medical experts have given you the green light to proceed with the current plans that will jeopardize health and safety of our communities?
October 16, 2020	In one of your answers below, you state "Preliminary study results show that noise walls along the shared rail corridor through the Riverside area will be effective in reducing noise from both Ontario Line and GO Transit trains. ". Can you please share those studies?
October 16, 2020	Why does Metrolinx persist in planning an above-ground line through Riverside/Leslieville without considering an underground alternative as specified in Motion EX9.1, Amendments 19 & 20, as passed by City of Toronto in 2019? In addition to the motion by City Council, neighbourhood residents and other stakeholders have repeatedly requested that you investigate the underground route in order to spare our park space and tree cover. How can you call this a consultation when you refuse to consider alternatives to the above-ground line?
October 16, 2020	There is a complete lack of fulsome testing when the west side of the Leaside bridge (over the Don Valley) had no assessment—in particular when that is where the planned overhead bridge appears to be planned.
October 16, 2020	This project will destroy the neighborhood.
October 16, 2020	NO NOISE OR vibration needed, but INSTEAD..... keep the WHOLE ONTARIO LINE ABOVEGROUND, thereby huge amounts of concrete required, making it better for the environment, while saving about 7 billion dollars. HAVE LINE TURN NORTH ON CHERRY THAN A TURN ON FRONT, OR ESPLANDE..... AND DEADEND, NEAR TO THE PATH SYSTEM. my name is [REDACTED] and on my linkenin website reveals this innovation called "Smart Subways" my email is [REDACTED] to discover more. I am an professional Innovator Flow Technologist.
October 16, 2020	The impact on people's well-being could be greatly affected especially those working especially shift workers, as well as damage to property
October 16, 2020	Not enough noise study in the Don Valley area. Lots of people use the park for exercise and relaxation and many live in the area close to the valley because of its proximity to nature and parkland. How exactly will this impact them? How will an additional bridge with trains impact their enjoyment of the parks? How will it impact exactly the residents that live close to the tunnels? This is totally unacceptable.
October 16, 2020	Wow - your site - while it seems comprehensive - is in fact information overload! my question would be what happens if the noise does interfere with sleep, is annoying and does interfere with life? your "potential" mitigation measures mean little - and why are they mitigation measures and not simply standard practice??
October 17, 2020	No real information on the effect on the Hopedale/Minton area.
October 17, 2020	I think it wasn't done well, and the results are presented in a such way as to portray the extremely disruptive construction noises as controllable to . I think your study is biased and untruthful, and hides an important fact that no construction of this scale and size can be done without major disruption the constructing firm cannot do anything about to diminish. Looking at the Eglinton construction you are dooming the area to have sleep deprivation and other health- and environment- related

Date	What are your thoughts on the Noise & Vibration study?
	<p>issues for next 10 years. This is not acceptable.</p> <p>For example: where one of your machines did soil study in the area it was impossible to sit in cafe 20 m away from it and have a conversation.</p> <p>_Subway_ construction is even more noisy. And it will go on for years.</p> <p>And noise shields will disrupt travel and access to buildings.</p> <p>As for the part of the subway that will go over the ground, this noise and vibration will stay with people in the area forever and you clearly don't have means to mitigate it.</p>

**Public Engagement Record: September 17
to October 17, 2020**

- **Provide Your Feedback**
 - **Socio-Economic & Land
Use Characteristics**

Date	What are your thoughts on the Socio-Economic Environment study?
September 30, 2020	Don't build a second bridge. Don't use a river area for a GO station holding facility. it's not hard.
October 13, 2020	I think it's short-sighted, reckless and unnecessary to cause such destruction and harm to the local area by building a section of this line extension overland - right through an established community - and to obliterate well-used and very- needed services and resources. The line should be underground, as originally proposed, to preserve the existing community, save the area from destruction, and limit ongoing noise pollution for everyone living in the area.
October 15, 2020	My comments are about the section you call "EAST". While I continue to believe that the OL should go UNDERGROUND in the section between the Don River and Gerrard, if it does go above ground mitigation during construction and operation will be critical to make sure the surrounding neighbourhood doesn't suffer. With 100 active development applications pending for this neighbourhood it is imperative that PARKLAND be preserved and increased. In Toronto City's November 2019 Parkland Strategy : https://www.toronto.ca/city-government/accountability-operations-custome... the area between the Don Valley and the rail corridor from Queen to Gerrard is identified as one of the areas across the city that should be prioritized for the development of local-level parks plans, parks acquisition, and improvements in connectivity and access. Metrolinx should be responsible for replacing any meter of parkland that is sacrificed for the Ontario Line. As well, I understand that you will build a sound barrier wall but that you are not planning any art work to help improve the look of this wall. This is unacceptable. Metrolinx should make the noise wall as attractive as possible by paying local artists to adorn it with appropriate art work.
October 15, 2020	Looking at other Metrolinx projects, the public knows how disruptive Metrolinx construction is and how timelines keep shifting, resulting in socio-economic community hardship with little reassurance of a fixed end date to the hardships. How will you guarantee construction deadlines so the affected communities can see an end at the light of the tunnel. Public trust in Metrolinx is extremely low, with reason.
October 16, 2020	Will Metrolinx consider keeping the Ontario Line underground through the section between Pape/Gerrard and East Harbour? I understand the reasons for going above grade in order to cross the Don River, but running the trains above ground in an established neighbourhood is extremely destructive.
October 16, 2020	I would like to note that the Leslieville station name is actually located in Riverside, not Leslieville. Will this name remain or do you plan on changing it so that it is accurately named?
October 16, 2020	There was an approved, shovel-ready plan to move the lines underground. Why was this abandoned?
October 16, 2020	Why is the Eglinton line going underground, but this project is not? if budget was available to go underground there, where the roadways are much wider and with lower residential density, why is there not budget allocated to do the same in the Leslieville area?
October 16, 2020	Why have you not given us the actual costing of running the Ontario Line underground through the area from the Don River to Gerrard Street? You have told us it is cheaper to go above ground. On what is that based? Considering all of the above-ground infrastructure costs and communities that you will have to destroy and compromise, how much will you really save instead of going underground? If the Eglinton Line fiasco is anything to go by, would it not be better, safer, and faster to put the Ontario Line underground?
October 16, 2020	The recent update on the Ontario Line leaves many important questions unanswered: - has there been a study to keep the line underground all the way? If yes, where is it? If no, why is it not considered? - there is no indication of the type of technology to be used for the train, the electrification, etc. How can noise/vibration impact be evaluated? what would be the mitigation measures? Is there any intention from Metrolinx of sharing meaningful information publicly and take into account the community feedback?
October 16, 2020	The information you're presenting on the alignment of the rail and the station locations is misleading. - the ongoing GO rail expansion (including extra tracks is not factored-in to the proposed 'refinements' for the portion south of Gerrard - there's no certainty or precedence for light rail (Ontario Line rolling stock) running closely adjacent to heavy rail (GO trains) in a narrow corridor - there's no information on the major bridge expansions required (the overbearing impact of a wider bridge at Gerrard / Carlaw is a good example) - there is no acknowledgement that planting trees to replace those removed is not a 'win' for the neighbourhood I've read the business case for moving this portion of the Ontario Line above ground but it's still not clear why closer study is not being done on the neighbourhood impact during

Date	What are your thoughts on the Socio-Economic Environment study?
	construction and in operation. This neighbourhood successfully resisted the Gardiner East expansion (including lobbying for demolition of the elevated portion to Leslie) and the bents remain along Lakeshore as a reminder of the folly. The proposed Ontario Line alignment repeats this folly, ripping through small, single-lane, well-treed neighbourhoods while infringing on the existing limited park space. Surely there's a better approach.
October 16, 2020	Why have you stopped public meetings with the community and used COVID as an excuse? There is no reason why you cannot hold virtual meetings as many of us are now doing in our own lives and jobs. In fact through this medium you should be able to reach more people, more often, and also record the meetings to allow those who cannot attend to listen or watch later. There is no risk to your employees of this approach so clearly you want to avoid any form of direct community consultation and feedback because the plans you are sharing have not been well received by those most affected by them.
October 16, 2020	Why not start tunnel portal just east of the new East Harbour station and run underground from there? Bridge over Don much cheaper than tunnel under river. I agree. The original decision to go above ground to save money was based on Relief Line cost of the tunnel under the river. Produce new cost analysis showing bridge and new location for portal. Agree that East Harbour station should have all tracks at the same level. A tunnel directly east of the station won't affect this.
October 16, 2020	Its not acceptable that Metrolinx continues to ignore the City and neighbourhood's request to put the Ontario Line underground from Gerrard to Eastern as per the Relief Line did preceding it. ALL other Metrolinx projects covered under Bill 171 will be underground, with the exception of Thorncliffe Park, which residents want underground too. Both the Minister of Transportation and Metrolinx say that it is cheaper to run the line above ground will saving tax payers dollars to get a 17km line for more residents. If that is truly the case, than Metrolinx should demonstrate it is cheaper by studying the below grade (work already done by the City) and cost it out and SHARE the costs with the City and public. Its appears saving money is not the real answer as the Mx will now be burying the Eglinton West LRT (9.2 kilometres) which will cost an extra \$1.8 billion and serve fewer local riders. So why do it?!!! Our section is less than 3km, and higher density, business and homes with few park spaces. I encourage everyone to read this article. https://www.thestar.com/news/gta/2020/09/20/burying-the-eglinton-west-lr... So why does Metrolinx continue to not address the City and neighbourhood's continued requests to put the Ontario Line underground from Pape to Eastern, only 3 km, when it just announces that it will spend 18 billion dollars to bury the Eglinton LRT, 9.2 km, which will serve fewer riders?
October 16, 2020	You repeatedly claim that there are cost savings by running sections of OL above-ground (e.g. "... running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a nearly 16km route that will serve more communities with less construction impact and within the budget ..."). What alternatives have you investigated to determine that an above-ground route is providing these cost savings? Please show us your cost comparison between the options you have studied. What would be the cost to put OL underground compared to the above-ground option? The affected communities and the City of Toronto have directed Metrolinx to study an underground option. Can you please share these findings and the cost comparison?
October 16, 2020	Your maps and material do not show the 4th track and the impact of SmartTrack on the OL. When will you provide information on how you will fit 6 tracks into an narrow corridor? Your current material doesn't even acknowledge the coming of the 4th track. When will you be addressing safety concerns about run subway trains adjacent to heavy freight trains, homes and parks?
October 16, 2020	One of your comments below says "Cost is only one consideration. Decisions related to the alignment for the Ontario Line are made in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs." Where in all this is the consideration for the community? This is a mature, fully-developed neighborhood with already high noise levels and poor air quality. Will the cost savings and benefits to the riders come at the expense of this community?
October 16, 2020	Will transit-oriented development around the new OL stations follow global best practices and include the creation of high-density, walkable, complete neighbourhoods around each station? Will those neighbourhoods include affordable housing? When will a timeline and vision for transit-oriented development be shared?
October 16, 2020	If the OL must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential? This is going to wreak havoc on a number of historical homes in the area which feels entirely unnecessary. It seems that the residents of this neighbourhood are not being considered

Date	What are your thoughts on the Socio-Economic Environment study?
	whatsoever.
October 16, 2020	From the ECR Area of Study, we can see that Metrolinx has not considered any alternative alignments, despite the motion Ex9.1 Amendments 19 and 20, passed by the City of Toronto in 2019, which states Mx must investigate underground routes through Leslieville. Why is Metrolinx ignoring the City directive and our community voices?
October 16, 2020	<p>There are two elements of every project - Project Management (how much will it cost? who will do it? what are we building?) and Change Management (how does this affect people? what do people want? how do we incorporate feedback to build a good result for everyone?)</p> <p>Bill 171 handed over the design to you - but that design includes both Project and Change Management. It's safe to say that you've dropped the ball on the latter.</p> <p>I've lived in Toronto for over 30 years and we see the same thing: conceptual conversations that get dragged out for years (or decades), resulting frustration and then hasty design, "let's make up for all the time by getting this thing done". But "getting this thing done" still means doing that properly, responsibly and building for generations to come. Choosing to not put the full line underground is painfully shortsighted. I get that you have a job to do and limited resources in which to do it. But can we once - just once - not make a shortsighted decision about the design and planning of our communities in order to save money in the short term?</p> <p>Saving money now means that forever: people will deal with noise every few minutes as the trains pass (sleeping babies, people with mental health issues, migraines, folks that are stressed out, ie all of us), people will be waiting in freezing cold for a train in the middle of January on an above ground platform, people will forever have to look at noise barriers and barricades that cut off the horizon of our communities.</p> <p>If this ship has sailed, then the least you can do it take accountability for the decisions that you have made that go directly against what our communities want. Accountability looks like: transparency (how are you going to share the explicit plans with us and when?) and, communication (how are you going to let us know about changes? and when? where can we continue to be a part of decisions and discussion?)</p> <p>If this ship hasn't sailed, then know that we are in the same boat. The future of our communities is also the legacy that you (as the designers and builders) are creating for yourselves. Which legacy reads better? "Metrolinx changes design in support of communities and generations to come" or "Metrolinx bulldozes over community to stay within budget" - your reputation is on the line here. So is our future. Choose wisely.</p>
October 16, 2020	How can you call this process a 'consultation' when you are only advancing one design/route/alignment forward that clearly our communities do not want?
October 16, 2020	Will this line be going right through Jimmie Simpson Park? There is a summer softball league that plays there, about 165 people in the community. It would be a shame if this league has to close.
October 16, 2020	<p>This will destroy all the business on Pape similar to the Eglinton line.</p> <p>Community populous will not able to shop local therefore have to travel far.</p> <p>most effected will the disable.</p>
October 16, 2020	<p>Misses some stuff like in particular the socio-economic impacts of the COVID-19 pandemic on the community. How many riders will there be? What reduction in transit riders has there been since people started working from home?</p> <p>Also the importance of the Don Valley parkland needs to be highlighted and the impacts to recreational use in the area minimized.</p> <p>I want to see alternative routes that preserve the Don Valley area in particular.</p>
October 17, 2020	No details
October 17, 2020	<p>Overground subway is going to be ugly, noisy and is going to negatively affect the areas it is going through.</p> <p>I would like to see the alternative proposal, with detailed and clear costs of what it is going to do to build the subway wholly underground.</p> <p>"Additional socio-economic features will be examined, if required,"</p> <p>They are required. You are talking about affecting the livelihoods of hundreds, if not thousand people and all you have to show for it now is this vague and insufficient study.</p> <p>Eglinton area is hugely and negatively affected by ongoing construction for 10 years now. It is a desert in business sense. What Metrolinx is going to do to make sure that Ontario line won't create the same problems?</p>

Public Engagement Record: September 17 to October 17, 2020

- **Provide Your Feedback**
 - **Soil & Groundwater Study**

Date	What are your thoughts on the Soil and Groundwater Study?
September 30, 2020	You call the Don a polluted river. That's all I need to see to not take the intentions of your survey seriously. You don't care one bit about the river and the parklands. You don't care that salmon are spawning as we speak, that mink, beavers and birds live in and around the river. Your project will disrupt animal and human lives. Don't build a second bridge. Plain and simple.
October 8, 2020	Being a resident of Minton Place, I know that the soils transmit vibrations very easily. A frost bump in the DVP can transmit vibrations and sound through buildings. Cracks in walls have resulted. Construction methods should utilize the best available technology (I understand springs under the tracks?) There is no summary of depth to groundwater at the location of the Minton Place Tunnel. Will dewatering be required during or after construction. Will dewatering pose a risk to building settlement?
October 16, 2020	Daily life will be disrupted. Basic living needs, eg. electrical, water.
October 16, 2020	You used some of the very old surveys - you have to use more modern surveys. Also, your methods are vague, hence it is impossible to establish how precise your assessment is. I don't trust it at all. I think you are diminishing the negative impact the construction is going to inflict on the soils and groundwater? What exact areas are going to be dewatered? How minimal is 'minimal', in exact terms? How and where exactly you are going to affect soil and ground of Don Valley and neighbouring areas? What exactly are your remedial action plans, risk assessment and risk mitigation plans for encountering contamination, and what parts of Metrolinx are going to do it, especially when your company has so few people who know how to do it? What party is going to do regular site inspections? To whom those inspections are answering and how the public can be sure that Metrolinx is informing them openly and in a timely manner about all possible difficult and dangerous situations? How we can be sure that there is no the same situation as in Eglinton where pits stay open for five years, spreading dust and contamination around?
October 16, 2020	I do not believe there won't be any impact
October 17, 2020	What exact areas are going to be dewatered? Where is the study about how dewatering and contamination will affect Don River, Don River Valley and the local wildlife. Who is going to conduct inspections? I don't trust Metrolinx or other private company to conduct such inspections in a truthful and regulated manner, so I would like to get federal government agencies involved on all the environmental issues to make sure that the construction and operation follows all proper regulations. Why there is no sufficient level of details about studies east of Don Valley?

Public Engagement Record: September 17 to October 17, 2020

- **Provide Your Feedback**
 - **Traffic & Transportation
Study**

Date	What are your thoughts on the Traffic & Transportation study?
October 15, 2020	Expanding bridges, such as the one at De Grassi and Queen Streets or Gerard and Carlaw will affect car, bike, pedestrian, and TTC traffic enormously. How are you planning on expanding these bridges in such a way as to minimize the impact on traffic and transportation>?
October 16, 2020	Following ISO Standardization guidelines ...Does the new deliver of better, faster, more reliable and more frequent that is proven and adopted subway systems around the world. Please provide the locations that have similar weather and topography as we do here. Also if you have ISO Standardization recognition number. Please note as a layperson we have Line 1, 2, 4 all standardized. Line 3 shortly will be standardized with Line 2 which as a layperson is great. So will Ontario line be the same track size so that if possible same cars could be used with lines 1,2,4. As I recently UPE change the new cars to the GO Cars so I guess that means UPE is same size as the GO standardized trains. Would be very interested in learning more about this new better, faster, more reliable advances in vehicle design and rail technology. Does it fit the current standardized system on Line 1, 2, 3, 4? Please advise with what countries and locations you are referring around the world. What ever the exact vehicle ends up being will it fit the Line 1,2, 3, 4? If not why not. Does it meet any ISO standardized protocol?
October 16, 2020	Pape line will upheaval local enjoyment.
October 16, 2020	Potential impact included 'temporary lane closures'? Temporary means a short time. How, based on the disasters of the Eglinton Crosstown, can the report indicate temporary lane closures. Multi-year closures are not temporary.Well, they are if you interpret temporary as not permanant.
October 16, 2020	As a lifelong resident of Toronto I am really tired of all the construction and impact it's had on day to day life this is going to be another headache
October 16, 2020	Where streets will the traffic spill over to avoid the Pape / Cosburn area during construction of a transit station? Ans how will the traffic on those streets be impacted? How will traffic signals be adjusted to accommodate for changes in traffic flows?
October 16, 2020	I read this section carefully as I have now experienced the Eglinton ave. nightmare for years and years. going any where near Eglinton -on foot, by car, by transit is a nightmare. What have you learned from Eglinton and how will we not experience the same or worse along this route. This section feels very much like "gobbledegook" to me. Traffic will be a nightmare on the route as well as in adjacent neighbourhoods with cars trying to avoid the construction zone.
October 17, 2020	Nothing new and no real details.

Public Engagement Record: September 17 to October 17, 2020

- **Public Contact Us and Email Correspondence Table: September 17 to October 17, 2020**
- **Public Contact Us and Email Correspondence Record: September 17 to October 17, 2020**

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
September 17, 2020	<ul style="list-style-type: none">Requested that Metrolinx confirm if a location has been selected for the Bathurst & King StationNoted that they are a resident at a condominium located on King Street West and President of the corporation, and residents in their corporation and in the Summit's Sister Corporations are eager for more information about the projectNoted that there is currently an empty lot located at 689 King West and it is also directly in front of townhouses that are currently part of the Summit Complex. They raise concerns that the townhomes are particularly vulnerable with regards to use of the empty lot.	September 17, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the station platform at King and Bathurst is planned to be positioned diagonally and shifted to the southeast corner of the intersectionMetrolinx provided a link for more information on the webpage and visual representation of the draft planMetrolinx clarified that based on current information, they do not anticipate impact to the property mentioned on King Street West, but noted that final assessments of the exact impacts will be identified through further design and planning work as infrastructure requirements are project details are confirmedMetrolinx also shared a link to sign-up for the e-newsletter
September 17, 2020	<ul style="list-style-type: none">Noted a typo in the Draft Environmental Conditions Report Appendix B5 in section 3.1.2.2 regarding the Town of York	September 23, 2020	<ul style="list-style-type: none">Metrolinx confirmed receiving the typo and advised that it will be corrected in the Final Environmental Conditions Report
September 17, 2020	<ul style="list-style-type: none">Requested information regarding a map that shows the limits of the East Harbour study area, south of map OLS-6	September 24, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the noted area is shown in OLS-4, however, this area should precede OLS-6Metrolinx confirmed that Appendix A has been reuploaded with correct information (i.e., OLS-4 revised to OLS-5 and OLS-5 revised to OLS-4)
September 17, 2020	<ul style="list-style-type: none">N/A	September 17, 2020	<ul style="list-style-type: none">Metrolinx requested a Microsoft Teams meeting on September 28, 2020 to provide updates on the Ontario Line Project
September 17, 2020	<ul style="list-style-type: none">N/A	September 17, 2020	<ul style="list-style-type: none">Metrolinx provided a follow up to a phone discussionMetrolinx noted as a follow up to their discussion, they can find information about the Ontario Line project, the alignment and stations, timelines and how it connects with existing GO and TTC lines on the webpageMetrolinx provided a link to the Project webpage for more information
September 17, 2020	<ul style="list-style-type: none">Inquired about the potential for an additional station at Strachan in Liberty Village	September 21, 2020	<ul style="list-style-type: none">Metrolinx confirmed that they are analyzing 15 stations identified in the Initial Business CaseMetrolinx advised that the Project webpage includes details regarding the west segment of the alignment from Exhibition through Queen/Spadina
September 17, 2020	<ul style="list-style-type: none">N/A	September 17, 2020	<ul style="list-style-type: none">Metrolinx shared that the Environmental Conditions Report will be released for public review and feedback. The webpage will be updated with the latest information for the public about procurement and Project timelines with the neighbourhood information releasing over the coming weeks.Metrolinx noted that information about the joint corridor, including the resident's area will be posted toward the end of the month and noted that it would be good to connect again once that information is releasedMetrolinx introduced the lead for the Leslieville and Gerrard Station Community Relations personnel as an additional contact for ongoing support
September 18, 2020	<ul style="list-style-type: none">Inquired about the Liberty Village area, above ground portion and proposed a station be located at Strachan and East LibertyConcerned about noise disruption related to construction	September 21, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the 15 stations identified in the Initial Business Case are being analyzedMetrolinx confirmed that there are a number of measures in place to reduce and manage impacts to residents and communities, both during and after construction

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
September 20, 2020	<ul style="list-style-type: none">Requested Metrolinx provide details on where the Spadina Queen Subway is being proposed and what buildings will be impacted/ demolished in that area and notes that they cannot find this information currently	September 22, 2020	<ul style="list-style-type: none">Metrolinx noted that information was released recently about the west segment alignment from Exhibition through Queen/Spadina on the webpage and provided a link to the site. Metrolinx acknowledged that they understand residents and business want specific details on the impacts to their properties and confirms that they will reach out individually to impacted property owners once there is a firm understanding about what is need. They note that some outreach has already begun and clarifies that Metrolinx endeavours to provide early notice and commence discussions with owners to allow ample time for any negotiations or considerations.
September 20, 2020	<ul style="list-style-type: none">Requested information about potential impacts to a small business near Queen and Spadina	September 22, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the Queen/Spadina station will be underground and provided the link to the Metrolinx Engage webpage which has the map of the areaMetrolinx confirmed that all individual property owners would be contacted
September 21, 2020	<ul style="list-style-type: none">Requested to schedule a video call with Metrolinx noting that they had received a letter from Metrolinx on September 18, 2020 regarding potential impacts to their property on Queen Street East	September 21, 2020	<ul style="list-style-type: none">Metrolinx scheduled a meeting
September 21, 2020	<ul style="list-style-type: none">Shared interest in an additional stop at Strachan and voiced support of the Ontario Line	September 22, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the 15 stations identified in the Initial Business Case are being analyzedMetrolinx provided a link to the Project webpage for more information
September 22, 2020	<ul style="list-style-type: none">Requested where the station locations will be located and if any buildings will be torn down to build the entrances for the Queen Spadina corridor	September 23, 2020	<ul style="list-style-type: none">Metrolinx advised that detailed design and planning work is still underway to determine exact station locations and will be sharing more information in the fall. Metrolinx also clarifies that they will only be acquiring properties that are absolutely necessary to get transit built and will be notifying affected property owners directly once that information is available
September 23, 2020	<ul style="list-style-type: none">Requested clarification about the numbers in blue circles on the online maps	September 24, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the blue circles indicate numbered markings that correspond with information provided below each map
September 23, 2020	<ul style="list-style-type: none">Requested to schedule a phone call with Metrolinx regarding a letter they received about the Ontario Line and its potential impact on their property located on King St E.	September 23, 2020	<ul style="list-style-type: none">Metrolinx provided available meeting schedule times
September 23, 2020	<ul style="list-style-type: none">Shared concerns regarding the potential for building the Ontario Line above ground and urged Metrolinx to reconsider, noting that if the alignment was built above ground in Leslieville it would ruin the neighbourhood	September 25, 2020	<ul style="list-style-type: none">Metrolinx acknowledge the concerns and sensitivity about the Project impactsMetrolinx explained the benefits of additional connections and reduced construction timelines in relation to the above-ground alignmentMetrolinx clarified that they will continue to pursue other mitigation measures and design innovations to ensure the project is a good fit for the community
September 23, 2020	<ul style="list-style-type: none">Requested to know when the route was re-aligned to run through the Distillery District	September 28, 2020	<ul style="list-style-type: none">Metrolinx confirmed that information on the downtown segment was released the week of September 21 to show a route that is marginally east of what was originally studied with the new proposed location of Corktown Station at King and Berkeley
September 23, 2020	<ul style="list-style-type: none">Requested information about whether public transit will be maintained during construction and excavation work	September 25, 2020	<ul style="list-style-type: none">Metrolinx confirmed they are committed to working with the TTC to preserve service and limit reductions in service during construction
September 23, 2020	<ul style="list-style-type: none">Requested a link to the Draft Environmental Conditions Report and noted the link in the Metrolinx Engage e-newsletter was not working	September 25, 2020	<ul style="list-style-type: none">Metrolinx provided the link to the Draft Environmental Conditions Report and advised that the link had been fixed in the e-newsletter
September 23, 2020	<ul style="list-style-type: none">N/A	September 23, 2020	<ul style="list-style-type: none">Metrolinx provided an email following a call from the previous day including a letter detailing the anticipated property impacts, and a slide of the proposed Ontario Line Station in Moss Park

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none">Metrolinx provided links for more information about the project, including the Draft Environmental Conditions Report and noted more details about the downtown segment could be found on the webpage
September 23, 2020	<ul style="list-style-type: none">Requested to know when the Request for Qualifications and associated Metrolinx requirements will be publicly available	September 30, 2020	<ul style="list-style-type: none">Metrolinx advised that information on procurement is available in the procurement section of the Project webpageMetrolinx confirmed they do not post the Request for Qualifications (RFQ) on the webpage but it is available on www.merx.com for anyone who registers for that serviceMetrolinx provided information about what an RFQ is and what is typically included
September 24, 2020	<ul style="list-style-type: none">N/A	September 24, 2020	<ul style="list-style-type: none">Metrolinx provided an overview of a phone meeting regarding a local business and the Corktown stationMetrolinx provided a link to the Draft Environmental Conditions Report and a link to information on the downtown segment
September 24, 2020	<ul style="list-style-type: none">Requested information regarding the entrance and exit location for the proposed station at Queen and Spadina	September 28, 2020	<ul style="list-style-type: none">Metrolinx confirmed that there is currently no information to share regarding station entrance and exit locations, as detailed design and planning is still underwayMetrolinx advised that plans focus on avoiding or minimizing impacts to as many historical and cultural properties as possible in all areas, and will include station designs that are well-integrated with surrounding neighbourhoods
September 24, 2020	<ul style="list-style-type: none">Expressed that the Ontario Line should be below-grade to avoid destroying public and private property	September 28, 2020	<ul style="list-style-type: none">Metrolinx advised that running the Ontario Line on a mix of elevated, at-grade and underground sections means more communities can be served by a longer route
September 24, 2020	<ul style="list-style-type: none">Concerned about the accessibility of elevators at the proposed Queen Station	September 28, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the new Queen Station is proposed to be built undergroundMetrolinx noted that accessibility is a key focus and detailed design and planning is still underway to determine exact station entrance locations and the integration with TTC services
September 24, 2020	<ul style="list-style-type: none">Concerned about the stations being too far apart and suggested a station at Cherry Street	September 28, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the project plan includes 15 stations that were identified in the Initial Business Case and that findings will be presented in the Preliminary Design Business Case, which will be available in Fall 2020
September 24, 2020	<ul style="list-style-type: none">Requested information regarding construction timelines/ zones/ schedules and other relevant information for east end residentsRequested the links to online resources	October 5, 2020	<ul style="list-style-type: none">Metrolinx advised that construction for the project is anticipated to begin in mid-2021Metrolinx provided links to the Environmental Assessment of early works information webpage and east segment update which includes maps and proposed station locationsMetrolinx provided the link to sign-up for the e-newsletter
September 24, 2020	<ul style="list-style-type: none">Requested clarifications regarding the Ontario Line Project after receiving a notice from MetrolinxRequested to know if and how their property may be impacted, if Metrolinx will need access to the building before, during or after the project, if there will be construction at, around or under the building and what will be assessed with regard to the property	September 25, 2020	<ul style="list-style-type: none">Metrolinx proposed scheduling a phone call to address their concerns and provided available meeting times for September 30, 2020
September 24, 2020	<ul style="list-style-type: none">Shared that multiple studies including environmental related reports were completed for the park and suggested Metrolinx procure these studies to assist in their planning process	September 24, 2020	<ul style="list-style-type: none">Metrolinx provided a follow-up email after a previous meeting discussion, sharing links for more information regarding the project and the downtown segmentMetrolinx also shared contact information for the Moss Park station lead at Metrolinx noting that he will be their point of contact moving forward

Correspondence between September 17, 2020 and November 27, 2020				
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response	
September 25, 2020	<ul style="list-style-type: none">Shared congratulations on the most recent plan and expressed excitement for Moss Park station	September 29, 2020	<ul style="list-style-type: none">Metrolinx thanked for their enthusiasm regarding the project	
N/A	<ul style="list-style-type: none">N/A	September 25, 2020	<ul style="list-style-type: none">Metrolinx confirmed there is new information about the Ontario Line Downtown section and advised of lead contacts for Osgoode and Queen stations	
September 25, 2020	<ul style="list-style-type: none">Requested to know when an update to the East Neighbourhood webpage would be provided	September 28, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the East segments will be available on the webpage on September 29, 2020	
N/A	<ul style="list-style-type: none">N/A	September 25, 2020	<ul style="list-style-type: none">Metrolinx provided a follow-up email to a phone call they had earlier in the weekMetrolinx provided a link to the Draft Environmental Conditions Report and the downtown segment neighbourhood update (Osgoode through Don Yard)Metrolinx provided information about anticipated property and construction impacts	
September 25, 2020	<ul style="list-style-type: none">Requested a subscription to the newsletter for updates on the Ontario Line Project	September 28, 2020	<ul style="list-style-type: none">Metrolinx provided a link to subscribe to the e-newsletter	
September 26, 2020	<ul style="list-style-type: none">Requested to know if the Corktown station will be located where Staples is currently located	September 29, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the proposed location is in the same area as the Staples store	
September 27, 2020	<ul style="list-style-type: none">Inquired about how the trees would be removed and replanted, noting that in previous studies completed for the area documents all the tree details and how they are to be removed, relocated and/or replaced in accordance with green space bylaw for the City of Toronto and shared that this may help Metrolinx in their planning process for this area	September 29, 2020	<ul style="list-style-type: none">Metrolinx ensured the aim is to minimize and mitigate impacts on ecosystems and make best efforts to manage, preserve or protect vegetation in and around the proposed alignmentMetrolinx noted they will work with contractors to preserve surrounding vegetation in areas where they are building in accordance with Metrolinx's Vegetation Guideline	
September 28, 2020	<ul style="list-style-type: none">Requested to know when route change information was provided to the public	October 1, 2020	<ul style="list-style-type: none">Metrolinx advised that the latest information about the Ontario Line, including route details, is provided to the public on the webpage and promoted through mailings, social and mainstream media	
September 28, 2020	<ul style="list-style-type: none">N/A	September 28, 2020	<ul style="list-style-type: none">Metrolinx provided an email update on the Ontario Line noting that it will be completed in a phased approach based on the four segmentsMetrolinx provided a webpage link to the latest updates including the Environmental Conditions Report and indicated the last day to provide feedback is October 17, 2020	
September 28, 2020	<ul style="list-style-type: none">N/A	September 28, 2020	<ul style="list-style-type: none">Metrolinx provided an email update regarding the Ontario Line project, noting they are committed to providing clear and accurate informationMetrolinx shared that the initial design work is currently underway but not complete, noting final assessments on property acquisition will be identified through further design and that property owner outreach has begunMetrolinx shared links to the Environmental Conditions Reports and noted that public feedback is open until October 17, 2020	
September 28, 2020	<ul style="list-style-type: none">N/A	September 28, 2020	<ul style="list-style-type: none">Metrolinx provided an email update on the Ontario Line noting that it will be completed in a phased approach based on the four segmentsMetrolinx provided a link to the latest updates, including the Environmental Conditions Report and indicated the last day to provide feedback is October 17, 2020	
September 29, 2020	<ul style="list-style-type: none">Requested to arrange a meeting with Metrolinx to gain a better understanding about the project and its potential impact to their heritage building located at 330 University Ave.	September 29, 2020	<ul style="list-style-type: none">Metrolinx provided meeting availability to schedule for a meeting	

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
September 29, 2020	<ul style="list-style-type: none">Requested information about what kind of noise and vibration can be expected during operation in the Leslieville area and how many subway cars will run per hour	October 1, 2020	<ul style="list-style-type: none">Metrolinx advised that the trains are expected to run as frequently as every 90 seconds (up to 40 trains per hour, per direction)Metrolinx advised that they are committed to installing noise walls along the joint corridor where the Ontario Line will run alongside Lakeshore East GO TrainsMetrolinx provided a link to the East Neighbourhood Update
September 29, 2020	<ul style="list-style-type: none">Requested to know if Metrolinx will be releasing information and mapping for the section that runs across the Jimmie Simpson Park and over Dundas and Logan Avenue	September 29, 2020	<ul style="list-style-type: none">Metrolinx advised that the information released was focused on station areasMetrolinx asked if they would like a copy of the Environmental Conditions Report and appendices
September 30, 2020	<ul style="list-style-type: none">Requested to know if Ray McCleary Tower (444 Logan Avenue) near the proposed Gerrard station will be expropriated as part of the current plan	October 5, 2020	<ul style="list-style-type: none">Metrolinx advised that property impacts are still being determined, but do not anticipate that construction or operation of the Ontario Line will directly impact the Ray McCleary TowerMetrolinx confirmed there may be impacts to the green space adjacent to the rail corridorMetrolinx advised that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmed
September 30, 2020	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx provided an update regarding the proposed Leslieville Station, noting that initial design work is currently underway but not completeMetrolinx confirmed that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmedMetrolinx shared links to the latest project updates, including the recently released west, downtown and east segments and the Environmental Conditions Report and confirmed the last day to provide feedback is October 17, 2020
September 30, 2020	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx provided an update regarding property impact around Minton Place, noting that initial design work is currently underway but not completeMetrolinx confirmed that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmedMetrolinx shared links to the latest project updates, including the recently released west, downtown and east segments and the Environmental Conditions Report and confirmed the last day to provide feedback is October 17, 2020
N/A	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx sent a follow-up email notifying the resident regarding property impacts at Minton PlaceMetrolinx advised that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmed and that property owners who may be impacted by the Project have been contactedMetrolinx shared links to the Project webpage and the Environmental Conditions Report and noted the last day to provide feedback is October 17, 2020
September 30, 2020	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx provided an update regarding property impact around Minton Place, noting that initial design work is currently underway but not completeMetrolinx confirmed that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmed

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none">Metrolinx shared links to the latest project updates, including the recently released west, downtown and east segments and the Environmental Conditions Report and confirmed the last day to provide feedback is October 17, 2020
September 30, 2020	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx provided an update regarding previous requests for more information once availableMetrolinx shared that initial design work is currently underway but not completeMetrolinx confirmed that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmedMetrolinx 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
September 30, 2020	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx provided an update regarding previous requests for more information once availableMetrolinx 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
September 30, 2020	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx provided an update regarding the project and its proximity to Leaside Park TerraceMetrolinx shared links to the Project webpage, noting that it was recently updated with the Draft Environmental Conditions Report and neighbourhood segment information updates for the west, downtown and east segments, project timeline and procurement details
September 30, 2020	<ul style="list-style-type: none">N/A	September 30, 2020	<ul style="list-style-type: none">Metrolinx provided an update regarding the project and shared links to the latest updates on the Project webpage, including the recently released west, downtown and east segments and the Environmental Conditions ReportMetrolinx noted the last day to provide feedback in October 17, 2020
September 30, 2020	<ul style="list-style-type: none">Shared that the study is difficult to understand as many webpage sections are placeholders where information is not known and noted that it would be helpful to have a summary section that condenses some of the findings.Noted that the need for transit should not be done at the expense of the environment or the neighbourhoods and hopes that more information will be available on the webpage soon	October 5, 2020	<ul style="list-style-type: none">Metrolinx noted that they will share the feedback with the environmental programs teamMetrolinx shared a link to the Project webpage containing a summary of each of the Environmental Conditions Report studiesMetrolinx clarified details regarding the guideway over the Don Valley and noted that they are working with the TRCA to identify and mitigate potential impacts, which will be detailed in the Environmental Impact Assessment Report
September 30, 2020	<ul style="list-style-type: none">Concerned about large white van at Pape and Withrow obstructing the sidewalk on the south east cornerConcerned about public and pedestrian safety	September 30, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the work mentioned is not related to the Ontario Line and that the start date for work in that area has been delayedMetrolinx provided links to the update on planned Ontario Line work, the Draft Environmental Conditions Report and the latest neighborhood update for the east segment
October 1, 2020	<ul style="list-style-type: none">Requested to know if Corktown station will be outdoor or underground and inquired about the construction start date	October 5, 2020	<ul style="list-style-type: none">Metrolinx confirmed that Corktown station will be underground and that the construction for the downtown section is anticipated to begin in 2023, after the procurement process
October 1, 2020	<ul style="list-style-type: none">Confirmed availability for a call with Metrolinx to discuss concerns related to Ontario Line and the Distillery District area	October 1, 2020	<ul style="list-style-type: none">Metrolinx requested a phone call to address the question better and suggested October 5, 2020 with the Team Lead for Community Relations

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
October 1, 2020	<ul style="list-style-type: none">Requested to know if there is any consideration given to how tunnelling may impact foundations of homes in the Bathurst and Wellington area, which were built in the pre-1900s	October 5, 2020	<ul style="list-style-type: none">Metrolinx advised that the tunnels will be significantly below the surface, which may have little or no effects on the buildings aboveMetrolinx confirmed impacts will be assessed on a site-specific basis to determine how extensive the impacts may be, and what mitigations would need to be put implementedMetrolinx advised that pre-construction surveys and monitoring stations will be installed to monitor the effects of tunnelling on the areas above and will be assessed in relation to what the lands or properties are used for
October 1, 2020	<ul style="list-style-type: none">Shared that they are interested in receiving a copy of the Draft Environmental Conditions Report of the Ontario Line Project	October 5, 2020	<ul style="list-style-type: none">Metrolinx provided a link to the Draft Environmental Conditions Report on the webpage for public viewing and shared that comments must be provided by October 17, 2020 with links to the feedback form and project email
October 1, 2020	<ul style="list-style-type: none">Requested for more information regarding the Ontario Line Corktown Station, noting that the new map looks like the tunnel is going to run beneath the Alumnae TheatreConcerned about the sound/vibration of the trains and if there are plans to mitigate the impacts to buildings adjacent to Corktown Station and Ontario Line tunnel	October 6, 2020	<ul style="list-style-type: none">Metrolinx clarified that they will monitor noise and vibration impacts during and after construction and take steps to reduce noise and vibrationMetrolinx confirmed that current vibration at ground and basement levels of Alumnae Theatre have been studiedMetrolinx noted that anticipated environmental and community impacts will be identified as the project moves through further design stages and shared a link to the Draft Environmental Conditions Report
October 1 and 16, 2020	<ul style="list-style-type: none">Requested Metrolinx to clarify if residential vibration testing will be completed, and if vibration receptors will be installed in the future for the Ontario Line North, and for the east valley edge specifically as the resident noted living near the Millwood/Leaside Bridge and feels vibrations due to heavy traffic and traffic on the bridgeConcerned about the vibration and its potential to impact quality of life and cause structural damager to the foundation of their homeExpressed concern regarding potential noise and vibration impacts to the Alumnae Theatre, including impacts to performances, specifically related to a potential tunnel that will run underneath or adjacent to the theatreExpressed concern regarding issues raised in the draft Cultural Heritage Report related to the construction of Corktown Station and tunneling north to Moss Park StationRequested to know if patrons, volunteers and creative teams from Alumnae Theatre will be able to access the theatre during construction of the Ontario Line, if parking spaces will be impacted and if construction pathways will be installed	October 6 and November 27, 2020	<ul style="list-style-type: none">Metrolinx clarified that the Draft Environmental Conditions Report, (Section 3.2 of the Noise and Vibration study specifically) looks at vibration sensitive areas due to the presence of vibration sensitive equipment and notes in the executive summary that Hopedale Avenue/Minton Place is recognized as an area with lower noise levels and outlines steps that will be taken to reduce noise and vibration in residential areasMetrolinx clarified that noise and vibration will be monitored before, during and after construction to determine if more measures are necessaryMetrolinx confirmed that noise and vibration impact studies will be conducted once further details on the project's design become availableMetrolinx provided a link to the Draft Environmental Conditions Report for public viewing and noted that comments must be provided by October 17, 2020Metrolinx noticed the individual submitted a feedback form and wanted to provide a response via email regarding the Cultural Heritage ReportConfirmed that Metrolinx will begin to reach out to affected property owners as project planning and details on property-specific impacts are knownConfirmed recognition of the heritage value of Alumnae Theatre which is documented as OLS-046 in the draft Cultural Heritage Report and that it is listed on the Municipal Heritage Register which is important to the communityClarified that that the dashed line between Corktown Station and Richmond Street is a previously studied alignment that is no longer being considered and instead, the tunnel will be located east of Berkeley Street, curving to the west of Berkeley Street north of Adelaide Street East without directly impacting Alumnae TheatreNoted that as project planning and design progresses, Metrolinx will model vibration impacts from the construction and operation of the Ontario Line and prescribe mitigation accordingly, where

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			required and that noise and vibration impact study results will be shared for review and comment as part of the Environmental Impact Assessment Report, expected to be released in mid-2021
October 1, 2020	<ul style="list-style-type: none">• Thanked Metrolinx for taking the time to speak over the phone	October 1, 2020	<ul style="list-style-type: none">• Metrolinx provided a follow up after a phone call, attaching information on the proposed Ontario Line station at King/Bathurst• Metrolinx provided links to the west, downtown and east segment updates and the Initial Business Case
October 2, 2020	<ul style="list-style-type: none">• Requested more information on how Metrolinx became responsible for the extension north of Pape	October 5, 2020	<ul style="list-style-type: none">• Metrolinx clarified that in June 2019, the Ontario Government passed the “Getting Ontario Moving Act” which assigned responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project, which included north (extension north of Pape) and south segments, was replaced by the Ontario Line project. Since then, Metrolinx has been advancing the project.• Metrolinx provided a link to the Project webpage for more information
October 2, 2020	<ul style="list-style-type: none">• Requested information regarding the Eglinton Crosstown LRT Project and if/how work for the Ontario Line Project intersects with 80 Overlea Boulevard	October 5, 2020	<ul style="list-style-type: none">• Metrolinx confirmed that information may be available by October 8, 2020 and that information would be shared once released
October 2, 2020	<ul style="list-style-type: none">• Requested to receive a copy of the Draft Environmental Conditions Report	October 5, 2020	<ul style="list-style-type: none">• Metrolinx provided a link to the Draft Environmental Conditions Report and noted that comments must be provided by October 17, 2020
October 2, 2020	<ul style="list-style-type: none">• Concerned about potential noise impacts near St. Lawrence caused by construction of the Ontario Line• Concerned about the park near Berkeley and Parliament being destroyed	October 6, 2020	<ul style="list-style-type: none">• Metrolinx confirmed that the Ontario Line will run underground through the Corktown area until it emerges at the Don Yard to take advantage of existing GO corridor from East Harbour onward• Metrolinx advised that they are committed to minimizing disruption to communities before, during and after construction and confirmed that safety would be a top priority for parks that remain open during construction• Metrolinx provided a link to the downtown segment update and the Draft Environmental Conditions Report for more information
October 2 and 10, 2020	<ul style="list-style-type: none">• Thanked Metrolinx for publishing the draft Environmental Conditions Report• Noted that Section 3.2 of Appendix B3 states that no vibration-sensitive receptors with special requirements beyond residential sensitivity were identified for the Ontario Line North segment• Expressed concerns regarding potential vibration impacts to residents on Hopedale Avenue and requested to know if residential vibration testing will be completed and if vibration receptors will be installed in the future• Thanked for response and expressed relief knowing that Metrolinx will monitor noise and vibration before, during, and after construction• Confirmed providing comments to the Draft Environmental Conditions Report, signing up for the e-newsletter and reviewing the north segment update	October 6 and November 27, 2020	<ul style="list-style-type: none">• Advised that Section 3.2 of the Noise and Vibration study specifically looks at vibration sensitive areas due to the presence of vibration sensitive equipment, such as hospitals, recording studios and theatres• Noted that the executive summary of the study recognizes Hopedale Avenue/Minton Place as a residential area with lower noise levels and that Metrolinx will monitor noise and vibration before, during and after construction, testing to see if more measures are necessary• Encouraged providing comments by October 17 using the Public Engagement Webpage and signing up for the Project e-newsletter to receive the latest information on the Ontario Line Project• Noted that Metrolinx is committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations and additional noise and vibration estimates or measurements will be considered for locations beyond those included in the draft Environmental Conditions Report• Noted that noise and vibration impact studies are currently in progress and results will be available as part of the forthcoming Early Works and Environmental Impact Assessment Reports, which are expected in spring and summer 2021
October 2, 2020	<ul style="list-style-type: none">• Requested a meeting to discuss the proposed Metrolinx-City of Toronto Master Agreement for the GO Expansion Program	October 7, 2020	<ul style="list-style-type: none">• Metrolinx confirmed they are available to meet on Friday October 16, 2020

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
October 3, 2020	<ul style="list-style-type: none">Requested to know the location of Cosburn station	October 6, 2020	<ul style="list-style-type: none">Metrolinx confirmed that Cosburn Station would be close to the Pape and Cosburn Avenue intersectionMetrolinx provided a link to the Project webpage for more information
October 5, 2020	<ul style="list-style-type: none">Thanked Metrolinx for the information provided	N/A	<ul style="list-style-type: none">N/A
October 5, 2020	<ul style="list-style-type: none">Requested a copy of the Draft Environmental Conditions Report	October 6, 2020	<ul style="list-style-type: none">Metrolinx provided a link to the Draft Environmental Conditions Report and noted that comments must be provided by October 17, 2020
October 5, 2020	<ul style="list-style-type: none">Concerned about noise and vibration from night drilling on Adelaide Street East and requested compensation for a hotel accommodation for the duration of the project	October 6, 2020	<ul style="list-style-type: none">Metrolinx apologized for the disturbance and noted the work at this location is still expected to be completed by October 30Metrolinx provided several options to minimize the noise and vibration impacts including: a white noise machine, noise cancelling earphones, and floor mats that help to dampen vibration
October 6, 2020	<ul style="list-style-type: none">Expressed gratitude to Metrolinx for thinking of the future of Toronto, environmental issues and investing in transit	October 7, 2020	<ul style="list-style-type: none">Metrolinx thanked for the kind words and advised to reach out for any further questions or concerns about the project
October 6, 2020	<ul style="list-style-type: none">Noted that the current cycling and pedestrian pathway at Leaside Bridge is unacceptable and plans for the Don Valley crossing should include a cycling and pedestrian pathway	October 7, 2020	<ul style="list-style-type: none">Metrolinx provided a link to the north segment updateMetrolinx advised that a conceptual rendering of the Don Valley crossing has been released but design and alignment are still being finalized, with exact renderings expected in 2024
October 6, 2020	<ul style="list-style-type: none">Concerned about negative impacts to properties in the Overlea Boulevard and Thorncliffe areaSuggested the Ontario Line run north to Banigan Drive or be underground and requested Metrolinx conduct cost analysis for these options	October 7, 2020	<ul style="list-style-type: none">Metrolinx confirmed the rendering included in the north segment update is conceptual and future design may changeMetrolinx advised that minor adjustments to the curve of the route will be considered alongside considerations such as cost and technical feasibilityMetrolinx advised that they 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
October 6, 2020	<ul style="list-style-type: none">Noted the naming of Science Centre station is misleading	October 7, 2020	<ul style="list-style-type: none">Metrolinx noted that station names are subject to changeMetrolinx advised that stations currently named Flemingdon Park and Science Centre have been shifted to the north and associated impacts are being studied
October 6, 2020	<ul style="list-style-type: none">Noted that there was a spelling mistake in the Ontario Line newsletter	October 7, 2020	<ul style="list-style-type: none">Metrolinx apologized for the error and confirmed it would be corrected in future distributions
October 6, 2020	<ul style="list-style-type: none">Noted that their name was not redacted from Appendix C3 of the Environmental Conditions Report	October 8, 2020	<ul style="list-style-type: none">Metrolinx apologized for the errorMetrolinx confirmed redaction of information and provided a link to the updated copy
October 6, 2020	<ul style="list-style-type: none">Thanked Metrolinx for information	October 6, 2020	<ul style="list-style-type: none">Metrolinx provided a link to the Draft Environmental Conditions Report, Project webpage and blog
October 6, 2020	<ul style="list-style-type: none">Requested to know if MPP Wynne is available to join the scheduled meeting	October 6, 2020	<ul style="list-style-type: none">Metrolinx scheduled a meeting for the week of October 19Metrolinx provided a link to the North Segment neighbourhood updateMetrolinx confirmed that MPP Wynne is only available on Monday October 19 at 4:00 p.m.
October 6, 2020	<ul style="list-style-type: none">Noted that soil samples were recently taken at their place of work and requested access to study resultsAdvised that the location was at 746 Pape Avenue	October 8 and 15, 2020	<ul style="list-style-type: none">Metrolinx requested more details such as the date of work, name of the contractors and the exact locationMetrolinx confirmed that no investigative work for the Ontario Line was performed at 746 Pape Avenue

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
October 6 and 8, 2020	<ul style="list-style-type: none">Concerned about the noise disruption that will impact residents at 1 Leaside Park DriveRequested to know the height of the elevated structureRequested the Ontario Line to be shifted north, away from residential buildings	October 8, 2020	<ul style="list-style-type: none">Metrolinx advised that based on community feedback, the alignment has been shifted to the north side of Overlea BoulevardMetrolinx advised that the rendering of the elevated guideway is conceptual and therefore an estimated height of the guideway is not currently availableMetrolinx provided a link to the North Segment neighbourhood update
October 6, 2020	<ul style="list-style-type: none">Thanked Metrolinx for information and expressed support and excitement for the Ontario Line Project	October 8, 2020	<ul style="list-style-type: none">Metrolinx thanked for their encouragement about transit in Toronto
October 6 and 7, 2020	<ul style="list-style-type: none">Concerned about potential construction impacts to their property on Queen Street East and requested a call to discussConfirmed availability for a call on October 9, 2020	October 6, 2020	<ul style="list-style-type: none">Metrolinx noted availability for October 9, October 14 or October 15 to discuss concerns
October 7, 2020	<ul style="list-style-type: none">Confirmed meeting time for Friday October 16, 2020	October 14, 2020	<ul style="list-style-type: none">Metrolinx provided links to the Project webpage and the east segment neighbourhood update
October 7, 2020	<ul style="list-style-type: none">N/A	October 7, 2020	<ul style="list-style-type: none">Metrolinx provided a follow up email after a call the week beforeMetrolinx advised that based on available information, their property is not directly impacted by the ProjectMetrolinx confirmed that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmedMetrolinx provided links to the north segment update and the Draft Environmental Conditions Report
October 7, 2020	<ul style="list-style-type: none">Concerned about the noise disruption related to nighttime drilling work near Queen Street West and SpadinaNoted they received the notice a week earlier but are frustrated with the hours of the work	October 8, 2020	<ul style="list-style-type: none">Metrolinx apologized for the disturbance and noted that work at this location is expected to be completed by October 26Metrolinx advised that the noise they heard last night came from a hydrovac truck which uses high-pressure jets to loosen the material being excavated.Metrolinx confirmed that work with the hydrovac truck is now complete and noise levels will return to levels similar to a truck on high idle
October 7, 2020	<ul style="list-style-type: none">Concerned about transferring from bus and streetcar to the Ontario LineRequested to know if the new stations will have bus and streetcar loops	October 8, 2020	<ul style="list-style-type: none">Metrolinx advised that the Ontario Line will be an integrated part of the current rapid transit systemMetrolinx noted that detailed design and planning work is still underway to determine exact station entrances and connections to TTC services, but Metrolinx is working closely with TTC to ensure services best serve the community
October 7, 2020	<ul style="list-style-type: none">Requested more information regarding financing of the Ontario Line Project	October 9, 2020	<ul style="list-style-type: none">Metrolinx advised that the Ontario Line Project is being delivered in three separate contracts, including the Southern Civil, Stations and Tunnels; Rolling Stock, Systems, Operations and Maintenance; and the Northern Civil, Stations and TunnelsMetrolinx noted that risks and financing scenarios are assessed separately for each contract and confirmed the financing structure will be noted in the Request for Proposals, which is still to be issued

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
October 7, 2020	<ul style="list-style-type: none">Concerned that above ground alignment will impact Jimmie Simpson Park	October 13, 2020	<ul style="list-style-type: none">Metrolinx advised they are committed to working with community partners and the City of Toronto to mitigate impacts to parksMetrolinx noted that they have factored in feedback received through community engagement in Leslieville and Riverside and the plans preserve local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise walls
October 7, 2020	<ul style="list-style-type: none">Noted they submitted a question on the feedback section but have not received a response	October 8, 2020	<ul style="list-style-type: none">Metrolinx confirmed they are looking into their question and will respond shortly
October 7, 2020	<ul style="list-style-type: none">Noted they are looking forward to the meeting	October 14, 2020	<ul style="list-style-type: none">Metrolinx confirmed a meeting scheduled for Thursday October 15 at 10:00 a.m.
October 8, 2020	<ul style="list-style-type: none">Requested to know if the elevated guideways will be on both sides of Overlea Boulevard and on Millwood, over Leaside Bridge	October 13, 2020	<ul style="list-style-type: none">Metrolinx confirmed that current plans have the Ontario Line crossing the valley on a new bridge and turning at Overlea and Millwood to run along the north side of Overlea Boulevard
October 8, 2020	<ul style="list-style-type: none">Requested to know why the Ontario Line will not be underground through Leslieville	October 13, 2020	<ul style="list-style-type: none">Metrolinx advised that leveraging the existing GO rail corridor and running the line above ground in certain areas creates a reduction in construction impacts, timelines and costs while building a longer line that serves more communitiesMetrolinx noted that by factoring in feedback received to-date, latest plans protect local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise wallsMetrolinx provided a link to the Project webpage and confirmed they are committed to listening to the residents of Riverside and Leslieville
October 8, 2020	<ul style="list-style-type: none">Noted that their community prefers an underground alignment and asked why the Ontario Line is following a different alignment than the current subway	October 13, 2020	<ul style="list-style-type: none">Metrolinx advised that the new Ontario Line tracks will be added through the existing GO rail corridorMetrolinx advised that the Ontario Line is using different technology than the TTC because it will feature fully automated trains with modern signaling that will result in significantly less noise than TTC subway trainsMetrolinx provided the link to the Project webpage for more information
October 8, 2020	<ul style="list-style-type: none">Requested to know if property owners on the north side of Pape have been informed of property expropriation	October 9, 2020	<ul style="list-style-type: none">Metrolinx advised that initial design work is underway and final assessments of whether a property is needed will be identified through further designMetrolinx noted that contact with property owners has been made to ensure awareness of potential property impactsMetrolinx provided the link to the North Segment update for more information
October 8, 2020	<ul style="list-style-type: none">Concerned about the Ontario Line alignment near Leaside Park Drive and Thorncliffe ParkNoted benefits of shifting the Ontario Line away from Overlea Boulevard	October 13, 2020	<ul style="list-style-type: none">Metrolinx confirmed their previous email about privacy, noise and vibration has been shared with the Project Team for considerationMetrolinx noted a meeting will take place with MPP Wynne, Councillor Robinson and the board of directors of 1 Leaside Park Drive to continue to understand local residents’ concerns and that more engagement opportunities will be provided to the Thorncliffe Park community as the Project progresses
October 8, 2020	<ul style="list-style-type: none">Expressed concerns about potential environmental impacts to the Thorncliffe areaRequested that a meeting be held with the 1 Leaside Park Drive Board of Directors and residents	October 13, 2020	<ul style="list-style-type: none">MPP Wynne confirmed that a meeting is being arranged with Metrolinx and the residents at 1 Leaside Park Drive

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
October 8 and 13, 2020	<ul style="list-style-type: none">Requested to know which buildings on McGee Street will be expropriated and voiced frustration regarding the Ontario Line Project	October 13, 2020	<ul style="list-style-type: none">Metrolinx noted that initial design work on the Ontario Line is underway and final property assessments will be identified through further design as infrastructure requirements and project details are confirmedMetrolinx noted that contact with property owners has been made to ensure awareness of potential property impacts and future engagement opportunities will be provided to Riverside and Leslieville residentsMetrolinx provided a link to the East Segment update for more information
October 9, 2020	<ul style="list-style-type: none">Requested to know if there are plans to keep the public archery range functioning and if the trains will be protected from arrows	October 13, 2020	<ul style="list-style-type: none">Metrolinx noted that it is too early to confirm anticipated impacts but noted their commitment to working with the City of Toronto to restore any impacted park spaces, once construction is completeMetrolinx confirmed that the Ontario Line will pass by the archery range on an elevated guideway and provided a link to the North Segment update which includes a conceptual rendering
October 9, 2020	<ul style="list-style-type: none">Requested a copy of the Draft Environmental Conditions Report	October 13, 2020	<ul style="list-style-type: none">Metrolinx provided a link to the Draft Environmental Conditions Report and noted the last day to provide comments is October 17, 2020
October 9, 2020	<ul style="list-style-type: none">Requested information on the Project’s financing structure and noted that taxpayers should be able to review	October 13, 2020	<ul style="list-style-type: none">Metrolinx confirmed that financing must be commercially confident to ensure the integrity of the procurement process between various biddersMetrolinx advised that the Request for Proposal (RFP) includes guidelines for the financing structure
October 9, 2020	<ul style="list-style-type: none">Noted that the October 6 plan update for Thorncliffe Park and Flemingdon Park has addressed responses to community concerns voiced in January 2020Requested a virtual meeting with the community be scheduled prior to finalizing the design	October 13, 2020	<ul style="list-style-type: none">Metrolinx confirmed that they will schedule a virtual meeting
October 9, 2020	<ul style="list-style-type: none">Requested a copy of the draft proposal for the Ontario Line Project and an estimated timeline to operationRequested to know if the Ontario Line Project has been approved by the City of Toronto	October 15, 2020	<ul style="list-style-type: none">Metrolinx confirmed that the route from Exhibition to the Science Centre is finalized, however, Metrolinx is working with the City of Toronto to refine the curvature of the routeMetrolinx noted the 2019 Provincial budget contemplated a completion date of 2027 and provided a link to the Project webpage for all neighbourhood updates and the Initial Business Case
October 9, 2020	<ul style="list-style-type: none">Requested to know detailed noise and vibration information related to the operation of the Ontario Line on PapeRequested to be informed on noise and vibration updates throughout the study and construction process and requested to know construction timelines	October 13, 2020	<ul style="list-style-type: none">Metrolinx advised that precise community impacts, such as noise and vibration, will be available as the Project progressesMetrolinx provided examples of steps taken to reduce and manage impacts to residents, including fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneouslyMetrolinx advised that noise and vibration will be monitored before, during and after construction, testing to see if more measures are necessaryMetrolinx provided links to subscribe to the e-newsletter and to the Project webpageMetrolinx advised that early works construction will start in 2021 and major construction will start in 2023
October 9, 2020	<ul style="list-style-type: none">Concerned about the impacts section of the Draft Environmental Conditions Report, specifically related to noise and vibrationConcerned that there are no considerations for burying the entire line	October 21, 2020	<ul style="list-style-type: none">Metrolinx advised that the technical team is working to refine the plansMetrolinx advised that the route and its property implications have been selected and reviewed to balance a design that creates a more direct path for the trains while also minimizing property impact

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none">Requested to have meaningful consultation about construction that will occur at Minton and Hopedale		<ul style="list-style-type: none">Metrolinx confirmed that the sharing of updates and seeking of feedback throughout the early development stages of the Project is being completed to address community concernsMetrolinx advised that meetings with the Pape Area Concerned Citizens for Transit (PACCT), MPP Tabuns and Councillor Fletcher have and will continue to take place to keep citizens in Minton Place and Hopedale Avenue informed
October 10, 2020	<ul style="list-style-type: none">Requested to know if the Ontario Line will eventually extend west to Park Lawn/Mimico or Sherway Gardens Mall	October 13, 2020	<ul style="list-style-type: none">Metrolinx confirmed advancement of the route with 15 stations between Exhibition and the Science CentreMetrolinx advised that current plans for the Ontario Line incorporate the possibility of future expansions to improve access and meet future demand
October 10, 2020	<ul style="list-style-type: none">Requested to know the possibility of intercepting the Kitchener GO line with the Ontario Line before reaching Union Station	October 13, 2020	<ul style="list-style-type: none">Metrolinx confirmed advancement of the route with 15 stations between Exhibition and the Science CentreMetrolinx advised that current plans for the Ontario Line incorporate the possibility of future expansions to improve access and meet future demand
October 11, 2020	<ul style="list-style-type: none">Requested to know how construction of the Ontario Line could impact buildings on Overlea DriveRequested to know where the Ontario Line would cross the Don Valley, where the Thorncliffe Park stop would be located and how it will reach the Science Centre	October 15, 2020	<ul style="list-style-type: none">Metrolinx advised that the Ontario Line will cross the Don Valley on a new bridge and proceed on an elevated guideway to the Science CentreMetrolinx advised that the Thorncliffe Park Station is located at the intersection of Thorncliffe Park Drive and Overlea BoulevardMetrolinx provided a link to the North Segment update on the Project webpage
October 11, 2020	<ul style="list-style-type: none">Requested to be added to the Project mailing list	October 13, 2020	<ul style="list-style-type: none">Metrolinx confirmed addition to the distribution list
October 12, 2020	<ul style="list-style-type: none">Requested a copy of the Draft Environmental Conditions Report	October 13, 2020	<ul style="list-style-type: none">Metrolinx shared a link to the Draft Environmental Conditions ReportMetrolinx advised that they have until October 17, 2020 to provide comments
October 13, 2020	<ul style="list-style-type: none">Requested information on the commissioning of the Project and expressed interest in receiving Project updates	October 13, 2020	<ul style="list-style-type: none">Metrolinx provided a link to the procurement webpage and advised that they are using a public-private partnership approach to establish the scope and the purpose of the Project, on behalf of the ProvinceMetrolinx provided a link to the Initial Business Case and a link to subscribe to the e-newsletter
October 13, 2020	<ul style="list-style-type: none">Received a letter from Metrolinx and would like to schedule a call to discuss the implications to their property on Pape Avenue	October 20, 2020	<ul style="list-style-type: none">Metrolinx thanked for participation in a call with the Metrolinx Property TeamMetrolinx confirmed that potential impacts to surrounding and adjacent properties are being investigated and that mitigation measures will be implemented to reduce impacts
October 14, 2020	<ul style="list-style-type: none">Thanked Metrolinx for the quick response	N/A	<ul style="list-style-type: none">N/A
October 14, 2020	<ul style="list-style-type: none">Thanked Metrolinx for the meeting information	October 14, 2020	<ul style="list-style-type: none">Metrolinx provided links to the Project webpage, West Segment update and subscription to the e-newsletter for more information
October 14, 2020	<ul style="list-style-type: none">Concerned about letters they received concerning potential impacts to their property on Pape Avenue and their workplace rental building	October 26, 2020	<ul style="list-style-type: none">Metrolinx thanked for participation in a call with the Metrolinx Property Team and confirmed that several scenarios will be discussed with property owners prior to expropriation processMetrolinx confirmed that potential impacts to surrounding and adjacent properties are being investigated and that mitigation measures will be implemented to reduce impacts
October 14, 2020	<ul style="list-style-type: none">Requested a virtual meeting to discuss the potential impacts to their property on Banigan Drive	October 14, 2020	<ul style="list-style-type: none">Metrolinx advised that they are available on October 22 or October 23

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none">Metrolinx provided a link to the Project webpage for more information
October 14, 2020	<ul style="list-style-type: none">Confirmed that the Leaside Park Drive Board would be happy to attend a meeting with Metrolinx	October 14, 2020	<ul style="list-style-type: none">Metrolinx advised of a virtual meeting that is being held on October 19 with MPP Wynne and Councillor Robinson and requested that Board Members from Leaside Park Drive join
October 15, 2020	<ul style="list-style-type: none">Requested information on where the new Don Valley bridge will emerge	October 19, 2020	<ul style="list-style-type: none">Metrolinx advised that with current design, the new bridge crossing the Don Valley will emerge from a tunnel portal at Minton Place, near Pape AvenueMetrolinx provided a link to subscribe to the e-newsletter
October 15, 2020	<ul style="list-style-type: none">Attended the Townhall with MPP Glover and requested information on where the King and Bathurst Station will be located and what the design will look likeRequested to know if property for the stations had already been secured	October 16, 2020	<ul style="list-style-type: none">Metrolinx noted that detailed planning is ongoing and the station locations, property impacts, property assessments and connections to other transit services have not been finalizedMetrolinx confirmed that property owners with potential impacts have been contactedMetrolinx provided a link to subscribe to the e-newsletter
October 16, 2020	<ul style="list-style-type: none">Concerned about the above-ground alignment through Leslieville	October 19, 2020	<ul style="list-style-type: none">Metrolinx advised that the plans have been updated based on what they heard from the community and now preserve the Jimmie Simpson Recreation Centre and commit to the installation of noise wallsMetrolinx advised that by running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communitiesMetrolinx advised that when it comes to possible impacts to parkland, they are actively working with community partners and the City of Toronto to mitigate impacts to parks
October 16, 2020	<ul style="list-style-type: none">Concerned about the north section from O'Connor Drive to Thorncliffe Park, wooded areas and preservation of Crothers Woods	October 20, 2020	<ul style="list-style-type: none">Metrolinx advised that current plans have the Ontario Line crossing the valley on a new bridge, and turning at Overlea and Millwood to run along the north side of Overlea BoulevardMetrolinx advised that they will work with contractors to preserve surrounding vegetation and confirmed that any removed trees will be compensated in accordance with Metrolinx's Vegetation Guideline protocolMetrolinx provided a link to the north segment update for more information
October 17, 2020	<ul style="list-style-type: none">Requested to know if a below-ground alignment was possible on Parliament and noted flooding issues in this area	October 20, 2020	<ul style="list-style-type: none">Metrolinx advised that flood mitigation is taken very seriouslyMetrolinx provided links to the downtown segment update and the soil and ground water study summary on the Project webpage for more information
October 17, 2020	<ul style="list-style-type: none">Requested to know why the track through Riverside/Leslieville must go above ground and requested that the Ontario Line only travel above-ground through industrial areas	October 20, 2020	<ul style="list-style-type: none">Metrolinx advised that plans have been updated based on community feedback to preserve the Jimmie Simpson Recreation Centre and install noise wallsMetrolinx advised that running the Ontario Line on a mix of elevated, at-grade and underground sections means a longer route that will serve more communities can be deliveredMetrolinx advised that by using the GO corridor, people can easily connect between GO and TTC services accessible by street level, saving time compared to connections that would lead people into deep underground stations
October 17, 2020	<ul style="list-style-type: none">Concerned about the Environmental Assessment (EA) process being compromised as an underground alignment is not being consideredRequested an entry point at Gerrard be provided	October 20, 2020	<ul style="list-style-type: none">Metrolinx confirmed that further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce robust mitigation strategiesMetrolinx provided a link to subscribe to the e-newsletter

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
October 17, 2020	<ul style="list-style-type: none">Voiced objection to the proposed Ontario Line and raised concerns about the lack of information available in the Draft Environmental Conditions ReportConcerned about losing backyard property on Hopedale Avenue	October 20, 2020	<ul style="list-style-type: none">Metrolinx advised that precise environmental and community impacts will be provided as the project moves toward detailed designMetrolinx confirmed that updates and feedback provided from communities including Hopedale Avenue throughout the project phases is being collected and considered by Metrolinx to inform decision-makingMetrolinx provided a link to the Project webpage for more informationMetrolinx advised that meetings with the Pape Area Concerned Citizens for Transit (PACCT), MPP Tabuns and Councillor Fletcher have and will continue to take place to keep citizens in Minton Place and Hopedale Avenue informed
October 17, 2020	<ul style="list-style-type: none">Voiced importance of Cultural Heritage, Noise and Vibration and Archaeological Resources ReportsVoiced concern about the methodology used in the Cultural Heritage Report, specifically regarding community consultation and impacts to heritage structures from noise and vibrationVoiced concern regarding potential impacts and range of mitigation measures related to the Noise and Vibration and Cultural Heritage ReportsVoiced concerns about the Ontario Line travelling underneath the Alumnae Theatre	November 27, 2020	<ul style="list-style-type: none">Thanked for sharing feedback and noted the intent of the Draft Cultural Heritage Report was to identify all built heritage resources and cultural heritage landscapes within the Ontario Line study area, and outline a broad range of potential impacts and mitigation measures in order of most preferred to least preferredNoted that community engagement for the Project is ongoing and that a full draft Cultural Heritage Report found in the Draft Environmental Conditions Report includes input from community engagement from early 2020 through the time of publication of the draft report where no comments related to cultural heritage were received from the publicConfirmed that input received during the 30-day review period for the Draft Environmental Conditions Report will be included in the Final Environmental Conditions ReportNoted that the Existing Conditions Noise and Vibration report is intended to provide context on baseline noise and vibration conditions throughout the Ontario Line study area and that the Environmental Impact Assessment Report will assess predicted construction and operation noise and vibration impacts and identify mitigation measuresNoted that the alignment travelling underneath the Alumnae Theatre property at 70 Berkeley Street is a previously studied alignment that is no longer being considered
November 10, 2020	<ul style="list-style-type: none">Requested to know if Metrolinx is working on cost comparisons between constructing the Ontario Line above ground versus below ground from Don River and GerrardExpressed concern related to the increased presence of above-ground heavy rail along the Lakeshore East GO Corridor and requested further detail on the cost-benefit analysis related to above-ground stations for the Ontario Line	November 23, 2020	<ul style="list-style-type: none">Confirmed that Metrolinx will be bringing forward a comparison of the impacts and benefits of various construction approaches for public discussionNoted that tunneling is complex and disruptive due to the amount of excavation required but Metrolinx determined that using sections of the existing rail corridors would allow the Ontario Line to extend farther and reach more neighbourhoods sooner and significantly reduce the amount of property required for near-term construction and long-term operationNoted that Metrolinx will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions to communitiesConfirmed that Metrolinx will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within itConfirmed that building stations above ground avoids long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services
November 16 and 25, 2020	<ul style="list-style-type: none">Noted that on behalf of over 150 residents of Leslieville, they have not received feedback from Metrolinx regarding the consideration of alternative alignments despite the motion	November 23, 2020	<ul style="list-style-type: none">Confirmed that Metrolinx will continue to outline the impacts and benefits of various construction approaches and will be addressing questions and concerns in future environmental reports

Correspondence between September 17, 2020 and November 27, 2020			
Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<p>passed by the City of Toronto in 2019 (motion Ex9.1 Amendments 19 and 20) and effects of noise and vibration on the human body</p> <ul style="list-style-type: none">• Requested more noise measurements be taken to properly gauge the existing noise levels• Noted concern that no vibration study was undertaken in Riverside/Leslieville• Noted concern that the Air Quality Study was conducted in May 2020 during the height of the pandemic which may impact accuracy• Thanked Metrolinx for reply and noted concern about health impacts of the Ontario Line Project and requested further information from Metrolinx		<ul style="list-style-type: none">• Noted that tunneling is complex and disruptive due to the amount of excavation required but Metrolinx determined that using sections of the existing rail corridors would allow the Ontario Line to extend farther and reach more neighbourhoods sooner, providing relief to subway congestion on Line 1• Confirmed that building stations above ground avoids long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services• Noted that Metrolinx will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions to communities• Confirmed that Metrolinx will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it• Confirmed that Metrolinx is following the same methodology for noise and vibration as previously assessed projects.• Confirmed that the draft Environmental Conditions Report provided information on ambient air quality levels received from the Ministry of the Environment, Conservation and Parks, and from Environment and Climate Change Canada which report exceedances similar to those across downtown Toronto and common urban centres• Confirmed that the Ontario Line Environmental Conditions Report adheres to the requirements laid out in Ontario Regulation 341/20 under the Environmental Assessment Act and outlines the current conditions in the Ontario Line study area. The report characterizes existing conditions for various environmental disciplines, including background/ambient levels of noise, vibration and air quality, and it includes a preliminary assessments of impacts that will be comprehensively analyzed in subsequent Early Works Reports and an Environmental Impact Assessment Report, per Ontario Regulation 341/20

From: Ontario Line
Sent: September 17, 2020 5:30 PM
To: [REDACTED]
Subject: RE: Ontario Line. . .

Hello [REDACTED],

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

At King and Bathurst, the station platform is now positioned diagonally and shifted to the southeast corner of the intersection. You can find a visual representation of the draft plan and more information on our [website](#), where we released information today about the West Segment (Exhibition through Queen/Spadina) of the alignment, along with the Environmental Conditions Report.

Based on the current information, we do not anticipate impact to the property at [REDACTED], however final assessments of the exact impacts will be identified through further design and planning work, as infrastructure requirements and project details are confirmed.

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



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

From: [REDACTED]
Sent: Thursday, September 17, 2020 2:33 PM
To: Ontario Line
Subject: Ontario Line. . .

Has a location been chosen yet for the Bathurst & King station on the Ontario Line?

I live at [REDACTED], a condominium of which I am president.
Naturally, residents in my corporation, and those in the Summit's sister corporations, are eager for information on this project.

There is currently an empty lot next to our [REDACTED]. It is also directly in front of the townhouses which are also a part of the Summit complex. They are particularly vulnerable in regard to the use of this lot.

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: Ontario Line

Sent: September 23, 2020 9:29 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thanks for reaching out to us.

Thank you for noting this typo. This correction will be applied in the final Environmental Conditions Report.

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

Sincerely,

Gurjeet

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: September 17, 2020 4:54 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, September 17, 2020 - 16:53

Submitted by anonymous user: 204.40.130.136

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Error in Draft ECR, Appendix B5

Message: Draft Environmental Conditions Report, Appendix B5, Section 3.1.2.2 (Town of York). The Second last paragraph says that "Fort York was constructed east of the Town of York...". However, Fort York was constructed west of the Town of York to guard the entry of Toronto Harbour. Likely a typo, but should be corrected.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17028>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

From:
To:
Cc:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 24, 2020 9:06 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

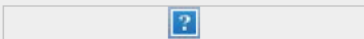
Thank you for bringing that to our attention.

The noted area is shown in OLS-4, however, this area should precede OLS-6. Appendix A has been re-uploaded with OLS-4 and OLS-5 swapped (i.e., OLS-4 revised to OLS-5 and OLS-5 revised to OLS-4).

If you have any further questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: September 17, 2020 3:23 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, September 17, 2020 - 15:23

Submitted by anonymous user: 198.162.78.5

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): East Harbour

Subject: Maps

Message: The draft report appendix A - Maps, doesn't have a map for the east harbour area of the study area. Is there a map that shows the limits of the study area south of map OLS-6?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17027>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

From: Ontario Line
Sent: September 17, 2020 4:17 PM
To: [REDACTED]
Subject: Community Updates

Hello [REDACTED],

Sorry I missed your call earlier today, it is very timely that you reached out as today we re-launched our engagement activities starting with the release of the Ontario Line Environmental Conditions Report for public review and feedback. We have also updated our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress.

All that said, we would appreciate the opportunity to meet with you and discuss updates. Are you available **Monday September 28th at 4pm** to have a meeting via MS Teams? By joining via teams we will have the opportunity to share images and slides with you. If this date and time works for you I will send a formal invite with the necessary details.

Regards

Lancefield

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:
Attachments:

From: Ontario Line
Sent: September 17, 2020 5:27 PM
To: [REDACTED]
Subject: Ontario Line and your property

Hi [REDACTED],

Thanks again for taking the time to speak with us today.

As a follow-up to our discussion, you can find information about the Ontario Line project, the alignment and stations, timelines and how it connects with existing GO and TTC lines on our website [here](#).

You can also find more details regarding the west segment of the alignment which is Exhibition through Queen/Spadina, and we will continue to share information for each area along the alignment over the next few weeks.

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

Sincerely,
Josh

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



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: September 21, 2020 9:20 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us and for your message about the Ontario Line alignment through Liberty Village.

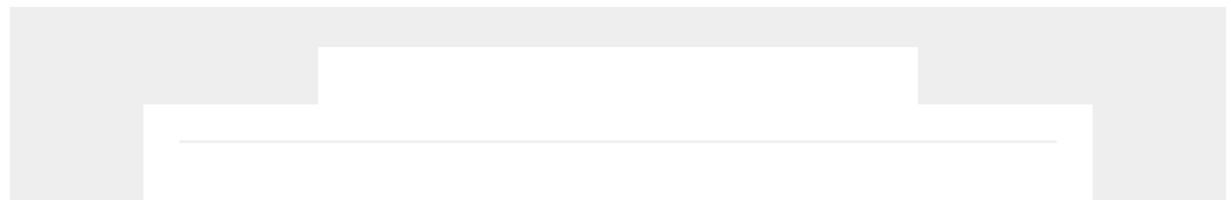
Currently, teams are analyzing the 15 stations identified in the [Initial Business Case](#) to see how they would perform, looking at factors like the potential number of users, ease of construction, and cost, to name a few. Findings will be presented in the Preliminary Design Business Case, which we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

You may have already seen this, but yesterday we released details about the west segment of the alignment from Exhibition through Queen/Spadina on our [website](#). 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,
Bismah

Bismah Haq
Community Relations and Issues Specialist - Ontario Line
 **METROLINX**

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Thursday, September 17, 2020 5:55 PM
To: Ontario Line
Subject: Contact Ontario Line Submission



Hello Ontario Line,

Submitted on Thursday, September 17, 2020 - 17:55

Submitted by anonymous user: 205.175.213.119

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Additional Station at Strachan

Message:

Hi there,

It's great to see this project's progress however I think there is a significant missed opportunity to rectify the transit issues in Liberty Village. As a long-time resident of the LV community, I've witnessed the patterns, changes and issues that plague the area. The bulk of the residential units are located at the east end of the community resulting in most people using the King streetcar at Strachan for their daily commute. As 7 more residential towers currently under construction come online at Strachan and East Liberty, this will exacerbate the issue. Unfortunately the only station on the Ontario Line is too far west and most residents will not bother walking 10-15 min in the opposite direction of their downtown commute to use it. There is a tremendous opportunity to put a more conveniently located station at Strachan which would provide residents the option of using the King streetcar or the Ontario Line due to their proximity to the residential units in the area. GO transit tried to encourage residents to use Exhibition station in the past and it was a failed experiment largely due to the inconvenience of the location of the station relative to people's homes. The current Ontario Line plan without a station at Strachan will likely share the same fate and I'm hoping that consultation with the community will allow planners to realize the incredible benefit and convenience of having another station would have in servicing the community and improving overall public transit to the area.

[REDACTED]

The results of this submission may be viewed at:

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

Sent: September 17, 2020 8:29 AM

To: [REDACTED]

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line update

Hi [REDACTED],

Today, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our [website](#) with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

Information about the joint corridor, including your area, will be posted towards the end of the month and it would be good for us to connect again around that time. I'll send you a message when I have content to share and some proposed meeting dates.

I also wanted to take this opportunity to e-introduce you to Simon Granat who has joined the Ontario Line Community Relations Team. Simon will be the lead for the Leslieville and Gerrard station areas. For consistency and to keep things easy for the community, the Ontario Line team all works from the one email address: ontarioline@metrolinx.com. I'm not going anywhere but wanted you to get to know Simon who will also be available to support you.

We look forward to connecting with you soon.

Josh

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

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 21, 2020 9:20 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out and for your feedback regarding a station at Strachan and East Liberty. 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 will share this fall 2020.

In regards to your concerns around noise, we have a number of measures we can take to reduce and manage impacts to residents and communities, both during and after construction. The type of technology planned for the Ontario Line will be much quieter than the current TTC subway. You can learn more on our [website](#). We will take practical steps to reduce noise and vibration by keeping equipment well-maintained and fitted with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. 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,
Bismah

Bismah Haq
Community Relations and Issues Specialist - Ontario Line


From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Friday, September 18, 2020 7:59 AM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Friday, September 18, 2020 - 07:58

Submitted by anonymous user: 64.137.141.91

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Exhibition

Subject: Recommendations

Message:

Hi there,

Thank you for sharing such detailed plans. As a liberty Village resident I am definitely excited for this new transportation opportunity. I do however have a couple questions and suggestions.

I am curious about the above ground portion as I am a resident in a condo facing south towards the tracks. We are all used to the train sound and I am curious if you anticipate the new TTC cars to run with much noise. In addition one large challenge south facing residences have had for years now is construction to the railway tracks. I am concerned about the long-term construction sounds and building this new project. Any extra information you can provide would be much appreciated.

Secondly and probably most importantly I think it is a huge miss not to include a stop at Strachan and East liberty. there is a massive amount of new condos being developed at that intersection. Although exhibition is a key stop, I think for commuting purposes Strachan and east liberty would be thorough used and appreciated.

Thank you for your time,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17033>

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> 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> 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>

> 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> 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) 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>

>> 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]

>>

>> 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.

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:
Attachments:

From: Ontario Line
Sent: September 22, 2020 9:05 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us.

Yes, the Queen/Spadina station will be underground. 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,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line

Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Sunday, September 20, 2020 7:45 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Sunday, September 20, 2020 - 19:45

Submitted by anonymous user: 104.193.52.186

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Queen/Spadina

Subject: Queen Spadina Platform

Message:

Hi,

A few questions to help determine the future impact of my small business, where I'm leasing a unit in a building by that intersection

1. Will the Queen/Spadina platform be underground?
2. Will there be any buildings at or near this location that will be demolished/expropriated?

Thanks,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17046>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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: September 21, 2020 4:35 PM

To: [REDACTED]

Subject: RE: Metrolinx - [REDACTED]

Hello [REDACTED],

Thank you for reaching out to us.

Our Senior Manager, Josh Vandezande is available for a video call tomorrow at 5:00 p.m., and we'll be sharing a meeting invite shortly.

We look forward to speaking with you tomorrow.

Thanks,
Gurjeet

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line



Safety Never Stops.

From: [REDACTED]

Sent: Monday, September 21, 2020 4:12 PM

To: Ontario Line; Legal Assistant

Subject: Metrolinx - [REDACTED]

Dear Mr. Vandezande:

I am writing in response to your letter dated September 18, 2020 and about the potential impact to [REDACTED] because of the Metrolinx project.

I would like to have a video call with you to discuss this. I am available tomorrow afternoon at

3pm or 5pm. I am also available on Wednesday morning.

Please let me know if either of these times work for you.

Best regards,

[REDACTED]

--

[REDACTED]

This email communication is CONFIDENTIAL AND LEGALLY PRIVILEGED. If you are not the intended recipient, please notify me at the telephone number shown above or by return email and delete this communication and any copy immediately. 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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 22, 2020 9:04 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us and for your feedback on the Ontario Line alignment.

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 will share this fall 2020.

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,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line

Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Monday, September 21, 2020 3:31 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Monday, September 21, 2020 - 15:31

Submitted by anonymous user: 69.158.246.142

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Exhibition

Subject: Suggestion: additional stop at Strachan

Message: I very much support the creation of the Ontario line, as it is something that this city has needed for many decades now. One suggestion I would like to make is that there be a stop created in between the King/Bathurst and Exhibition stops, and that would be one at Strachan. I see that the revised plan takes the line to somewhere south of Liberty street when crossing Strachan, and that would be a good place for a stop. I say this because of the incredible amount of growth in condominiums and townhouses in that area, many of which need a better way to get to the downtown core. A subway that will take people from this condo-rich neighbourhood to the important shopping, entertainment, and financial districts of this city will certainly ease congestion along King, which was what the King Street 'pilot' project was all about.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17054>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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: September 24, 2020 9:08 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your question. The blue circles on the plans are numbered markings that correspond to the information provided below the image of the map.

If you have any further question, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Wednesday, September 23, 2020 1:15 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, September 23, 2020 - 13:14

Submitted by anonymous user: 142.57.94.84

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Osgoode

Subject: The Ontario Line - Neighbourhood Updates - Downtown - numbers on plan

Message: What are the numbers in blue circles on the plans? Entrances?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17069>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: September 23, 2020 12:53 PM
To: [REDACTED]
Subject: RE: [REDACTED] – Ontario Line impact

Hello [REDACTED],

Thank you for reaching out to us.

Our Senior Manager, Josh Vandezande is available for a call today at 4:30 p.m. He is also available on Friday, September 25 at 1 p.m. Let us know what day and time work best for you and we will send you a Teams meeting invite shortly.

We look forward to speaking with you.

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line

Safety Never Stops.

From: [REDACTED]
Sent: Wednesday, September 23, 2020 12:18 PM
To: Ontario Line
Subject: [REDACTED] – Ontario Line impact

Hi Josh,

I received your letter regarding the proposed Ontario Line, thank you. It indicated that the project may impact my property at [REDACTED].

Yes, I do have some questions. Please let me know your availability and we can arrange a phone call.

Best 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

Sent: September 25, 2020 9:14 AM

To: [REDACTED]

Subject: RE: Please bury the line

Hello [REDACTED],

Thank you for sharing your concerns with us. We understand that the decision to go above-ground in your area has raised a lot of questions. By leveraging the existing GO rail corridor and running the line above ground in certain areas means we can connect more communities with a line that is twice the length of the Downtown Relief Line, reduce construction timelines and streamline our work with existing GO Expansion plans.

We're sensitive to the community's concerns about the project's impacts in this area and will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for the community.

Sincerely,
Gurjeet

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

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

From: [REDACTED]

Sent: Wednesday, September 23, 2020 6:03 PM
To: Ontario Line
Subject: Please bury the line

Hello Metrolinx

I live in Leslieville where you are proposing to build a subway above ground. If built above ground this will ruin our neighbourhood. Please reconsider.

Regards

[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:
To:
Subject:
Date:
Attachments:

From: [REDACTED]
Sent: October 1, 2020 3:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Contact Ontario Line Submission

Terrific, thank you and I am available. I'll look forward to Lancefield Morgan's call.

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October-01-20 2:48 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for following up with us. In order for us to address your question better, we would like to set up a phone call with you.

Our Team Lead for Community Relations at Ontario Line, Lancefield Morgan, is available for a chat on Monday at 11 a.m. Let us know if that works for you and we will give you a call.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: Thursday, October 01, 2020 10:28 AM
To: Ontario Line
Subject: RE: Contact Ontario Line Submission

Gurjeet,
This is my third attempt to ask the question: when were immediate area stakeholders, ie key landowners, advised first and foremost of the initial route and then of the route change?

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October-01-20 9:05 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for following up.

The latest information about the Ontario Line, including route details, is being provided to the public through our website and promoted broadly through mailings, social and mainstream media. Property impacts are still being finalized but as soon as they are we will be reaching out directly to any impacted property owners.

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

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: Monday, September 28, 2020 9:44 AM
To: Ontario Line

Subject: RE: Contact Ontario Line Submission
Importance: High

Gurjeet

My question was very specific: when were immediate area stakeholders, ie key landowners, advised first and foremost of the initial route and then of the route change?

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: September-28-20 9:39 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your question.

In the [Initial Business Case](#), released in July 2019, the Corktown station was proposed to be located near the King and Parliament intersection. The [information released last week](#) on the downtown segment of the alignment, shows a route that is marginally east of what was originally studied with the new proposed location of the Corktown station at King and Berkeley.

With much of the area now used for parking and other commercial activities, this site gives Metrolinx a place to launch tunneling equipment while minimizing impacts on residential properties. It also presents an opportunity to learn more about the rich history of the site of Canada's first Parliament.

This Corktown station location will provide easy access to the vibrant and growing Corktown community as well as the historic Distillery District.

If you have any further questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

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

Sent: Wednesday, September 23, 2020 4:11 PM

To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, September 23, 2020 - 16:11

Submitted by anonymous user: 99.237.52.147

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Route Realignment

Message: Can you tell me when the route was re-aligned to run through the Distillery District as it appears as if this is a very recent move on the part of Metrolinx? When did the station move to Corktown?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17071>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 25, 2020 9:15 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us.

We understand the importance of reliable public transit service for communities. We are committed to working with the TTC to preserve service and limit any reductions during construction.

While we do expect there to be some impacts, we will be in a better position to share what they will be once we complete impact assessment studies and we have a project company on board to prepare detailed construction plans and related mitigation strategies.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Wednesday, September 23, 2020 11:41 AM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, September 23, 2020 - 11:41

Submitted by anonymous user: 70.50.140.249

Submitted values are:

Your name:



Your e-mail address:



Nearest Ontario Line Station (Optional):

Subject: Public Transit during construction

Message:

I would be interested to know how people in the vicinity of the planned Ontario line will be served by public transit DURING the construction process.

There a number of buses that run up and down Pape - day and night. It is only a four lane street. Will they be able to continue in service during excavation and construction?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17067>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: September 25, 2020 9:13 AM
To: [REDACTED]
Subject: RE: Ontario Line E-Newsletter Sept 23 2020

Hello [REDACTED],

Thank you for bringing this our attention. We have fixed the broken link.

The Draft [Environmental Conditions Report](#) (ECR) is available for public viewing here.

You may provide comments on the Draft ECR by October 17, 2020 using "Provide Your Feedback" option at the end of each study summary, using the [ECR feedback form](#) or by emailing us at ontarioline@metrolinx.com.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: Wednesday, September 23, 2020 1:51 PM
To: Ontario Line
Subject: Fwd: Ontario Line E-Newsletter Sept 23 2020

Hello,
Your third "Metrolinx Engage" link takes me to a broken link. How can we provide comments on the Draft Environmental Conditions document?
Thank you.
Best,

[REDACTED]

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

From: **Metrolinx** <no-reply@community.metrolinx.com>

Date: Wed, Sep 23, 2020 at 12:41 PM


Subject: Ontario Line E-Newsletter Sept 23 2020

To: <voicefortransit@gmail.com>

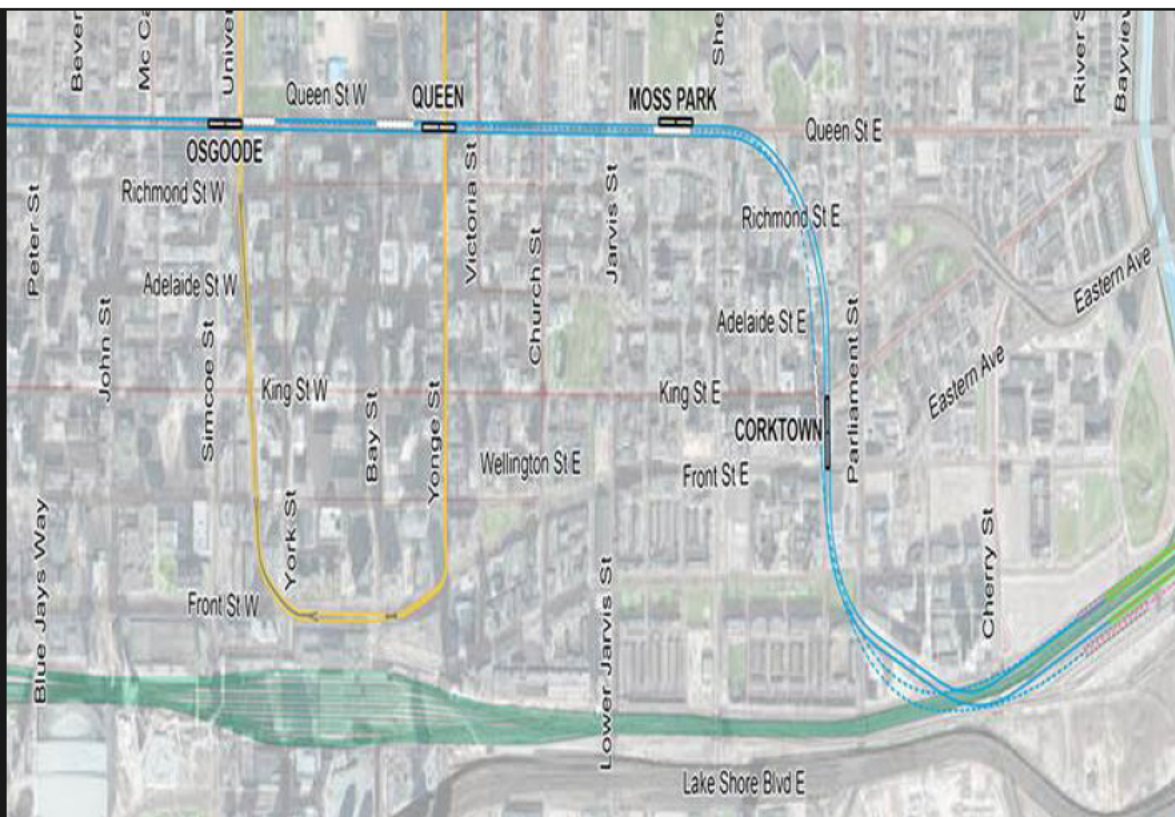
[View this email in your browser](#)

Ontario Line

September 23, 2020



Latest Ontario Line Updates: Downtown Segment Information Now Available



Last week, Metrolinx shared updates to the West segment of the Ontario Line as teams learn more about the geography, infrastructure, and communities along the route. Today, both [Metrolinx Engage](#) and [Metrolinx News](#) have new information about the line's Downtown segment from Osgoode to the Don River, which delivers a subway below Queen Street that has been anticipated for over a century.

The new plan for the Downtown segment takes advantage of an underground cavern that was dug in the 1950s for an east-west Queen subway line. This segment will help relieve pressure from the Queen streetcar and provide better subway access for residents along Queen Street, people using social services in Moss Park, students attending George Brown College, and visitors to Corktown and the historic Distillery District.

As always, we welcome public comments online, by email, or by phone. Read more and share your feedback at [Metrolinx Engage](#).

Draft Environmental Conditions Report

Open for Public Review



Archaeological
Resources



Built Heritage Resources &
Cultural Heritage Landscapes



Noise &
Vibration



Natural
Environment



Socio-Economic & Land
Use Characteristics



Air Quality



Traffic &
Transportation



Soil &
Groundwater

The draft Environmental Conditions Report released last week remains open for public review until October 17. View the report and provide your feedback on [Metrolinx Engage](#).



Investigative Drilling 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.

Find the latest community notices with local details [here](#).



Community: Chinatown



The Chinatown neighbourhood, just north of the proposed station at Queen/Spadina, is one of the many communities that Metrolinx will be working in over the coming months.

Toronto's Chinatown was originally built on Elizabeth Street but was forced to

relocate after the new City Hall and Nathan Phillips Square were constructed in the 1960s. The current Chinatown is a testament to the Toronto Chinese community's resilience, and it is now a multicultural hub for residents and business owners of many backgrounds, including descendants or immigrants from China, Hong Kong, Taiwan, India, Pakistan, Vietnam, Laos, Cambodia, and other Southeast Asian countries.

With dozens of specialty stores, restaurants, bars, and services, and an engaged and supportive community, Chinatown is a great place to live, eat, shop, and visit. Visit the Chinatown BIA website [here](#).


Community: Corktown



Updates released on [Metrolinx Engage](#) today show plans for a station to serve residents and visitors to the Corktown neighbourhood, another iconic community that Metrolinx will be working in over the coming months.

The Corktown Residents and Business Association serves an area encompassing both newer destinations like Corktown Common, Underpass Park, and the Canary District, as well as the historic Distillery District, Toronto's first free school (Enoch Turner Schoolhouse, now a museum), and the location of the first two Parliament Buildings for Upper Canada. For more about the archaeological work that Metrolinx will do on the site of the first Parliament Buildings, visit [Metrolinx News](#).

Corktown's Underpass Farmer's Market is still running every Thursday afternoon, with physical distancing measures in place amidst the COVID-19 pandemic. Learn more about the market, Corktown's top-notch cafes, restaurants, and shops, and its growing community at the Corktown Residents and Business Association website [here](#).



Rail Safety Week 2020: Close Call Videos Show That Train Lines Are No Place for Complacency



Within the GTA, there are more than 200 level rail crossings, 122 of which are Metrolinx-owned. In 2020 so far, crossing incidents have resulted in 12 deaths and four serious injuries in Ontario. This year, as Rail Safety Week unfolds amidst COVID-19, Metrolinx will be participating in virtual and physically distanced outreach events in communities across the region.

Learn more, view videos, and see upcoming outreach events on [Metrolinx News](#).

Recent Metrolinx News

[Metrolinx launches new limited edition face coverings](#)

Sep 22, 2020

[One of the busiest rail sections in North America gets major work done – New time-lapse video shows recent work on Davenport Diamond Guideway project](#)

Sep 18, 2020

[‘How I met your mother – on GO Transit’: Couple takes wedding day photos in front of GO bus that first brought them together](#)

Sep 18, 2020

Contact Us

You can reach the Ontario Line Community Relations Team by email at OntarioLine@metrolinx.com or by calling 416-202-5100. You can also share comments online at [Metrolinx Engage](#).



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.

Copyright © 2020 Metrolinx, All rights reserved.

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](#).



Virus-free. www.avg.com

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:
Attachments:

From: Ontario Line
Sent: September 23, 2020 11:27 AM
To: [REDACTED]
Subject: Ontario Line and your property

Hello [REDACTED],

Thanks again for taking the time to speak with us yesterday. I have attached the a letter for your reference detailing the anticipated property impacts, and a slide of the proposed Ontario Line station in Moss Park to this email for your reference.

As a follow-up to our discussion, you can find information about the Ontario Line project, the alignment and stations, timelines and how it connects with existing GO and TTC lines on our website [here](#). Last Thursday, we released the draft [Environmental Conditions Report](#) for review and public feedback. Today, you can find more details about the downtown segment of the Ontario Line alignment which is [Osgoode to Don Yard](#). As we learn more about the alignment at Moss Park, we will be sure to keep you informed.

Let us know if you have questions.

Looking forward to staying connected,
Josh

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

cid:image001.png@01D68D13.598016B0



From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 30, 2020 9:29 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your question.

Information on procurement is available in the procurement section in the Get Engaged section on our [website](#). We do not post the Request for Qualifications (RFQ) document on our website, but it is available on www.merx.com for anyone who registers for that service. This is to ensure a fair playing field for all bidders.

The RFQ is a call for interest, and the information we ask for largely pertains to a team's design, construction, financing, operational and maintenance experience on transit projects – it does not get into the technical specifications quite yet. Those details are provided in the Request for Proposals (RFP) document that outlines how we want them to design and build the project. This is still on schedule to be issued this fall.

Public consultations cover specific areas of interest such as environmental reports and findings. Public consultation responses are then catalogued and brought back to project teams to be considered where appropriate for the benefit of the community and the project.

The procurements for each line are carefully staged and coordinated in order to ensure each and every project is delivered successfully, competitively and efficiently on behalf of the government and taxpayers. The parameters set by Metrolinx and Infrastructure Ontario for a team to design, build, finance and maintain the line considers how the project will improve access to transit and jobs, enhance the customer experience, cut travel times, and create complete communities where people can live, work and play.

We understand that sharing timely and comprehensive information will equip residents better to participate effectively in opportunities to provide input, however, we cannot post contractual documents during a live procurement. We are committed to keeping our community informed and updated by sharing key developments on the project where appropriate.

If you have any further questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Wednesday, September 23, 2020 1:22 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, September 23, 2020 - 13:21

Submitted by anonymous user: 64.137.150.40

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): King/Bathurst

Subject: RFQ details

Message: Has the RFQ and associated Metrolinx requirements been made public, and if not when will they? The answer to many questions relating to the rail gauge, vehicle type, P3 reliability etc. are often stated to depend on the RFQ winning bid. For example, are there limits on the range of rail gauge, what metrics will be used for fulfillment of the contract by the bidder, and what penalties are there for failure to comply with the terms? The lack of information undercuts the ability of public consultations to provide relevant feedback at a stage where anything can be changed, and

undercuts confidence in the public consultation process: if the feedback has no chance of changing plans then the public has little incentive to participate.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17070>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: September 24, 2020 9:03 AM
To: [REDACTED]
Subject: Meeting Followup - Ontario Line and your Property

Hello [REDACTED],

It was great to chat with you yesterday regarding your business and the Corktown station of the Ontario Line project.

Last Thursday, we released the draft [Environmental Conditions Report](#) for review and public feedback. Yesterday, we released the neighbourhood update regarding the downtown segment of the alignment which is Osgoode through Don Yard. Here is a direct [link to downtown segment](#) where you can click the 'Corktown' tab to see a large high quality map of the proposed Corktown station. We are committed to ensuring that construction impacts are mitigated and local businesses stay accessible and successful throughout the Ontario Line project.

As Josh mentioned, I am the lead for the Moss Park, Corktown and East Harbour Station areas. To keep consistency and simplicity for the community, our team all works from one email address: ontarioline@metrolinx.com. Feel free to email me should you have any questions or concerns about the project.

Looking forward to staying connected,

Daryl

The Ontario Line Community Relations team



This e-mail is intended only for the person or entity to which it is addressed. If you received

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 28, 2020 9:41 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],
Thank you for reaching out to us.

We currently do not have information to share regarding station entrance and exit locations, as detailed design and planning is still underway.

Our plans focus on avoiding or minimizing impacts to as many historical and cultural properties as possible in all areas, and will include station designs that integrate well with the surrounding neighbourhoods. As further studies are completed and the Environmental Impact Assessment Report is prepared, a Heritage Detailed Design Report will be completed. This will give us a better understanding of the full range of anticipated impacts and associated mitigation options.

If impacts to existing heritage resources are unavoidable, Metrolinx will work with cultural heritage experts to explore options to reuse some or all of the building façade and structures, and/or incorporate commemorative signage in consultation with the City of Toronto Heritage Preservation Services. Demolition and removal are a last resort whenever Metrolinx assesses a property that may be needed for an infrastructure project. In all cases, Metrolinx will work with experts to ensure cultural and heritage spaces are treated with as much care as possible.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Thursday, September 24, 2020 3:32 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, September 24, 2020 - 15:31

Submitted by anonymous user:

2607:fea8:8540:38f0:540d:3363:1cda:2f67

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): King/Bathurst

Subject: Re: Queen Station

Message:

Good afternoon. After reviewing the drawings I have one question regarding the station that is proposed for the Queen and Spadina station. It appears that the station entrance/exit will be located where there is currently standing a historic 2 storey brick retail or the iconic and historic Horseshoe Tavern. Is it not possible to consider locating this station on either the North West or South West corner, neither of which contain structures of historical or cultural value?

Thanks,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17079>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 28, 2020 9:40 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your message regarding the Riverside and Leslieville area. Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor and building bridges across the Don River instead of tunnelling 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.

We look forward to sharing more details about the East segment of the Ontario Line this week and we will continue to pursue mitigation measures and ensure designs are sensitive and respectful of communities.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Thursday, September 24, 2020 3:30 PM
To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, September 24, 2020 - 15:30

Submitted by anonymous user: 70.50.142.183

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Ontario Line - Above Ground Portion

Message: PUT THE ONTARIO LINE BELOW GRADE AND STOP
EXPROPRIATING AND DESTROYING PUBLIC AND PRIVATE
PROPERTY YOU COWARDS.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17078>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: September 28, 2020 9:42 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us.

The new Queen station is proposed to be built underground. The earlier plan placed Queen station adjacent to, but not under, TTC Line 1 tracks, making for a more complex transfer point and longer commuting times. The new plan puts the Queen station directly below and perpendicular to (or straddling) Line 1, saving customers an average of at least one minute per trip when transferring between the two lines.

Detailed design and planning is still underway to determine exact station entrance locations and the integration with TTC services. Accessibility is a key focus for Metrolinx and we look forward to sharing more information as we continue to make progress on the Ontario Line.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Thursday, September 24, 2020 6:36 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, September 24, 2020 - 18:35

Submitted by anonymous user: 104.234.250.18

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Queen

Subject: A stn you CANNOT use under any circumstances

Message: I guess no one has done their homework for Lower Queen. I have stated in the past that there is only ONE platform available at lower Queen due to the other platform being used for 3 Elevator shafts and numerous other electrical and ventilation shafts behind a concrete wall. I would seriously like to see how Metrolinx would be willing to violate the AODA by removing the three elevators currently in use at Queen stn. How can you be trusted with proper information when you continue to ignore obvious issues with transit plans that you keep announcing.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17081>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: September 28, 2020 9:42 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],
Thank you for reaching out and for your feedback regarding a station at Cherry Street.

Currently, teams are advancing the project plan with 15 stations identified in the [Initial Business Case](#), 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 will share this fall 2020.

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

Sincerely,

Gurjeet

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Thursday, September 24, 2020 11:49 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, September 24, 2020 - 23:48

Submitted by anonymous user: 142.120.107.219

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Science Centre

Subject: Stations

Message: The stations proposed for the new Ontario Line are too far apart - Why would you not use a bit of foresight and include a station at Cherry Street?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17085>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: [REDACTED]
Sent: October 5, 2020 10:42 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Seeking info re timelines for east end Toronto expansion

Thanks very much Gurjeet. Wishing you a great day.

[REDACTED]

On Mon, Oct 5, 2020 at 10:01 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Thank you for reaching out to us. We apologize for the delay in getting back to you.

Construction for the project is anticipated to begin in mid-2021, when teams hope to break ground on early works for the project, including through the Joint Corridor where GO Trains will run alongside the Ontario Line from the Don River to Gerrard. This will be preceded by [Environmental Assessments of early works](#). Ultimately, the final construction schedule will be developed by the consortiums who bid on the project. For more information on our project timeline you can visit our [website](#) where we have released the latest updates on the Ontario Line project. The section on the [East segment](#) of the Ontario Line alignment from the Lower Don Bridges to Pape South includes maps and proposed station locations.

If you have not already done so, please sign up for the [Ontario Line newsletter](#) to stay updated on the latest information.

If you have any further questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: September-24-20 12:04 PM
To: TorontoEast <TorontoEast@metrolinx.com>
Cc: [REDACTED]
Subject: Seeking info re timelines for east end Toronto expansion

Hi there,

Re Metrolinx development along Toronto's downtown eastern corridor: I'm having a super hard time locating clear and specific info regarding construction timelines/zones/schedules and any other relevant information for east end residents.

As this development is already having a huge impact on property values, as homeowners we need to be able to think things through and plan accordingly.

So far, the only thing we know is that trains will be scheduled every 90 seconds with tracks added. We live at Logan and Dundas, very near the existing tracks.

Can someone in your department kindly direct us to online resources citing proposed start dates, duration of construction, maps and/or locations of new stations/stops etc. and other relevant information.

Much 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.

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: September 25, 2020 3:46 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] - ontario line

Hi [REDACTED],

Absolutely. We are available on Wednesday at 1:00 p.m. Let us know if that works for you and we will send you a Teams invite shortly.

Thanks,

Daryl

Daryl Gonsalves
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: Friday, September 25, 2020 3:09 PM
To: Ontario Line
Cc: [REDACTED]
Subject: RE: [REDACTED] - ontario line

Can we do this tuesday or Wednesday afternoon?

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

Sent: September 25, 2020 9:06 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: [REDACTED] - ontario line

Hi [REDACTED],

Thank you for your message and your questions. We are happy to provide you answers over a phone call.

Our Senior Manager, Josh Vandezande, is available today at 11am or 1:30pm. Do any of these times work for you?

Looking forward to connecting,

Daryl

Community Relations and Issues Specialist - Ontario Line
Metrolinx

Safety Never Stops.

From: [REDACTED]
Sent: Thursday, September 24, 2020 1:31 PM
To: Ontario Line
Cc: [REDACTED]
Subject: [REDACTED] - ontario line

Josh

I received your notice re the Ontario Line.

I am curious to know if the property actually will be affected and if so how will it be affected?
Will you need access to the building before during or after?
Will there be construction at or around or under the building?

From: Ontario Line

Sent: September 29, 2020 9:23 AM

To: [REDACTED]

Subject: RE: Follow up email - Ontario Line and your Property

Hello [REDACTED],

Thank you for your suggestion.

We aim to minimize and mitigate impacts on ecosystems and make best efforts to manage, preserve or protect vegetation in and around the proposed route of the alignment. Metrolinx will work with its contractors to preserve surrounding vegetation in areas where we are building in accordance with Metrolinx's Vegetation Guideline.

We appreciate you for bringing this to our attention, and will share your feedback with our environmental team.

Sincerely,

Daryl

Daryl Gonsalves

Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]

Sent: Sunday, September 27, 2020 12:07 PM

To: Ontario Line

Subject: Re: Follow up email - Ontario Line and your Property

I have a question if the trees growing in that area can be removed and replanted- check the study done regarding the park proposal that was dropped.

It has the information documenting all the trees etc and details how they are to be moved, relocated and/or replaced in accordance with green space bylaw for the city. This may help with the preplanning.
I will try to relocate also from my files.

all the best- [REDACTED]

On Thu, Sep 24, 2020 at 7:04 PM [REDACTED] wrote:

Thank you for update and link.

Just as FYI when the park was to be developed there were a number of studies including environmental with an arborist detailed report on the trees, etc and what could be conserved. I suggest you procure this study, as it would assist in your planning, as alot of trees are growing on the perimeter.

I look forward to connecting with Daryl.
I will post the links on our website.

all the best, [REDACTED]

On Thu, Sep 24, 2020 at 9:04 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Thanks again for taking the time to speak with us yesterday.

As a follow-up to our discussion, you can find information about the Ontario Line project on our website [here](#). You can find more details about the downtown segment of the Ontario Line alignment which is [Osgoode to Don Yard](#). As we learn more about the alignment at Moss Park, we will be sure to keep you informed.

We appreciate you sharing details on the opportunity of using the amazingmossspark.ca platform to keep the community informed and updated. On this note, I am pleased to e-introduce you to Daryl who has joined the Ontario Line Community Relations Team and will be the station lead for Moss Park. He will be your point of contact moving forward.

For consistency and to keep things easy for the community, the Ontario Line team all works from the one email address: ontarioline@metrolinx.com.

Should you have any questions or concerns, do not hesitate to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 29, 2020 9:23 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us and for your enthusiasm about the project. We're excited too and looking forward to the day when the Ontario Line will indeed transform transit in and around the area, making it better, faster and easier for hundreds of thousands of people to get where they need to be.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Friday, September 25, 2020 6:36 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Friday, September 25, 2020 - 18:36

Submitted by anonymous user:

2605:8d80:607:dbb5:39ea:a780:6c34:31f3

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Moss Park

Subject: Great Plan

Message: Hi guys, just wanted to congratulate you on the most recent plan. I'm excited to see Moss Park Station becoming a reality. The location right at the park entrance is perfect and the station will be a blessing to this area and improve commuting significantly!!!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17092>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: September 25, 2020 12:22 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Ontario Line update: Downtown neighbourhood update released

Hi [REDACTED],

I hope this message finds you well! I am reaching out again to update you on this week's neighbourhood update. On Wednesday, Metrolinx released more information about the Downtown section of the Ontario Line (Osgoode to Don Yard).

We invite your members to [read our blog](#) post about this week's Downtown neighbourhood update and [visit our website](#) for more information.

I would also like to introduce my colleague Bismah and fellow Ontario Line Community Relations Team Member who is the lead for the Osgoode and Queen station areas. For consistency and ease of communications with the community, our team all works from this one email address: ontarioline@metrolinx.com. Please reach out to myself or Bismah at any time.

We look forward to meeting with you next Friday, October 2 to discuss the Ontario Line and any questions you might have about these neighbourhood updates.

Have a great weekend!

Caitlin

The Ontario Line Community Relations team



From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 28, 2020 5:16 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your question.

The East segment updates will be available on our [website](#) on Tuesday, September 29.

If you have any questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Friday, September 25, 2020 3:54 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Friday, September 25, 2020 - 15:53

Submitted by anonymous user:

2607:fea8:640:19e0:8c53:5029:d2ac:676e

Submitted values are:

Your name:

[REDACTED]

Your e-mail address:

[REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Neighborhood 'East' Plan?

Message:

Hi - just wondering when you'll be updating your Neighborhood EAST web page / info.

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17091>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: September 25, 2020 9:12 AM
To: [REDACTED]
Subject: Ontario Line and your property

Hello [REDACTED],

It was great to speak with you earlier this week. As promised, we're sharing some more information about the anticipated impacts and Ontario Line updates as it relates to the Four Seasons Centre for the Performing Arts.

Last Thursday, we released the draft [Environmental Conditions Report](#) (ECR) for review and public feedback. Yesterday, we released the neighbourhood update regarding the downtown segment of the alignment which is [Osgoode through Don Yard](#).

As the Four Seasons Centre for the Performing Arts is close to the planned Osgoode station, we wanted to share some additional information about anticipated property and construction impacts. The new Osgoode station will be located underground along Queen Street West stretching from approximately Simcoe Street to the Easternmost side of the University Avenue. To help ensure a simple and seamless customer experience, the new station will be located directly below and perpendicular to the existing TTC Line 1 station. After leaving the new station, the Ontario Line will run along Queen Street in either direction. Regarding subway construction, tunneling is planned to take place at a depth below the current Line 1. While work will be significantly below the surface, we understand that there will be site-specific considerations at the Four Seasons Centre for the Performing Arts.

As outlined in the ECR, the Education Centre (located on the ground level) and Mechanical Room P3 (located on the basement level) were used as vibration measurement points to determine potential impact. It was determined that the ambient vibration velocities measured inside the Four Seasons Centre for Performing Arts are below the US Department of Transportation Federal Transit Administration (FTA) vibration criteria for this space. This information is referenced in the Noise and Vibration sections of the [draft ECR](#) and the Noise and Vibration Appendix/Report. The attachment to this email also lists potential effects that are anticipated, and relevant impact mitigation measures.

We are committed to ensuring that construction impacts are mitigated and local businesses stay accessible and successful throughout the Ontario Line project. If you have any questions, please don't hesitate to contact us.

Looking forward to staying connected,
Josh

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



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:
Attachments:

From: Ontario Line
Sent: September 28, 2020 9:39 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your interest in the Ontario Line.

You can subscribe to our e-newsletter by filling out the subscription form [here](#). You can also read our latest blog [here](#) and [visit our website](#) for more details and updates on the project.

Sincerely,

Gurjeet

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Friday, September 25, 2020 9:15 AM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Friday, September 25, 2020 - 09:15

Submitted by anonymous user:

2607:fea8:115f:bae0:904b:427b:c3d1:dfa

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Exhibition

Subject: Newsletter

Message:

Hello,

Do you have a newsletter that I can subscribe to for updates on the Ontario Line project?

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17088>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 5, 2020 10:02 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

That's good to know!

Yes, the Corktown station will be underground. Construction for the downtown tunneling, stations and civils works is anticipated to begin in 2023, after the [procurement process](#) for that segment of the line is complete. More detailed construction timelines are still being determined. Ultimately, the final construction schedule will be developed by the consortiums who bid on the project.

Should you have any further questions, do not hesitate to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: Thursday, October 01, 2020 4:09 PM
To: Ontario Line
Subject: RE: Contact Ontario Line Submission

Hi Gurjeet –

Thanks for your quick reply! I love this station because I used to live right in that neighbourhood and left it just last year. In fact, I also work at [REDACTED], so I am a huge transit line and transit map geek... Will this station be one of the outdoor stations or underground? When will the Ontario Line start

construction?

Cheers



From: Ontario Line <ontarioline@metrolinx.com>

Sent: September 29, 2020 9:24 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your question.

Yes, the Corktown station is proposed to be located at King and Berkeley, in the same area as the Staples store.

The Corktown station location will provide easy access to the vibrant and growing Corktown community as well as the historic Distillery District. With much of the area now used for parking and other commercial activities, this site gives Metrolinx a place to launch tunneling equipment while minimizing impacts on area residents.

If you have any further questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

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

Sent: Saturday, September 26, 2020 9:38 PM

To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, September 26, 2020 - 21:37

Submitted by anonymous user:

2607:fea8:9560:851:7cfe:6bed:3bba:20f1

Submitted values are:

Your name:

[REDACTED]

Your e-mail address:

[REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Location

Message:

Hi there - we're excited about the Ontario line! Now that it's been announced that Corktown station will be at king / berkley, will it on the site where Staples is at?

Sorry I had to resend this request. I think I typed the wrong Email in the previous message ..

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17097>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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 <ontarioline@metrolinx.com>
Sent: Wednesday, September 30, 2020 4:11 PM
To: Muir, Kelsey <kelsey.muir@aecom.com>
Subject: [EXTERNAL] FW: Your message sent on June 9-links don't work

From: Ontario Line
Sent: September 28, 2020 4:37 PM
To: [REDACTED]
Subject: RE: Your message sent on June 9-links don't work

Hi there [REDACTED],

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#) and the [downtown segment \(Osgoode to Don Yard\)](#) have been released and the other segments will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR), procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the [project team, our private partners and if feasible, potentially incorporated into the project](#).

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

We look forward to staying connected,

The Ontario Line Community Relations team



From: Ontario Line
Sent: Wednesday, June 10, 2020 1:02 PM
To: [REDACTED]
Subject: RE: Your message sent on June 9-links don't work

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>
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: Ontario Line [REDACTED]
Sent: September 28, 2020 4:33 PM
To:
Subject: RE:

[REDACTED]
[REDACTED]
Hi [REDACTED],

Thank you for your email regarding potential property impact of the proposed Cosburn station. We recognize how important your property is to you and we are committed to providing clear, accurate information.

Currently, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. If your property is directly or partially impacted, Metrolinx will contact you directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#) and [downtown segment \(Osgoode to Don Yard\)](#) have been released and the other segments will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR), procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

We look forward to staying in touch,

The Ontario Line Community Relations team



From: Ontario Line
Sent: Wednesday, 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>
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,



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.

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

From: Ontario Line

Sent: September 28, 2020 4:24 PM

To:

Subject: RE: Project Plan

[REDACTED]

Hi there [REDACTED],

We are following up to let you know Metrolinx is releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The west segment (Exhibition to Queen/Spadina) and downtown segment (Osgoode to Don Yard) have been released and the other segments will follow shortly.

The latest updates include the Environmental Conditions Report (ECR), procurement process and specific updates for each neighbourhood. Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project. You can find more information by visiting: metrolinxengage.com/en/content/ontario-line-get-engaged.

There are various ways you can provide feedback on the Ontario Line project:

- * Ask a question in our public forum. You can also email OntarioLine@Metrolinx.com.
- * Provide your comments on the Environmental Conditions Report.
- * If you have not done so, sign up for the Ontario Line newsletter.

We look forward to staying connected,

Vanessa

Vanessa Cheng

Team Lead, Community Relations - Ontario Line

The Ontario Line Community Relations team

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

From: Ontario Line

Sent: Wednesday, 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,

>

>

>

>

> 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.

From: Ontario Line

Sent: September 29, 2020 1:40 PM

To: [REDACTED]

Subject: RE: [REDACTED]

Hi [REDACTED],

Absolutely. We would be happy to meet with you and discuss the Ontario Line project as it relates to [REDACTED].

Our Senior Manager, Josh Vandezande is available for a video call on October 19 at 1pm and 4pm. Please let us know which time works best for you. We conduct video meetings on Microsoft teams and will share a meeting invite once we have confirmed a time.

Best,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]

Sent: Tuesday, September 29, 2020 9:30 AM

To: Ontario Line

Subject: [REDACTED]

Attention: Josh Vandezande
Senior Manager of Community Relations, Ontario Line

Hi Josh,

We are the property managers for [REDACTED] representing the owners. We would like to arrange a meeting with you to understand how the Ontario Line project is going to affect our heritage building.

Please let me know your availability for a video call the week of 19 October.

Thank you,

[REDACTED]

Vacation Alert: 5 – 9 October 2020

[REDACTED]

Senior Director, Property Management

[REDACTED]

[REDACTED]

Follow us on | [LinkedIn](#) | [Twitter](#) | [Instagram](#)

The contents of this communication, including any attachment(s), are confidential and may be privileged. If you are not the intended recipient (or are not receiving this communication on behalf of the intended recipient), please notify the sender immediately and delete or destroy this communication without reading it, and without making, forwarding, or retaining any copy or record of it or its contents. Thank you. Note: We have taken precautions against viruses, but take no responsibility for loss or damage caused by any virus present.

Le contenu de la présente communication, y compris tout fichier joint, est confidentiel et peut être privilégié. Si vous n'êtes pas le destinataire visé (ou si vous ne recevez pas la présente communication au nom du destinataire visé), veuillez en aviser immédiatement l'expéditeur et supprimer ou détruire le présent message sans le lire, en tirer des copies, le retransmettre ou en enregistrer le contenu. Merci. À noter : Nous avons pris des mesures de protection contre les virus, mais nous n'assumons aucune responsabilité pour ce qui est de la perte ou des dommages causés par la présence d'un virus.

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:
Attachments:

From: Ontario Line
Sent: October 1, 2020 9:06 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for sharing your concerns with us.

It is expected that trains will be able to run as frequently as every 90 seconds (up to 40 trains per hour, per direction), allowing customers to avoid long wait times so they can get moving right away.

We expect the line to feature fully automated trains with modern signalling like the ones used in Vancouver, London, Paris, Shanghai and Singapore. These trains will be able to cycle through the system faster, and because of advances in vehicle design and rail technology, they will result in significantly less noise than what we are used to from the city's current subway trains. You can read more about the trains and technology on our [website](#).

That being said, we will continue to work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts. We have committed to installing noise walls along the joint corridor where the Ontario Line will run alongside Lakeshore East GO Trains. You find more details in our [East Neighbourhood Update](#).

If you have any further questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Tuesday, September 29, 2020 7:20 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, September 29, 2020 - 19:20

Submitted by anonymous user: 72.137.116.204

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Noise

Message: If the subway is above ground how many subway cars will be going by every hour and what kind of noise and vibration will be coming from this activity? I feel that Leslieville neighbourhood will be ruined.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17106>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:

From: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Sent: September 29, 2020 4:41 PM
To: [REDACTED]; Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Section of Ontario Line that crosses Dundas St. and Logan Ave is missing?

Hi [REDACTED],

The information we are releasing today focuses on station areas. However, the portion of the alignment between Leslieville and Gerrard stations that you cannot see in the maps released today does not go beyond the existing Metrolinx rail corridor.

Do you want me to drop off the 2 copies of the ECR and 1 copy of appendices somewhere near you tonight or tomorrow morning? If you would rather pick up some time, I am at [REDACTED].

Josh

From: [REDACTED]
Sent: Tuesday, September 29, 2020 4:12 PM
To: Josh Vandezande; Ontario Line
Subject: Section of Ontario Line that crosses Dundas St. and Logan Ave is missing?

Hi Josh:
I'm just printing the information released on our South section of tracks however, missing is the section that runs across the JS park and over Dundas and Logan.

Will they be releasing this information and map?? Otherwise we don't have a view of the entire route.

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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 5, 2020 10:02 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us.

The Ontario Line tracks will run parallel to the GO tracks within the existing rail corridor in this section of the planned route. While property impacts are still being determined, we do not anticipate that construction or operation of the Ontario Line will directly impact the [REDACTED], but there may be some impact to the green space adjacent to the rail corridor.

That being said, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

If you have any further questions, do not hesitate to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

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

Sent: Wednesday, September 30, 2020 6:27 PM

To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, September 30, 2020 - 18:26

Submitted by anonymous user:

2607:fea8:820:56b0:bc60:7d5c:ee4d:b67f

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: Plans for Ray McCleary Tower

Message:

Hi,

I live very close to the proposed Gerrard station and have been reviewing the plans released today. Are you able to confirm if [REDACTED] [REDACTED] is going to be expropriated/demolished as part of the current plan? It is very unclear in the information released today what will happen as the tracks go north over Dundas to the proposed new station at Gerard and Carlaw.

Kind regards,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17113>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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: September 30, 2020 10:36 AM

To: [REDACTED]

Subject: RE: Leslieville Subway Project

Hi [REDACTED],

Thank you for your email regarding potential property impact of the proposed Leslieville station. We recognize how important this area is to you and we are committed to providing clear, accurate information.

Currently, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. If your property is directly or partially impacted, Metrolinx will contact you directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: [west, downtown, east and north](#). The [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(Don River to Gerrard\)](#) have been released. The north segment will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR),

procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

The Ontario Line Community Relations team



From: Ontario Line
Sent: Thursday, July 02, 2020 12:29 PM
To: [REDACTED]
Subject: RE: Leslieville Subway Project

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>

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]

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: September 30, 2020 10:55 AM

To: [REDACTED]

Subject: RE: Information about Ontario Line

Hi [REDACTED],

I hope this email finds you well.

Following up on our previous discussion regarding potential property impact at Minton Place. We recognize how important this area is to you and we are committed to providing clear, accurate information.

Currently, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. If your property is directly or partially impacted, Metrolinx will contact you directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(Don River to Gerrard\) have been released](#). The north segment will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR), procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

The Ontario Line Community Relations team



From: Ontario Line
Sent: Monday, June 08, 2020 9:21 AM
To: [REDACTED]
Subject: RE: Information about Ontario Line

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>
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,

[REDACTED]

On Fri, Jun 5, 2020, 09:23 Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

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: [REDACTED] >

Sent: June 2, 2020 10:21 AM

To: Ontario Line <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,



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.

From: Ontario Line

Sent: September 30, 2020 10:40 AM

To: [REDACTED]

Subject: RE: Ontario Line Alignment

Hi [REDACTED],

Thank you for your email regarding potential property impact around Minton Place. We recognize how important this area is to you and we are committed to providing clear, accurate information.

Currently, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. If your property is directly or partially impacted, Metrolinx will contact you directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(East Harbour to Pape South\)](#) have been released. The north segment will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR),

procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

The Ontario Line Community Relations team



From: Ontario Line
Sent: Monday, June 29, 2020 3:20 PM
To: [REDACTED]
Subject: RE: Ontario Line Alignment

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



From: [REDACTED]
Sent: June 26, 2020 3:17 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line Alignment

Hello,

I live at [REDACTED], which is located just north of the [REDACTED] intersection. My lot is one lot east of the intersection of [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] DPA, B.Sc., M.E.S (pl)., EP, ISA

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: September 30, 2020 11:09 AM

To: [REDACTED]

Subject: RE: Ontario Line Timeline

Hi [REDACTED],

I hope this message finds you well. Following up on your previous request for more information.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(Don River to Gerrard\) have been released](#). The north segment will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR), procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

We look forward to staying connected,

The Ontario Line Community Relations team



From: Ontario Line
Sent: Tuesday, April 21, 2020 3:34 PM
To: [REDACTED]
Subject: RE: Ontario Line Timeline

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]

--

[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

Sent: September 30, 2020 11:06 AM

To: [REDACTED]

Subject: RE: Map Request

Hi [REDACTED],

I hope this message finds you well. Following up on your previous request for more information.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(Don River to Gerrard\)](#) have been released. The north segment will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR), procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

We look forward to staying connected,

The Ontario Line Community Relations team



From: Ontario Line
Sent: Thursday, April 23, 2020 10:20 AM
To: [REDACTED]
Subject: RE: Map Request

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,



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: September 30, 2020 1:44 PM

To: [REDACTED]

Subject: Ontario Line - updated information

Dear [REDACTED],

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project near Leaside Park Terrace.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit 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 Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

Our [website](#) was recently updated with:

- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for the west, downtown, and east segments of the line – the north segment will be posted soon
- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with the Leaside Park Terrace community. If you have any questions, please email ontarioline@metrolinx.com or submit your question through our website above.

Thank you,

The Ontario Line Community Relations Team



From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 30, 2020 11:18 AM
To: [REDACTED]
Subject: RE: Concerns regarding proposed Ontario Line route

Hi [REDACTED],

I hope this message finds you well. Following up on a previous conversation where we committed to sharing updates with you.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(Don River to Gerrard\)](#) have been released. The north segment will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR), procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email OntarioLine@Metrolinx.com.
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

We look forward to staying connected,

The Ontario Line Community Relations team



From: [REDACTED]
Sent: Thursday, March 12, 2020 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, [REDACTED] >
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]

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; councillor_fletcher@toronto.ca; mayor_tory@toronto.ca; 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 Pape and Minton 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 Pape and Minton 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]

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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 5, 2020 10:01 AM
To: [REDACTED]
Subject: RE: Ontario Line Study

Hello [REDACTED],

Thank you for reaching out to us and sharing your concerns.

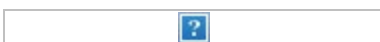
We will share your feedback on the draft Environmental Conditions Report (ECR) with our Environmental Programs team. Our website contains a [summary of each ECR study](#) and a link to the more detailed report.

We understand your concerns and assure you that we are committed to making any new or improved infrastructure fit well with the community it will serve. For the guideway over the Don Valley, we aim to minimize the visual and environmental impacts of any new infrastructure throughout planning, construction and operations by using modern construction techniques and design principles. We are also working closely with the Toronto Region Conservation Authority to identify and mitigate potential impacts which will be detailed in environmental studies that comprise the Environmental Impact Assessment Report.

If you have any further questions, do not hesitate to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: Wednesday, September 30, 2020 6:03 PM
To: Ontario Line
Cc: [REDACTED]
Subject: Ontario Line Study

Hello,

I find this study hard to understand. While the graphics and visuals are impressive on the website, I find there are many sections that seem to be placeholders where information is not known or disclosed. For the casual user who is not used to looking at reports like this, it would be helpful to have a summary or overview section that condenses some of the findings.

I hope there will be more information coming to this site as it is known. We live in such a great neighbourhood that is surrounded by ravines filled with wildlife and plants. This is one of the truly unique features of Toronto is our ravine system that provides a natural buffer between the hustle and bustle of the human made world. It's why I chose to live in this area over 21 years ago so that me and my family of 3 children, my wife and a dog, can all enjoy this wonderful Don Valley system almost in my backyard.

While I understand the need for additional transit, it should not be done at the expense of the environment or the neighbourhoods.

[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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: September 30, 2020 11:07 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for bringing this to our attention.

We can confirm that the work you mentioned below is not related to the Ontario Line. That being said, we were able to get an update on the [planned Ontario Line work in your area](#). The work start date has been delayed by some equipment issues, but is planned to begin tomorrow and on track to finish by October 14. We remain 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.

On a separate note - we're checking in to make sure you received the latest Ontario Line e-newsletter and draw your attention to the latest updates we have released about the project. You might have already seen the draft [Environmental Conditions Report](#) and neighbourhood updates that have been released in phases, including the [east segment \(Don River to Gerrard\)](#).

Thank you again for reaching out to us, and don't hesitate to let us know if you have any further questions.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Wednesday, September 30, 2020 8:38 AM
To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, September 30, 2020 - 08:37

Submitted by anonymous user: 70.50.140.249

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Pedestrian safety

Message:

This morning at Pape and Withrow the large white van is again obstructing the sidewalk on the south east corner of the intersection. Part of the pedestrian crossing is blocked, and there are red cones on it.

This results in people with strollers having to walk into the traffic lane to cross the street.

On the north west corner a large vehicle was actually obstructing the intersection as they were using the fire hydrant. The equipment has now been moved somewhat north. However, any traffic coming down Pape in a southerly direction, and turning onto Withrow cannot see if there is a pedestrian attempting to cross the road safely.

I did speak politely to the person with this vehicle and he said they would be moving and putting up lots of soon.

Metrolinx continues to fill my in box with assurances that the safety of people around their construction sites is one of their major concerns. The continuing actions of your contractors do not show this.

I was told they will only be here for a little while

As a grandmother, pedestrian and taxpayer, I am asking you to

provide a safe environment for us.

P.s. I just checked again before sending this. The large vehicle has now been moved further north on Pape.

Thankyou

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17107>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 5, 2020 10:02 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your question about the Bathurst and Wellington area.

In many cases, the tunnels will be significantly below the surface, which may have little or no effects on the buildings above. However, we will have to assess impacts on a site-specific basis to determine how extensive the impacts might be in relation to a specific building or business, and what mitigations would need to be put in place.

Pre-construction surveys and monitoring stations will be installed to monitor the effects of tunnelling on the areas above and will be assessed in relation to what the lands or properties are used for. Rest assured that Metrolinx is committed to minimizing impacts to homes and businesses and, if unavoidable, will be available to support them with targeted mitigation measures through the duration of the project.

If you have any further questions, do not hesitate to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Thursday, October 01, 2020 12:25 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, October 1, 2020 - 12:24

Submitted by anonymous user: 184.146.134.74

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): King/Bathurst

Subject: Impact on Houses in the Area

Message:

Hello,

Given that the homes in the area of Bathurst and Wellington were built in the pre-1900s and have already experienced some deterioration due to age - has there been any consideration or thought given to how tunneling under them will impact their foundation and stability?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17120>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 5, 2020 10:01 AM
To: [REDACTED]
Subject: RE: ontario line project

Hello [REDACTED],

Thank you for your interest in the Ontario Line.

The Draft [Environmental Conditions Report](#) (ECR) is available for public viewing here.

You may provide comments on the Draft ECR by October 17, 2020 using “Provide Your Feedback” option at the end of each study summary, using the [ECR feedback form](#) or by emailing us at ontarioline@metrolinx.com.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: Thursday, October 01, 2020 2:05 PM
To: Ontario Line
Subject: Fw: ontario line project

----- Forwarded Message -----

From: [REDACTED]

To: josh vandezande <ontario@metrolinx.com>

Sent: Thursday, October 1, 2020, 01:43:56 p.m. EDT

Subject: ontario line project

Good afternoon ,Josh

My name is [REDACTED], I would like to receive a copy of the Draft ECR of the subject project.

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:
To:
Subject:
Date:
Attachments:

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Tuesday, October 06, 2020 11:15 AM

To:

Subject: [EXTERNAL] FW:

From: Ontario Line

Sent: October 6, 2020 10:16 AM

To:

Cc:

Subject: RE:

Hi ,

Thank you for reaching out to Josh, and for your message about the anticipated noise and vibration impact on the . I am pleased to respond and provide information about our plans and efforts to minimize impact for neighbours.

Metrolinx will monitor noise and vibration impacts during and after construction. Some practical steps we take to reduce noise and vibration include fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. Testing will be done to see if more measures are necessary. Our intent is to minimize disruption while continuing to advance this important project.

As part of the recent draft Environment Conditions Report (ECR), [Metrolinx studied the current vibration at](#) at the ground and basement levels (Table 3-2 in Section 3.2 - Methods). The ECR characterizes environmental conditions within the Ontario Line study area through a combination of desktop review and field studies. It provides a preliminary description of the potential impacts and potential mitigation and monitoring activities. We will know more about anticipated environmental and community impacts as the project moves through further design stages, which will inform environmental studies.

We encourage you to provide your comments by October 17, 2020 to the [Draft Environment Conditions Report](#), specifically using the feedback questions at the end of the [study summary on noise and vibration](#) or by emailing OntarioLine@Metrolinx.com. Comments will be accepted until October 17. If you have not already, we encourage you to sign-up for our [online newsletter](#).

We look forward to staying connected,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Thursday, October 01, 2020 8:43 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED]

Hello Josh,

I hope that you might be able to give me some information regarding the Corktown Stop for the Ontario Line.

I am the volunteer Building Manager for the [REDACTED] located in [REDACTED] [REDACTED] (a Heritage building) at the [REDACTED] [REDACTED]. We have reviewed the map released recently by Metrolinx and it looks like the tunnel is going to run directly beneath the [REDACTED].

We are very concerned that the sound/vibration from the Ontario Line trains will be a constant distraction for performers and audiences at the theatre.

Do you have any plans to mitigate the effect of train noise/vibration for the buildings adjacent to the Corktown Stop and the Ontario Line Tunnel and could you provide me with any details?

Looking forward to hearing from you,

Many thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From:
To:
Subject:
Date:
Attachments:

From: [REDACTED]
Sent: October 10, 2020 6:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors

Hi Daryl,

Thank you for your below response.

I am relieved to hear that Metrolinx will monitor noise and vibration before, during, and after construction. I trust that reasonable thresholds will be established, and that this monitoring will be appropriately placed throughout the full corridor, factoring in varying geography, and not just narrowly next to the line itself.

I have now provided my comments to the Draft Environment Conditions Report, and have accessed the north segment update – thank you for bringing it to my attention. Finally, I have signed up for the online newsletter.

Regards,

From: [Ontario Line](#)
Sent: October 6, 2020 11:05 AM
To: [REDACTED]
Subject: RE: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors

Hi [REDACTED],

Thank you for reaching out to us, and for your message about noise and vibration impacts.

In the draft Environmental Conditions Report, Section 3.2 of the Noise and Vibration study specifically looks at vibration sensitive areas due to the presence of vibration sensitive equipment. Examples of areas that require these specialized sensors would include hospitals, recording studios and theatres.

This does not mean that Metrolinx is not concerned about the noise and vibration impact to residents along the Ontario Line. In the executive summary of the study, Hopedale Avenue/Minton Place is recognized as a residential area with lower noise levels. Some practical steps we take to

reduce noise and vibration in residential areas include fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. Metrolinx will monitor noise and vibration before, during and after construction, testing to see if more measures are necessary. Noise and vibration impact studies will be done once further details on the project's design become available.

We encourage you to provide your comments by October 17, 2020 to the [Draft Environment Conditions Report](#), specifically using feedback questions at the end of the study summary on [noise and vibration](#). This morning, we also released the [north segment update \(Page to Science Centre\)](#) which you may be interested in. If you have not already, we encourage you to sign-up for our [online newsletter](#) so you receive the latest information on the project as it becomes available.

Please let me know if you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Friday, October 02, 2020 6:58 PM
To: Ontario Line
Cc: Nicolas Valverde; Councillor Paula Fletcher
Subject: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors

Good evening,

Thank you for publishing the Environmental Conditions Report for the Ontario Line Project.

I have reviewed Appendix B3 of the report. Section 3.2 of the appendix indicates that no vibration-sensitive receptors with special requirements beyond residential sensitivity were identified for the Ontario Line North segment.

I live at [REDACTED], next to the [REDACTED]. My home, along dozens of others, are perched at the top east edge of the valley; my house already vibrates, noticeably at times, due to heavy traffic, especially traffic on the bridge.

Will residential vibration testing be completed, and vibration receptors be installed, in the future for the Ontario Line North in general, and for the east valley edge specifically?

I am very concerned about vibrations for two reasons: (1) potential lower quality of life living in my home, and (2) potential structural damage to the foundation of my home given its closeness to the edge of the valley. I would expect that my neighbours along [REDACTED] share my concerns.

Kindly advise at your earliest convenience.

Regards

[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.

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:
Attachments:

From: [REDACTED]
Sent: October 1, 2020 4:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up note - Ontario Line

Thank you Daryl! for taking the time to speak with me.
Allbest
[REDACTED]

On Thu, Oct 1, 2020 at 9:11 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks again for taking the time to speak with me yesterday. I have attached a slide of the proposed Ontario Line station in King/Bathurst to this email for your reference, and as a follow-up to our discussion, would also like to share some links to recent updates and information about the Ontario Line project, the alignment and stations, and timelines.

To date, we have released updates as they have become available: the [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(Don River to Gerrard\)](#) have been released, with the fourth and final north segment coming shortly. Just a note that the King/Bathurst station is included in the west segment neighbourhood updates. You may also wish to review the [Initial Business Case](#) for the Ontario Line, as it provides an overview of the project. As discussed, we anticipate major construction to begin after financial close is achieved on the South Civil contract in 2023.

If you have not done so, 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.

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

Looking forward to staying connected,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 5, 2020 10:01 AM
To [REDACTED]
Subject: RE: Pape Extension

Hello [REDACTED],

Thank you for your question.

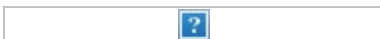
In June 2019, the Ontario Government passed the “[Getting Ontario Moving Act](#)” which assigned responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project was replaced by the [Ontario Line](#) project. The Relief Line project that was replaced included both north (the extension planned north of Pape that you are referring to) and south segments. In October 2019, Toronto City Council voted in support of moving forward with Metrolinx to support the development of the Ontario Line. Since then, Metrolinx has been advancing the project.

For more information, you can visit our [website](#) and [sign up for our e-newsletter](#) to receive regular updates on the Ontario Line project.

If you require any further information on this, do not hesitate to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

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

From: [REDACTED]
Sent: Friday, October 02, 2020 11:42 AM
To: Ontario Line
Subject: Pape Extension

When did the Pape Extension line come under the aegis of MetroLinx, and by what mechanism?

-- [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:
To:
Subject:
Date:

From: Ontario Line
Sent: October 5, 2020 9:28 AM
To: [REDACTED]
Subject: RE: [REDACTED]

Hello [REDACTED]
It may be as earlier as this Thursday, once it is released I will send you links accordingly.

Regards

Lancefield

From: [REDACTED]
Sent: October-02-20 5:16 PM
To: Ontario Line
Subject: Re: [REDACTED]

Hi Lancefield,

Checks checking in on if there is any update on when the information will be released?

Thank you

[REDACTED] B Arch, OAA,
aA

On Sep 25, 2020, at 11:55 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]
We got a message from our colleagues on the Eglinton Crosstown LRT Project regarding [REDACTED]
[REDACTED] and if/how work for the Ontario Line intersects with that location. I have reached out to internal contacts to review this request. Once I have some information to share I will be back in touch.

Regards

Lancefield Morgan

Team Lead - Ontario Line

<image001.jpg>

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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 5, 2020 10:02 AM
To: [REDACTED]
Subject: RE: Copy of Draft ECR

Hello [REDACTED],

Thank you for your interest in the Ontario Line.

The Draft Environmental Conditions Report (ECR) is available for public viewing [here](#).

You may provide comments on the Draft ECR by October 17, 2020 using “Provide Your Feedback” option at the end of each study summary, using the [ECR feedback form](#) or by emailing us at ontarioline@metrolinx.com.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

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

From: [REDACTED]

Sent: Friday, October 02, 2020 2:29 PM

To: Ontario Line

Subject: Copy of Draft ECR

Hello!

I am very interested in receiving a copy of the Draft ECR for the Ontario Line.

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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 6, 2020 10:15 AM
To: [REDACTED]
Subject: RE: 301-490804-M3C3C3 > Construction > Construction Impacts Not Noise EM0002366938

Hi [REDACTED],

Thanks for reaching out to us.

We appreciate the importance of park spaces to the local community, especially during the current health pandemic.

The Ontario Line will run underground at the Corktown area until it emerges at the GO Don Yard to take advantage of existing GO corridor from East Harbour onwards. In regards to your question about impacts to Parliament Square Park, the full impact is not known yet since we do not have the full design for the project completed. Metrolinx is committed to minimizing disruption to communities before, during and after construction. For parks that will remain open during construction, safety will be a top priority. Regular communication and safety measures will be in place to keep the community and park visitors safe.

To learn more about the Ontario Line as it passes the Corktown area, you can view our recently released [downtown segment update](#) (Osgoode to Don Yard). You can also provide your comments until October 17 to the [Draft Environment Conditions Report](#) by using the feedback questions at the end of each study summary or by emailing OntarioLine@Metrolinx.com. To ensure you are updated with new information as it becomes available, please sign up for our [online newsletter](#).

Let us know if you have any other questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Customer Relations
Sent: Monday, October 05, 2020 8:51 AM
To: Catherine Mais; Ontario Line
Subject: 301-490804-M3C3C3 > Construction > Construction Impacts Not Noise EM0002366938

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: 301-490804-M3C3C3](#)

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

Case Number: [301-490804-M3C3C3](#)

Channel Received: **E-comment**

Date of Receipt: **10/02/20 4:41 PM**

Incident Date: **10/02/20**

Incident Time: **N/A**

Service Category: **Construction**

Complaint Code: **Construction Impacts Not Noise**

Office: **Community Relations - Ontario Line**

CSR Name: **Andrea Corken**

CSR Comment:

Ontario Line, Can you please reach out to [REDACTED]

Her comments are I am expecting you are going to make my life and the St. Lawrence community a living hell with your proposed Ontario line running through the neighbourhood park and into the area south of the distillery. This area has so little park and if you destroy that park bordered by Hahn Berkeley and Parliament you will make the children suffer inordinately. I had hoped you would run your train along front street and down Cherry which would have left the community unscathed.

Thank you,

Andrea C

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

Customer Comment

Subject: I am expecting you are going to make my life and the St. Lawrence community a living hell with your proposed Ontario line running through the neighbourhood park and into the area s

Message:

I am expecting you are going to make my life and the St. Lawrence community a living hell with your proposed Ontario line running through the neighbourhood park and into the area south of the distillery. This area has so little park and if you destroy that park bordered by Hahn Berkeley and Parliament you will make the children suffer inordinately. I had hoped you would run your train along front street and down Cherry which would have left the community unscathed.

From:
To:
Subject:
Date:

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 14, 2020 2:34 PM
To: [REDACTED]
Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Re: [REDACTED]

Hello [REDACTED],

Ahead of our meeting on Friday, I wanted to take a moment to share all the public information that has been released recently on our [website](#). You can find the east segment (Lower Don Bridges to Pape South) neighbourhood updates [here](#).

Microsoft Teams offers us the ability to share our screen during the meeting and we usually present this information to help residents understand the proposed alignment and station location better. Should you not be able to participate via the link and decide to call into the meeting, the information found on this link will make it easier for you to understand what we discuss during our meeting.

If you have any questions, do not hesitate to reach out to us.

We look forward to connecting with you,

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: October 7, 2020 5:41 PM
To: [REDACTED]; Ontario Line

Cc: Josh Vandezande

Subject: RE: [REDACTED]

Yes confirmed.

Thanks

[REDACTED]

Please don't text and drive

From: [REDACTED]

Sent: October-07-20 5:39 PM

To: Ontario Line

Cc: [REDACTED] Josh Vandezande

Subject: Re: [REDACTED]

Thanks Gurjeet - Friday, Oct 16th at 9:15 works for me. [REDACTED] - please confirm.

On Oct 7, 2020, at 5:27 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Thank you for reaching out to us. Our Senior Manager, Josh Vandezande, is available for a meeting on Friday, October 16 at 9:15 a.m. or at 3:30 p.m. Let us know if any of these time slots work for you and we will send you a Teams meeting invite upon receiving your confirmation.

Sincerely,

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line
Metrolinx

<image003.png>

Safety Never Stops.

From: Josh Vandezande

Sent: Wednesday, October 07, 2020 5:02 PM

To: [REDACTED]

Cc: Ontario Line; [REDACTED]

Subject: RE: [REDACTED]

Hi, sorry for the delay. Gurjeet will be in touch to setup a time next week.

From: Adam Steiner <adam@steinergroup.ca>

Sent: Wednesday, October 07, 2020 4:59 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [REDACTED]
Subject: Re: [REDACTED]
Importance: High

Hello Josh - further to [REDACTED]'s email below, please let us know when you are available for a discussion.

On Oct 2, 2020, at 11:27 AM, [REDACTED]
<[REDACTED]> wrote:

Hello Josh, We are asset managers and Owner for the above-captioned Property. We got your contact info from [REDACTED]
[REDACTED] our tenant on location. [REDACTED] and I would like to have a discussion with you at your convenience sometime next week, a Q&A of sort as it relates to the proposed Metrolinx-City of Toronto Master Agreement for the GO Expansion Program.

Please let's know your availability so we can get on a conference call with you.

<image001.png>

Thank you

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

Please don't text and Drive

CONFIDENTIALITY WARNING: The information contained in this E-mail (and/or attachments) is confidential. It may also be legally privileged. It is intended only for the stated addressee(s) and access to it by any other person is unauthorized. If you are not an addressee, you must not disclose, copy, circulate or in any other way use or rely on the information contained in this E-mail. Such unauthorized use may be unlawful. If you

have received this E-mail in error, please inform us immediately and delete it and all copies from your system.

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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 6, 2020 11:03 AM
To: [REDACTED]
Subject: RE: Question: What corner of Cosburn or Gamble is the TTC station to be built on? Thanks

Hi [REDACTED],

Thank you for your question.

The Cosburn station will be close to the intersection of Pape Avenue and Cosburn Avenue. If you wish to learn more, our website was recently updated with a map of the current proposed location of the Cosburn station. It is included as part of the [north segment of the Ontario Line \(Pape to Science Centre\)](#).

You can also sign up for our [online newsletter](#) to stay connected with us.

Feel free to let us know if you have any other questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



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

From: [REDACTED]
Sent: Saturday, October 03, 2020 10:26 AM
To: Ontario Line
Subject: Question: What corner of Cosburn or Gamble is the TTC station to be built on? Thanks

Sent from my iPad

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:
Attachments:

From: Ontario Line
Sent: October 6, 2020 10:17 AM
To: [REDACTED]
Subject: RE: Draft ECR Environmental Conditions Report

Hello [REDACTED],

Thank you for your interest in the Ontario Line.

The Draft Environmental Conditions Report (ECR) is available for public viewing [here](#).

You may provide comments on the Draft ECR by October 17, 2020 using “Provide Your Feedback” option at the end of each study summary, using the [ECR feedback form](#) or by emailing us at ontarioline@metrolinx.com.

Sincerely,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Monday, October 05, 2020 1:32 PM
To: Ontario Line
Subject: Draft ECR Environmental Conditions Report

Could I obtain a copy of the Draft ECR.

Thank you.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 6, 2020 4:19 PM
To: [REDACTED]
Subject: RE: Night Drilling in front of [REDACTED]

Hello [REDACTED],

Thanks for reaching out to us and for your message regarding Ontario Line investigation drilling work in your neighbourhood. We regret the disturbance this has caused.

For work of this nature, Metrolinx along with our contractors, work with the City of Toronto's Transportation Services to seek an appropriate permit. Following submission of a work plan, the City of Toronto conducts multiple site visits with the contractors, and approves how and when the work will be carried out, including whether it should be completed during daytime or nighttime to minimize disruptions to traffic and area residents and businesses. For this specific work site, the City of Toronto specified the work must be completed at nighttime. Work at this location is still expected to be completed by October 30.

There are several options we can provide you to minimize the noise and vibration impacts including: a white noise machine, noise cancelling earphones, and floor mats that help to dampen vibration. Should you be interested in any of these, we'd be happy to make appropriate arrangements to have these items delivered to you at a time convenient for you.

Sincerely,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Tuesday, October 06, 2020 2:28 PM
To: Ontario Line
Subject: RE: Night Drilling in front of [REDACTED]
Importance: High

Following up on this, could someone please get back to me?

Thanks,

[REDACTED]

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: [REDACTED]
Date: 2020-10-05 9:58 p.m. (GMT-05:00)
To: ontarioline@metrolinx.com
Subject: Night Drilling in front of [REDACTED]

Hello;

I am the owner and resident of the property at [REDACTED], where "night drilling" has just commenced 20 feet outside by bedroom window. The noise and vibration make sleep impossible, therefore I require compensation for hotel accommodation for the duration of this project.

Please respond via email or call me at [REDACTED] to discuss compensation before the end of day on Tuesday Oct 6, 2020 to avoid this matter being forwarded to my legal counsel.

Regards,

[REDACTED]

Sent from my Samsung Galaxy smartphone.

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:
Attachments:

From: Ontario Line
Sent: October 7, 2020 9:13 AM
To: [REDACTED]
Subject: RE: Support

Hi [REDACTED],

Thank you for the kind words. Our team is excited for the benefits the Ontario Line will provide and we look forward to connecting with the communities it will serve.

Feel free to reach out to us if you or your neighbours have any questions or concerns about the project.

Looking forward to staying connected,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Tuesday, October 06, 2020 8:51 AM
To: Ontario Line
Subject: Support

To whom it may concern:

I just want you to know that I am grateful that you are thinking of the future of Toronto and of environmental issues, and are investing in extending our transit system. Thank you!

--

[REDACTED], Ph.D., C.Psych

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 7, 2020 9:09 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for reaching out, and for your message about the planned guideway over the Don Valley.

In the recent [north segment update](#), we released a conceptual rendering of the Don Valley crossing as we are still finalizing design and alignment. Details and exact renderings will be realized following selection of the project vendor in 2024. We are committed to making any new or improved infrastructure fit with the community it will serve. We appreciate your feedback and will share it with the project team.

Please reach out if you have any other suggestions or questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Tuesday, October 06, 2020 1:07 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, October 6, 2020 - 13:06

Submitted by anonymous user: 70.31.159.24

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Exhibition

Subject: Don Valley Crossing/bridge/viaduct/overpass/gangplank.

Where the bicycle and pedestrian crossing?

Message:

The current Leaside Bridge has a terrible bicycle lane and pedestrian sidewalk. In winter, the snow windrows end up making using them almost impossible.

We need to add a bicycle (e-bike, motorized wheelchair, etc.) pathway and pedestrian pathway attached to the Don Valley Crossing (Bridge/viaduct/overpass/gangplank/catwalk). Maybe strong enough to hold a fire truck or snowplow.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17138>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 7, 2020 9:08 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for reaching out to us, and for your message about the elevated portion of the north segment to us.

We appreciate your concerns about noise, vibration and privacy. The rendering included in the [north segment update](#) is conceptual and the future design may change. We will continue to 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. Minor adjustments to curve of the route will be considered alongside considerations like cost and technical feasibility. Your feedback will be shared with the project team.

Please reach out if you have any other questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Tuesday, October 06, 2020 2:58 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, October 6, 2020 - 14:58

Submitted by anonymous user:

2607:fea8:a6a0:125:c43d:3114:8dda:e39a

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: Revisit elevated portion + crossover onto Overlea Blvd

Message:

Revisit elevated portion + crossover onto Overlea Blvd....

I have just seen your updated plan for the North component of the Ontario Line...specifically for the Overlea Blvd. - Thorncliffe area portion.

In looking at the new report – I see very little change in the detrimental impact of having the line run along any portion of Overlea Blvd.

In response to having access to the Thorncliffe Community...There have been multiple suggestions from several residents, business owners and condo boards in the community that people would rather take a 5 minute walk to the train, than have the noise, vibration, lack of privacy and lost air rights associated with a train in the middle of a residential community. It appears that you are not taking a relocation seriously.

Although you are now running the line more on the commercial side than the original proposal after the new location of the Thorncliffe Station, which is good....You are also now proposing to run the crossover at the end of the Leaside Bridge onto the elevated rail even closer to the side of our Condominium (home) at [REDACTED] (marker #1 on your proposed drawing). This cross over onto our corner of the street (North East corner of Overlea Blvd. and Millwood) would destroy beautiful old trees, a residential area, and the Thorncliffe sign into the neighbourhood (in effect, clipping the corner of where our condominium is).

Furthermore, this updated design will absolutely continue to have a huge negative effect (noise, vibration, pollution, physical and visual intrusion, privacy issues, lost air rights, etc.) on several

properties (condominiums, town homes, businesses, etc.) leading to the Thorncliffe Station if it runs on an elevated rail. The proposed design of the elevated rail is also quite ugly; putting what in effect looks like the Gardner Expressway on any part of a residential area is terrible.

ALTERNATIVE: Instead, why don't you run the line in this segment a little more north to cross over onto Banigan Drive? (Banigan Drive is one block north, away from all residential properties, and still very accessible for commuters to walk to for the proposed Thorncliffe Station.)

OR ... as an alternative, run it completely underground until you reach the industrial area (marker #3 on the drawing)? By running Section #1 and #2 completely underground, you will not impact any residential communities....This update shows a shorter stretch than the original plan so this alternative should be more cost effective and indeed possible than putting the original planned route along Overlea Blvd. fully underground.

Can you do a cost analysis for running this residential segment of Overlea Blvd. to cross over at Banigan Drive or fully underground?

As a Toronto city councillor Doug Ford led a push with his brother, then Mayor Rob Ford, to cast plans for above-ground transit in Scarborough as "second rate." Why is it acceptable then to impose such a "second rate" plan on any other communities (Thorncliffe Park)...This is an equity issue.

There would be more buy in from ALL residents with a more equitable, and for the aforementioned reasons, better approach to this transit line. More transit for an area can be a positive thing, but it should not be done in a manner that has such a negative effect on the community.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17139>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 7, 2020 9:13 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for your reaching out to us.

The names of stations are subject to change. As you may have noticed in the latest information on our website, the locations of the stations currently named Flemingdon Park and Science Centre have both been shifted to the north. We are looking at the impacts of these changes and are still in the early stages of the project so many decisions are pending. We appreciate your feedback and will share it with our project team.

Please let us know if you have any other questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Tuesday, October 06, 2020 3:00 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, October 6, 2020 - 14:59

Submitted by anonymous user: 50.101.244.141

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): King/Bathurst

Subject: Science Centre station name

Message: The name of the Science Centre station is incredibly misleading and irresponsible. The proposed Flemingdon Park station is quite literally on the property of the actual Science Centre and only approx. 100m from the main entrance. It would be calamitous to confuse users and visitors by naming the station at Don Mills and Eglinton "Science Centre", likely causing many families with children to walk over 400m to the Science Centre, sometimes in bad weather and across an unfriendly pedestrian environment, when there's a much closer station named ambiguously. Similarly, riders with disabilities will be negatively impacted by this confusion by design. This screams of a flawed naming process. Otherwise, the line and stations you are planning seem very well thought out to me. My home neighbourhood will be disrupted by tunnelling and station construction, but the benefits of the line overall are clear and certainly outweigh inconvenience caused during construction.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17140>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 7, 2020 9:13 AM
To: [REDACTED]
Subject: RE: Your Ontario Line Newsletter - Oct 6 2020

Hi [REDACTED],

Thank you for noting this typo and apologies for the error. This correction will be applied to future distribution of the e-newsletter.

Best regards,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Tuesday, October 06, 2020 3:26 PM
To: Ontario Line
Subject: Re: Your Ontario Line Newsletter - Oct 6 2020

Please note its Flemingdon Park not Flemington Park

On Tue, 6 Oct 2020 at 14:05, Metrolinx <no-reply@community.metrolinx.com> wrote:

[View this email in your browser](#)

Ontario Line

October 6, 2020

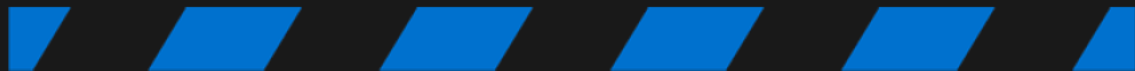
Latest Ontario Line Updates: North Segment Information Now Available



For the last few weeks, Metrolinx has been sharing updates on the Ontario Line as teams learn more about the geography, infrastructure, and communities along the route. We began with the West, Downtown, and East segments. Today, both [Metrolinx Engage](#) and [Metrolinx News](#) have new information about the line's North segment from Pape to Science Centre.

The northern portion of the Ontario Line will offer connections to both the Line 2 subway and the Eglinton Crosstown LRT, bringing rapid transit to under-served neighbourhoods like Thorncliffe Park and Flemington Park along the way.

As always, we welcome public comments online, by email, or by phone. Read more and share your feedback at [Metrolinx Engage](#).

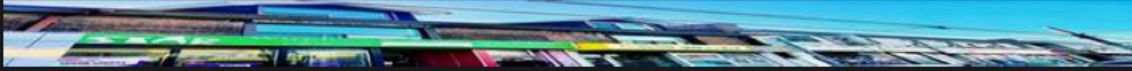


Investigative Drilling and Rail Corridor Surveying

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.

Find the latest community notices with local details [here](#).

Community: Pape Village BIA



Pape Village, just north of Pape & Danforth, is one of the many communities that Metrolinx will be working in over the coming months.

Established in 1986, the Pape Village BIA represents over 80 businesses along Pape from Mortimer to Gamble. Strolling along Pape Avenue you can find all your day to day needs, including shopping, dining, grocery, health care, fashion, bakeries and financial institutions.

For more, visit the Pape Village BIA website [here](#).



Reminder: Draft Environmental Conditions Report Remains Open for Public Review



Reminder that the draft Environmental Conditions Report released earlier this month remains open for public review until October 17. View the report and provide your feedback on [Metrolinx Engage](#).

Recent Metrolinx News

[Have we got a story for year – As we break a record in views, here's the year's best \(so far\) Metrolinx News features](#)

Oct 6, 2020

[Nurturing the childlike wonder of transit – When you're small, meeting a GO Transit train conductor, even virtually, can be like bumping into Superman or Wonder Woman](#)
Oct 5, 2020

[Toronto's Union Station prepares for new work on major section](#)
Oct 1, 2020

Contact Us

You can reach the Ontario Line Community Relations Team by email at OntarioLine@metrolinx.com or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).



You are receiving this newsletter because you signed up through our online form, or participated in one of our community events and indicated you would like to receive 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.

Copyright © 2020 Metrolinx. All rights reserved.

Our mailing address is:

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

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 8, 2020 9:17 AM
To: [REDACTED]
Subject: RE: Ontario Line Correspondence Record

Hi [REDACTED],

Thank you for bringing this to our attention and apologies for the error.

Our team has made the change to Appendix C3 of the Environment Conditions Report and redacted your name. You can view the current live version [here](#).

Thanks again and feel free to reach out in the future,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Tuesday, October 06, 2020 11:36 PM
To: Ontario Line
Subject: Ontario Line Correspondence Record

Hello,

I noticed that my name has not been redacted from two pages of Appendix C3 of the Environmental Conditions Report. I assume this was done in error, since all other names seem to be redacted.

See attached.



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:

From: [REDACTED]
Sent: October 6, 2020 3:40 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Update on Northern Segment of Ontario Line

Thank you Lancefield I will have a look

[REDACTED] B Arch, OAA,

aA

[REDACTED]

On Oct 6, 2020, at 3:21 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

I am just writing to follow-up on our recent email discussion and share the latest information about the Ontario Line project.

Today, Metrolinx released the fourth segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the Northern Segment of the Ontario Line We invite your members to [read our blog](#) and [visit our website](#).

Metrolinx has also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17th.

I hope this addresses your questions but please feel free to reach out to our office again if you have additional questions.

Regards

Lancefield Morgan
Team Lead - Ontario Line
<[image001.jpg](#)>

From:
To:
Subject:
Date:
Attachments:

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: October 8, 2020 10:16 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line update

Hi Josh,

Only doable time for MPP Wynne from below would be Monday October 19 at 4 pm.

I will confirm this in a day or two.

Thank you,

Aafaq
Aafaq Shaikh
Executive Assistant & Office Manager
Constituency Office of MPP Kathleen Wynne
Don Valley West
416-425-6777

From: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Sent: October 7, 2020 8:18 PM
To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line update

Hi Aafaq,

Given [REDACTED]'s request that MPP Wynne be included, I thought it might be easiest if we started with the MPP's availability. Do any of the following work?

- Monday, October 19 at 4pm
- Tuesday, October 20 at 1pm
- Tuesday, October 20 at 2pm

Thanks
Josh

From: [REDACTED]
Sent: Tuesday, October 06, 2020 10:42 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: RE: Ontario Line update

Thanks Josh. I will reach out to our Directors and get back to you immediately. Is Kathleen Wynne also available this week. I might suggest that we get some potential dates from her first... As she is our provincial representative, we feel it is critical that she be present. (October 21st and 22nd will be challenging for me, but if this date is best for the rest – I will work something out.)

We look forward to your response.



[REDACTED]
BAAID, ARIDO (Fellow), IDC, IIDA, LEED AP, BCIN 27552, DIAC, BAC
[REDACTED]



From: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Sent: October 6, 2020 10:27 AM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line update

Hello [REDACTED],
I hope you are keeping well. As you may know, we have been releasing updated information about the Ontario Line on our website, including the draft Environmental Conditions Report and Neighbourhood Updates that show more details about the proposed alignment or route. Today, we

released the [North segment](#) and MPP Wynne's office reminded us that we are overdue for another virtual meeting between the Ontario Line team and you/your Board members.

Could we set something up for the week of October 19? I can send you a couple available timeslots.

Josh

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

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.

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:
Attachments:

From: Ontario Line
Sent: October 15, 2020 9:08 AM
To: [REDACTED]
Subject: RE: 301-491012-J8X5S9 > Construction > Construction Impacts Not Noise EM0002366980

Hi [REDACTED],

Thanks for the additional information.

I touched base with our geotechnical team and they couldn't find any investigative work done on the property [REDACTED] for the Ontario Line project. That being said, in the past when the TTC was advancing the Relief Line project, there was a proposed borehole location in the parking lot of your property. Ultimately, work at this location was cancelled by the TTC.

Feel free to reach out should you have any further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: October 14, 2020 11:34 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: RE: 301-491012-J8X5S9 > Construction > Construction Impacts Not Noise EM0002366980

Hi there,

Thank you for your reply!

Unfortunately the person who can provide that information is no longer employed by this organization.

However, the address of the property is [REDACTED].

Thanks,

[REDACTED]
[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Thursday, October 8, 2020 9:12 AM
To: [REDACTED]
Subject: RE: 301-491012-J8X5S9 > Construction > Construction Impacts Not Noise EM0002366980

Hi [REDACTED],

Thank you for message and I have started to look into this for you.

I touched base with our teams and they need more information to help us send the right details over:

- Can you tell us the date the work occurred?

- Did you catch any names of the contractors?
- Do you have any idea what equipment they used?
- Can you pinpoint the exact location the work was taking place?

Any information you can provide would be helpful.

Best,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Customer Relations

Sent: Tuesday, October 06, 2020 3:36 PM

To: Catherine Mais; Ontario Line

Subject: 301-491012-J8X5S9 > Construction > Construction Impacts Not Noise EM0002366980

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: 301-491012-J8X5S9](#)

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

Case Number: [301-491012-J8X5S9](#)

Channel Received: **E-comment**

Date of Receipt: **10/06/20 2:17 PM**

Incident Date: **10/06/20**

Incident Time: **N/A**

Service Category: **Construction**

Complaint Code: **Construction Impacts Not Noise**

Office: **Community Relations - Ontario Line**

CSR Name: **Andrea Corken**

CSR Comment:

Ontario Line, Can you please reach out to [REDACTED]

Her comments are

Hi there,

I work for [REDACTED] and as a part of the Ontario Line construction the City of Toronto took soil samples from our property as a part of their investigation during the planning process. That said, we are wondering if we could have access to those studies.

Any help you can provide on this matter, by way of directing me to the appropriate party, would be greatly appreciated.

Thank you,



Thank you,

Andrea C

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

Customer Comment

Subject: **Hi there,**

I work for [REDACTED] and as a part of the Ontario Line construction the City of Toronto took soil samples from our property as a part of their investigati

Message:

Hi there,

I work for [REDACTED] and as a part of the Ontario Line construction the City of Toronto took soil samples from our property as a part of their investigation during the planning process. That said, we are wondering if we could have access to those studies.

Any help you can provide on this matter, by way of directing me to the appropriate party, would be greatly appreciated.

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.

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:
Attachments:

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 13, 2020 9:19 AM
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for the follow-up email.

Current plans have the Ontario Line crossing the valley on a new bridge, and turning at Overlea and Millwood to run along the north side of Overlea Boulevard. We have heard from several residents of your condo building and will be meeting with the board of directors to discuss their concerns. After the station that is at Thorncliffe Park Drive, the line will turn north and run adjacent to the nearby hydro corridor, which reduces community impacts.

Feel free to reach out with any additional questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Thursday, October 8, 2020 10:13 PM
To: Ontario Line
Subject: Re: Contact Ontario Line Submission

Hi Daryl

Thank you for responding to my questions.

You mention that the alignment on Overlea Blvd has been shifted to the north side of Overlea however, from what I am reading it is only being shifted north after the Thorncliffe Park station. Unfortunately my condo building is located before this station, therefore please confirm about the realignment plans.

Also will the elevated guideways be on both sides of Overlea Blvd as well as on Millwood going over the Leaside Bridge as my condo building is situated right on the corner of Millwood and Overlea?

Regards

[REDACTED]

On Oct 8, 2020, at 9:13 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for reaching out to us, and for your message about the elevated guideway.

We appreciate your concerns about noise and visual impact to nearby residents in condo buildings or town homes. Based on feedback from your community, the alignment has been shifted to the north side of Overlea and we will continue to look at how we can further reduce impacts.

The rendering of the elevated guideway you saw in the [north segment update](#) is conceptual so we are unable to provide an estimated height of the guideway at this time, but your feedback will be shared with the project team. Advances, particularly in using concrete that can support thinner structures, have enabled more attractive designs. 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.

Please reach out if you have any other questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities

<image004.png>

From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]

Sent: Tuesday, October 06, 2020 8:46 PM

To: Ontario Line

Subject: Contact Ontario Line Submission

<image002.jpg>

Hello Ontario Line,

Submitted on Tuesday, October 6, 2020 - 20:45

Submitted by anonymous user:

2607:fea8:a6a0:5e00:4dbe:823d:baa0:91c7

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: [REDACTED]

Message:

I am disappointed in that there seems to be no regard for the condo building and the town homes on Overlea Blvd, that are now going to have a huge noisy elevated structure right outside their windows. Owners of the condo at [REDACTED] on the lower floors that face Overlea, will basically see nothing but the structure from their windows and balconies. This together with the noise factor, will be unbearable for many owners of which many are elderly.

Could you let me know how high this elevated structure would be in terms of floors on a condo building?

The post mentions that the line is now going North at Thorncliffe Park which is good, but why could the whole line not be installed further north where there aren't any residential buildings?

Regards

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17144>

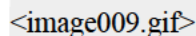
[!\[\]\(830769b31eeeaca920791081939ff8ba_img.jpg\) Facebook](#)

[!\[\]\(0b5e7e25e8775f7e7e80906ada4f0021_img.jpg\) Twitter](#)

[!\[\]\(8bba887393ca45b761e5cb49e755e762_img.jpg\) Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.

[Manage your subscription preferences](#) or [unsubscribe](#)



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.

From:
To:
Subject:
Date:

From: [REDACTED]
Sent: October 8, 2020 10:58 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Dreams

Hi, [REDACTED],

If I am still around, I will be sure to ride the Ontario Line on day one and am even willing to be the ribbon cutter.

The irony of your use of "encouragement" gave me a chuckle.

Keep working on the line. Thanks for your response.

Regards,

[REDACTED]

Sent from my iPad

On Oct 8, 2020, at 9:15 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for reaching out to us, and for your message about transit in Toronto.

We are determined to continue advancing the Ontario Line and delivering much needed transit connectivity to Toronto. We hope you will be able to ride with us on day one.

Stay well and thank you for your encouragement.

Sincerely,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities

<image002.png>

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

From: [REDACTED]
Sent: Tuesday, October 06, 2020 7:03 PM
To: Ontario Line
Cc: mayor_tory@toronto.ca; councillor_cressy@toronto.ca
Subject: Dreams

Hi,

I would like to thank you for the information regarding the projected Ontario Line. The plan is wonderful and even literally fantastic. I am seventy seven years old and even were I twenty years younger, I would not live to see the project's completion.

This is yet again a Toronto farce. There will be plans, counter plans, counter counter plans, local objections, local local objections, holes dug and holes filled and no train will ever run on tracks that will ever be laid.

Take a look at London, Saigon, Lisbon and any number of cities in China to see how to build transit and then hang present and future heads in shame. Toronto has a disgraceful and pathetic history of transit construction and maintenance. In the 1970s there was talk of and ambition to be a world class city. Local politics and small mindedness eroded that ambition. There are many aspects of Toronto of which the city can be justly proud; transit is not one of them. For one example look at Union Station. The subway platforms are dangerously narrow and a disaster waiting to happen; the streetcar stop can accommodate only one streetcar at a time. Those responsible for their design should not be allowed near any element of the new line.

Yours in traffic,

[REDACTED]

Sent from my iPad

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.

From:
To:
Subject:
Date:

From: [REDACTED]
Sent: October 7, 2020 1:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED]

Hello Gurjeet,

Thanks for getting back to me! Friday October 9th at 11:30am would be great. Looking forward to the call.

Cheers,

[REDACTED]

[REDACTED]

On Oct 6, 2020, at 4:45 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Thank you for reaching out.

We are happy to set up a meeting to address any questions you may have about the letter. We are available Friday, October 9 at 11:30 a.m., Wednesday, October 14 at 3:00 p.m. and Thursday, October 15 at 3:30 p.m. to connect. Let us know if any of these days work for you and we will send you a Teams invite.

Sincerely,

Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

<image002.png>

Safety Never Stops.

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

From: [REDACTED]

Sent: Tuesday, October 06, 2020 12:03 PM

To: Ontario Line

Subject: [REDACTED]

Hello Josh:

I am getting in touch as our property at [REDACTED] may be impacted by the construction of the proposed Ontario Line.

I would like to schedule a call at your convenience, if you can please give me a couple of options. I have a number of questions to ask as you may have guessed!

King regards,

[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.

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:
Attachments:

From: Ontario Line
Sent: October 7, 2020 9:11 AM
To: [REDACTED]
Subject: Follow up - Ontario Line and your property

Hello [REDACTED],

It was great speaking with you last week about the Ontario Line project. I'm following up with some more details.

Currently, initial design work on the Ontario Line is underway but not complete. Based on available information, your property is not directly impacted. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. If your property is directly or partially impacted, Metrolinx will contact you directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

You may have seen this already, but Metrolinx has been releasing the latest updates on the Ontario Line project. Your home is located in the [north segment \(Pape to Science Centre\)](#) and you can find more information all 15 proposed stations on our website.

The latest updates also include the draft [Environmental Conditions Report](#) (ECR), and more details about the procurement process. Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project. If you have not done so, you may also wish to sign up for the [Ontario Line newsletter](#).

Looking forward to staying connected,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities
C: (416) 843-3265



From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 8, 2020 1:47 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Night Drilling @ Queen St W and Spadina

Hello [REDACTED]

Thanks for reaching out to us and for your message regarding Ontario Line investigation drilling work in your neighbourhood. We regret the disturbance this has caused.

For work of this nature, Metrolinx along with our contractors, work with the City of Toronto's Transportation Services to seek an appropriate permit. Following submission of a work plan, the City of Toronto conducts multiple site visits with the contractors, and approves how and when the work will be carried out, including whether it should be completed during daytime or nighttime to minimize disruptions to traffic and area residents and businesses. For this specific work site, the City of Toronto specified the work must be completed at nighttime. Work at this location is still expected to be completed by October 26.

In terms of what to expect going forward, the noise you heard last night came from a hydrovac truck which uses high-pressure jets to loosen the material being excavated. Work with the hydrovac truck is now complete, and throughout the rest of the work you can expect to hear noise levels similar to that of a truck on high idle.

We know that the work has been disruptive, and have reminded our contractors of the importance of minimizing disruption, recognizing of course that the work they are doing is by its nature quite disruptive.

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

Sincerely,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: Wednesday, October 07, 2020 10:47 PM
To: Ontario Line
Cc: [REDACTED]
Subject: Night Drilling @ Queen St W and Spadina

To whom it may concern,

I received a notice earlier this week about drilling that would be taking place in front of my home.

To my surprise, the drilling started this evening, not because I wasn't aware of the dates but because of the **TERRIBLE** noise.

I'm not sure what makes drilling acceptable during these hours near RESIDENTIAL HOMES. The hours listed are between 9 PM to 5 AM. This is VERY concerning seeing as the noise is so disruptive my entire home is shaking; including floors, windows, and a piercing echo through all rooms.

To make matter worse, there are countless homes in this area all of which are visibly in frustration. I write this at 10:45 as all my neighbour's lights are on and very blatantly resentful.

I don't know how you expect people to sleep in this; for instance, me in a position that is required to be up supporting a family 2 hours after your loud drilling stops.

I can't comprehend why this is not something that can't be done during daytime hours. COVID has decreased the amount of traffic on roads, there are fewer pedestrians. A little UNRULY to be causing such noise after acceptable hours for an 'investigative drill'.

Deeply disturbed at yet another terrible planning job in the city.

Please advise.

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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 8, 2020 9:13 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for reaching out to us.

The Ontario Line will be an integrated part of the current rapid transit system, and customer experience will be an important factor into design decisions. Detailed design and planning work is still underway to determine exact station entrances and relation to TTC services. We're working closely with our partners at the TTC to ensure our services complement one another and best serve the community.

The exact details of the impacts on existing transit service have not been finalized but we will have more to share as our design progress continues.

Let us know if you have any other questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Wednesday, October 07, 2020 6:53 AM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, October 7, 2020 - 06:52

Submitted by anonymous user:

2a00:23c5:d101:f200:9c4f:a6a:901d:967b

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Bus/Streetcar connections

Message:

One of the great things about the TTC system is the ease of transfer to bus/streetcars - I know the Ontario line is planning to have easy interchange to GO, but I'm concerned about changing to/from bus and streetcars. Will (some) of the new stations have bus and streetcar loops to ensure good interchange? It would be a real shame if a billion dollar subway project left passengers stood out in the cold to transfer to a bus/streetcar. Please also ensure that the stations are "future proofed" - for example, if a future Broadview streetcar connects to the future East Harbour station.

Secondly, I note some sections say that "streetcar service is re-routed or reduced" during construction which is fair enough - has Metrolinx considered the addition of streetcar track on certain streets or the rebuild of intersections across the area to improve possibilities for rerouting streetcars? Vancouver has done something similar for the Broadway subway

<https://dailyhive.com/vancouver/broadway-subway-trolley-detours-vancouver>.

A rebuild of a streetcar intersection to allow for streetcars to turn any direction to bypass a certain section of Queen St in downtown, or a new section of streetcar track on a certain street to improve the ability of streetcar services to be "bypassed". An example could be extending the streetcar tracks on McCaul St from Queen to King - allowing greater options for bypassing construction disruption.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17148>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 9, 2020 9:03 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for your question, and I am happy to explain more about the financing.

Due to the project's complexity and size, the Ontario Line is being delivered in three separate contracts:

- **Southern Civil, Stations and Tunnels package** - currently in Request for Qualifications (RFQ) stage. Request for Proposals (RFP) to be issued in fall 2020.
- **Rolling Stock, Systems, Operations and Maintenance** – currently in RFQ. RFP to be issued in fall 2020.
- **Northern Civil, Stations and Tunnels package** – RFQ and RFP to be issued in 2022.

When complete, the three contracts work together as a fully integrated Ontario Line. Risks and financing scenarios are assessed separately for each contract. The financing structure will be noted in the Request for Proposals, which has not been issued yet for Ontario Line. The various consortia teams who bid on these 3 packages of work will need to determine their own level of equity, short- and long-term financing in accordance with the RFP guidelines. Financing details are a commercially confidential matter during a live procurement. Upon contract award, each consortia may disclose the nature of their financing structure at that time. To learn more, you can read about the [procurement update](#) we recently issued on Metrolinx Engage.

Let me know if you have any more questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Wednesday, October 07, 2020 11:35 AM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, October 7, 2020 - 11:34

Submitted by anonymous user: 108.161.120.24

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Ontario Line Financing Structure

Message:

I am curious as to how the financing structure for the Ontario line will work. I'm particularly interested in how the costs of risks to the project will be covered? Are there details published somewhere?

Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17151>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright © 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 13, 2020 9:17 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for your message. We appreciate the value park space has for the community.

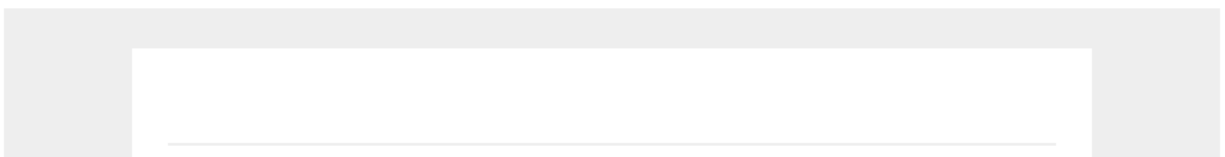
We are committed to working with community partners and the City of Toronto to mitigate impacts to parks as we advance this important project to bring higher order transit to the community. Factoring in feedback we've received through community engagement in Leslieville and Riverside so far, our plans preserve local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise walls. Leveraging the existing GO rail corridor and running the line above ground in certain areas means we can reduce construction timelines and costs while building a longer line that serves more communities. We will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for the community and mitigate the impacts to park space.

Let me know if you have further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Wednesday, October 07, 2020 9:54 PM
To: Ontario Line
Subject: Contact Ontario Line Submission



Hello Ontario Line,

Submitted on Wednesday, October 7, 2020 - 21:54

Submitted by anonymous user:

2605:8d80:64a:9a07:cc9b:ac56:fe23:5840

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Bury the line!

Message: You are killing Leslieville if this is above ground. To lose an entire park where kids play and residents hang out is unacceptable. Come up with a better plan or don't build the line

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17162>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: [REDACTED] >
Sent: October 8, 2020 9:38 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

Good Day Daryl,

Thank you for your response. It is much appreciated.

Best regards.
Respectfully yours.
[REDACTED]

On Thu, Oct 8, 2020 at 9:14 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for following up.

We are looking into your question, and we will have some more details to share with you shortly.

Thank you,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Wednesday, October 07, 2020 3:53 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, October 7, 2020 - 15:52
Submitted by user: Layperson

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Ontario Line-Trains & Technology and ISO
Standardization

Message:

Good Day to Whom it May Concern:

I was guided to this section on the feedback section on your web
site:

On Sept 30, 2020 / 12:21 I submitted a question and still have not
seen a reply.

Can you assist in my quest for reply to my question?

Please advise.

Respectfully, [REDACTED].

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17154>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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.

From:
To:
Subject:
Date:
Attachments:

From: [REDACTED]
Sent: October 15, 2020 11:03 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Meeting - October 15, 2020

Thanks



[REDACTED]
A Connor, Clark & Lunn Financial Group Company

This communication (both the message and any attachments or links) is confidential and only intended for the use of the person or persons to whom it is addressed unless we have expressly authorized otherwise. If you are reading this communication and are not an addressee or authorized representative of an addressee, we hereby notify you that any distribution, copying or other use of it without our express authorization is strictly prohibited. If you have received this communication in error, please delete both the message and any attachments from your system and notify us immediately by e-mail or phone.

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Thursday, October 15, 2020 10:43 AM
To: [REDACTED]
Subject: RE: Meeting - October 15, 2020

Hi [REDACTED],

Thank you for taking the time to connect with us this morning. As discussed, you can sign up for our newsletter [here](#) to receive regular updates about the Ontario Line project.

If you have any further questions, do not hesitate to reach out.

Sincerely,

Caitlin

The Ontario Line Community Relations team



From: [REDACTED]
Sent: Wednesday, October 14, 2020 4:25 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Meeting - October 15, 2020

Thanks



[A Connor, Clark & Lunn Financial Group Company](#)

This communication (both the message and any attachments or links) is confidential and only intended for the use of the person or persons to whom it is addressed unless we have expressly authorized otherwise. If you are reading this communication and are not an addressee or authorized representative of an addressee, we hereby notify you that any distribution, copying or other use of it without our express authorization is strictly prohibited. If you have received this communication in error, please delete both the message and any attachments from your system and notify us immediately by e-mail or phone.

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Wednesday, October 14, 2020 2:27 PM
To: [REDACTED]
Subject: Re: Meeting - October 15, 2020

Hello [REDACTED],

Ahead of our meeting tomorrow, I wanted to take a moment to share all the public information that has been released recently on our [website](#). You can find the west segment (Exhibition to Queen/Spadina) neighbourhood updates [here](#).

Microsoft Teams offers us the ability to share our screen during the meeting and we usually present this information to help residents understand the proposed alignment and station

location better. Should you not be able to participate via the link and decide to call into the meeting, the information found on this link will make it easier for you to understand what we discuss tomorrow.

If you have any questions, do not hesitate to reach out to us.

We look forward to connecting tomorrow,

Thanks,

Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]
Sent: October 7, 2020 10:56 AM
To: Ontario Line
Subject: RE: Meeting - October 15, 2020

[REDACTED]

[REDACTED]



[REDACTED]
[A Connor, Clark & Lunn Financial Group Company](#)

This communication (both the message and any attachments or links) is confidential and only intended for the use of the person or persons to whom it is addressed unless we have expressly authorized otherwise. If you are reading this communication and are not an addressee or authorized representative of an addressee, we hereby notify you that any distribution, copying or other use of it without our express authorization is strictly prohibited. If you have

received this communication in error, please delete both the message and any attachments from your system and notify us immediately by e-mail or phone.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Wednesday, October 7, 2020 10:14 AM

To: [REDACTED]

Subject: Meeting - October 15, 2020

Hello [REDACTED],

Thank you for taking the time to speak with us today. As discussed, this is a confirmation of our meeting scheduled on Thursday, October 15 at 10:00 a.m. A Teams meeting invite will follow shortly.

Sincerely,

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

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.

Crestpoint Real Estate Investments Ltd. | 130 King St. West, Suite 1400, Toronto, ON M5X 1C8 | www.crestpoint.ca | If you no longer wish to receive commercial electronic communications from us, you may withdraw your consent at any time by clicking: [unsubscribe](#). Processing your request may take up to 10 business days. This communication is confidential and only intended for the person(s) to whom it is addressed. It also may contain information that is protected by solicitor-client privilege. Any distribution, copying or other use of this communication without our express consent is strictly prohibited.

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] | If you no longer wish to receive commercial electronic communications from us, you may withdraw your consent at any time by clicking: [unsubscribe](#). Processing your request may take up to 10 business days. This communication is confidential and only intended for the person(s) to whom it is addressed. It also may contain information that is protected by solicitor-client privilege. Any distribution, copying or other use of this communication without our express consent is strictly prohibited.

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] | If you no longer wish to receive commercial electronic communications from us, you may withdraw your consent at any time by clicking: [unsubscribe](#). Processing your request may take up to 10 business days. This communication is confidential and only intended for the person(s) to whom it is addressed. It also may contain information that is protected by solicitor-client privilege. Any distribution, copying or other use of this communication without our express consent is strictly prohibited.

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:
Attachments:

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 13, 2020 9:16 AM
To: [REDACTED]
Subject: Re: 301-491115-F0R3N4 > Construction > Construction Impacts Not Noise EM0002367008

Hi [REDACTED],

Thank you for your message.

We are committed to listening to your neighbourhood about the project's impacts in Riverside and Leslieville so that we can come up with the right solutions. Leveraging the existing GO rail corridor and running the line above ground in certain areas means we can reduce construction impacts, timelines and costs while building a longer line that serves more communities. Factoring in feedback we've received so far, our latest plans protect local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise walls. You can read more about this in our [east segment](#) update. We will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for Leslieville and Riverside.

Feel free to reach out should you have more questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Customer Relations
Sent: Thursday, October 8, 2020 3:53 PM
To: Catherine Mais; Ontario Line
Subject: 301-491115-F0R3N4 > Construction > Construction Impacts Not Noise EM0002367008

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.

[REDACTED]

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

Case Number [REDACTED]

Channel Received: **E-comment**

Date of Receipt: **10/07/20 10:25 PM**

Incident Date: **10/08/20**

Incident Time: **N/A**

Service Category: **Construction**

Complaint Code: **Construction Impacts Not Noise**

Office: **Community Relations - Ontario Line**

CSR Name: **Michael Black**

CSR Comment:

hi, can you please reach out to this customer regarding the below concern?

"Hello, Why are you not tunnelling the Ontario Line through Leslieville? Why are you so hell bent on ruining our community? Regards, [REDACTED]"

[REDACTED]

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

Customer Comment

Subject: Hello, Why are you not tunnelling the Ontario Line through Leslieville? Why are you so hell bent on ruining our community? Regards, [REDACTED]

Message:

Hello, Why are you not tunnelling the Ontario Line through Leslieville? Why are you so hell bent on ruining our community? 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:
To:
Subject:
Date:
Attachments:

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 13, 2020 9:17 AM
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for your message.

New Ontario Line tracks will be added through the existing GO rail corridor. Thanks to careful planning and design work, we don't anticipate these additional tracks to result in any significant expansions of the current GO corridor footprint. The Ontario Line is using different technology than the TTC because our project will feature fully automated trains with modern signaling. These trains will be able to cycle through the system faster, and because of advances in vehicle design and rail technology, they will result in significantly less noise than what we are used to from the TTC's current subway trains. You can more information about the train technology [here](#).

We are committed to listening to the residents of Riverside and Leslieville so we can create the right solutions. Factoring in feedback we've received through community engagement in Leslieville and Riverside so far, our plans preserve local institutions such as the Jimmie Simpson Recreation Centre and commit to the installation of noise walls. You can read more about this in our [east segment](#) update. Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor, 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 continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for the community. There will be opportunities in the future for engagement in the Riverside and Leslieville neighbourhoods.

Let me know if you have further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Thursday, October 8, 2020 7:30 PM

To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, October 8, 2020 - 19:30

Submitted by anonymous user: 24.212.188.87

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: Please put the "Ontario Line" Underground

Message:

I've talked to all my neighbours and none of us understand how the Ontario line is being forced through. None of it makes sense:

- Nobody in the community wants it to be above ground. The fact is that the routing is not clear for the electrification so without out this sorted out, I don't see how Metrolinx can really say where 2 more rail lines will fit and how they think they can service these lines when there is so much rail traffic

- Why they aren't going to use the same rail format as the subway - the Ontario line is supposed to use a narrower track, so the TTC will have to maintain a totally separate train format for this one line. It would make far more sense to keep the equipment standardized with the rest of the Subway system

Considering how the most recent reports from Metrolinx do not show any consideration for underground work, we have no faith in Metrolinx to take any community concerns seriously.

The whole switch from the Downtown Relief Line to the Ontario line has been a horrible waste of time and the government and Metrolinx should be embarrassed at how this is being run. As far as I can figure out, you've just burned millions of dollars in planing and engineering for the Downtown Relief Line so that you can waste more

tax dollars pursuing a poorly conceived rail option that has more barriers and potential delays to completion.

I have been looking forward to GO and TTC subway connections at Gerrard Square and Queen St East, but your current efforts look doomed to fail due to the stupidity of your decision making. Please prove me wrong and do it right - put this rail line underground and use a proper train format.

[REDACTED]
[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17188>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 9, 2020 9:30 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thanks for reaching out to us, and for your question regarding the Ontario Line project.

Currently, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. If your property is directly or partially impacted, Metrolinx will contact you directly. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

You may have already seen this, but our neighbourhood update for the [north segment](#) has more details, and also provides a conceptual rendering of the Don Valley Crossing.

Should you have any more questions, please feel free to reach out to us.

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage [<mailto:no-reply@metrolinxengage.com>]
Sent: Thursday, October 08, 2020 12:03 AM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, October 8, 2020 - 00:03

Submitted by anonymous user: 198.84.161.253

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Cosburn

Subject: Expropriation

Message: Have you advised the homeowners on the north side of the pape subway whose homes will be expropriated for the bridge?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17165>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:

From: Ontario Line
Sent: October 13, 2020 9:27 AM
To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; CEO (Metrolinx) <CEO@metrolinx.com>; rob.oliphant@parl.gc.ca; 'Councillor_Robinson@toronto.ca' <councillor_robinson@toronto.ca>
Subject: FW: Crossing of the Ontario Line after the Leaside Bridge - avoid Overlea Blvd. (North Segment)

From: Ontario Line
Sent: October 13, 2020 9:22 AM
To: [REDACTED]
Subject: RE: Crossing of the Ontario Line after the Leaside Bridge - avoid Overlea Blvd. (North Segment)

Hi [REDACTED],

Thank you for your email to Phil Verster, and for your questions regarding the Ontario Line.

We have shared your previous email about privacy, noise and vibration concerns, with the project team for consideration. Furthermore, we have set up a meeting with MPP Wynne, Councillor Robinson and the board of directors of 1 Leaside Park Drive to continue to understand local residents' concerns. We will be setting up more engagement opportunities for the Thorncliffe Park community, which will be promoted in our e-newsletter.

Further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce 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.

Looking forward to staying connected,

Josh

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

From: [REDACTED]
Sent: October-08-20 3:46 PM
To: CEO (Metrolinx)
Cc: Councillor Jaye Robinson; kwynne.mpp.co@liberal.ola.org; [REDACTED];
rob.oliphant@parl.gc.ca
Subject: Crossing of the Ontario Line after the Leaside Bridge - avoid Overlea Blvd. (North Segment)

Hello Mr. Phil Verster,

I received your contact information from Doug Ford after writing to express my concerns with the alignment (specifically the North segment leading into the proposed Thorncliffe Park station) of the Ontario Line in our community.

As the President and CEO of Metrolinx, I wanted to share with you the grave concerns (as a resident of [REDACTED] for over 20 years) regarding the updated North Segment, specifically the crossover after the Leaside bridge into the "Thorncliffe" portion that is very troublesome.

The alignment now brings this major railway even closer to a seven story residential condominium (at [REDACTED]) as the updated sketch has the crossover happen on the North East corner of Overlea and Millwood.

This is horrifying for many reasons: this cross over onto that corner of the street endangers the health and well-being of residents (especially in the 7 story condominium) as it would be detrimentally closer to our living space.

Furthermore, it would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community)

In addition, it would destroy the plethora of beautiful trees that form a canopy and block the current roadway; this new alignment would be even closer to the adjacent Leaside Park (where hundreds of community members enjoy park space and sports games daily). Undoubtedly, this will destroy property values throughout this segment.

Most importantly, as many residents and businesses in this area have pointed out on Metrolinx Engage and shared with elected political officials: this updated design will absolutely continue to have a huge negative effect (noise, vibration, pollution, physical and visual intrusion, privacy issues, safety, lost air rights, etc.) on several properties (condominiums, town homes, businesses, etc.) leading to the new Thorncliffe Station.

Finally, according to this new route....the elevated rail would cross two streets (both Millwood and Overlea Blvd.). Given that most of the line after the Thorncliffe Station has now been moved to run into the industrial area.....why isn't the crossover reallocated to do the same? This is an equity issue for everyone living along Overlea Blvd.

BENEFITS OF MOVING THE LINE COMPLETELY AWAY FROM OVERLEA BLVD:

1. Move the crossover and railway line one block west to connect and run on Banigan Drive. The station can still be at Thorncliffe Park (which connects with Banigan Drive). Again, as others have noted in response to Metrolinx's concern about access: "people would rather take a 5 minute walk to the train, than have the noise, vibration, lack of privacy, visual impact, and lost air rights associated with a train in the middle of a residential community."

2. This move to crossover at Banigan Drive would ensure that NO residential areas (condominiums, townhomes, etc.) in this segment are impacted....This is key for everyone in the community as this is our home. It ensures greater safety, and less disruption from construction, for all who live (and work) in this area of Overlea Blvd.

3. This reallocation would be much better for traffic...moving the line a little west to cross at Banigan Drive would put the rail over one road (Millwood) rather than crossing two roads (both Millwood and Overlea Blvd.)....especially when Overlea Blvd is already busy with traffic. In addition, there would be less disruption during the construction for Overlea Blvd where there are numerous homes and businesses.

4. It is more fitting that the line run through industrial areas rather than impact any residential areas....there would still be easy access at Thorncliffe Park Drive (see aforementioned point above).

5. It would protect the original location of the Thorncliffe Heritage Sign and undoubtedly be a more welcoming entry into the Thorncliffe Park area.

6. Finally, this shift would preserve all of the beautiful trees that line Overlea Blvd. and the canopy of foliage and trees that currently exists on that North East corner where the Heritage Thorncliffe welcome sign is.

OR alternatively...run the line completely underground in this segment until you reach the industrial area (marker #3 on the Metrolinx drawing for "Thorncliffe Park"). By running Section #1 and #2 completely underground, the line will not impact *any* residential communities as greatly (although moving the line a little more west and away from Overlea Blvd. is much more desirable for all residential properties and affected businesses)....This update shows a shorter stretch than the original plan so this alternative should be more cost effective and indeed possible than putting the original planned route along Overlea Blvd. fully underground.

Has Metrolinx done a cost analysis for running this residential segment of Overlea Blvd. to cross over at Banigan Drive or to move this segment fully underground?

As a Toronto city councillor, Doug Ford led a push with his brother, then Mayor Rob Ford, to cast plans for above-ground transit in Scarborough as "second rate." Why is it acceptable then to impose such a "second rate" plan on any other communities (such as Overlea and Thorncliffe Park)...This is an equity issue.

This is a critical piece for the Thorncliffe Community (an already at risk community), especially for the residents, places of worship, and businesses in this area. Please take this request seriously and act to make changes to avoid the residential properties of Overlea Blvd. completely.

Our condo board at [REDACTED] has requested a community meeting with Metrolinx and our MPP (Kathleen Wynne) and City Councillor (Jaye Robinson) regarding this segment of the Ontario Line. You will be hearing from many more residents and businesses in our neighbourhood.

There would be more buy in from ALL residents with a more equitable, and for the

aforementioned reasons, a better approach to this transit line. More transit for an area can be a positive thing, but it should *not* be done in a manner that has such a negative effect on the community. I have shared all of these points with Metrolinx on more than one occasion.

I look forward to hearing from you.

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.

From:
To:
Subject:
Date:

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: October 13, 2020 12:43 PM
To: [REDACTED]; Councillor Jaye Robinson
<councillor_robinson@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>; Wynne-CO,
Kathleen <kwynne.mpp.co@liberal.ola.org>
Subject: Re: Thorncliffe - Millwood Overlea

Dear [REDACTED],

My understanding is that that meeting is being arranged. All the best,

Kathleen

From: [REDACTED] >
Sent: October 8, 2020 1:04 PM
To: Councillor Jaye Robinson <councillor_robinson@toronto.ca>; Wynne-CO, Kathleen
<kwynne.mpp.co@liberal.ola.org>; Ontario Line <ontarioline@metrolinx.com>
Subject: Thorncliffe - Millwood Overlea

I have raised my concerns more than once regarding the Ontario Line. I live at [REDACTED] and my understanding is the Ontario line will cut right through the "Welcome to Thorncliffe" sign on the lawn at the corner of Millwood & Overlea - in order to do so all the trees will be cut down on that corner. In addition to this abomination - I will have a view of train instead of trees. the train will then continue along overlea impacting as I have stated the community as a whole - in particular our building. It is high time Metrolinx met with our Board of Directors and the residents of [REDACTED]. I want a meeting with Metrolinx, my City Councillor and Kathleen Wynne be in attendance.

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:
Attachments:

From: Ontario Line
Sent: October 13, 2020 8:21 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

H [REDACTED],

Thanks for your follow-up message.

In terms of property impact on McGee Street, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. That being said, Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. If your property on McGee Street is directly or partially impacted, Metrolinx will contact you directly. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line. If you are not impacted, our intention is for you to stay in the neighbourhood and for the completed Ontario Line to provide valuable higher order transit to the community.

Feel free to reach out should you have any further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: October 13, 2020 9:56 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

Thank you, Daryl. Can you tell me which buildings on McGee St will be expropriated/removed? We have received no notice so we assume we'll be untouched. But we are right across the road from the line and buildings that back onto it. This info is crucial to us in deciding whether to stay in our beloved neighborhood.

[REDACTED]

On Oct 13, 2020, at 9:21 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for your message about the Ontario Line project.

The Ontario Line route, including the elevated and at-grade components of it, is the plan we are advancing. However, we are committed to listening to the residents of Riverside and Leslieville so we can create the right solutions. Based on community engagement in your neighbourhood so far, our latest updates preserve local institutions such as the Jimmie Simpson Recreation Centre and commit to the installation of noise walls. You can read more about this in our [east segment](#) update. The current plan of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By utilizing the GO rail corridor, a route that is approximately twice the length of the Relief Line South can be built at a similar cost and a reduced construction timeline.

We will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for the community. There will be opportunities in the future for engagement in the Riverside and Leslieville neighbourhoods for you to participate in.

Let me know if you have further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities

<image001.png>

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Thursday, October 8, 2020 8:33 PM

To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, October 8, 2020 - 20:33

Submitted by anonymous user: 70.29.85.236

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Ontario Line / GO expansion

Message: A huge THUMBS DOWN to the Ontario Line / GO expansion line through Leslieville/Riverside. Please change the plan. It will destroy our neighbourhood and force us to move. We see this as an election issue.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17194>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 13, 2020 9:18 AM
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for your message, and your question about the Ontario Line project.

We are still in early stages of the project and it is too early to confirm anticipated impacts. However, we appreciate the importance of the archery range to the local community and we are committed to working with the city of Toronto to restore any impact to park spaces once construction is complete. If the E. T. Seton Archery Range remains open during construction, safety will be a top priority and regular communication and safety measures will be in place to keep the community and users safe.

The Ontario Line will pass by the archery range on an elevated guideway. There is a conceptual rendering of the elevated guideway in the [north segment](#) update. We will be seeking community input as design decisions are finalized.

Please feel free to reach out with further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Friday, October 9, 2020 6:54 AM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Friday, October 9, 2020 - 06:54

Submitted by anonymous user: 172.83.47.24

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Flemingdon Park

Subject: E.T. Seton Archery Range

Message:

Hi! I'd like to know if there are any plans in place to keep the public archery range functioning as it currently is being used. Also are there any protections in place for the train to prevent arrows from being accidentally being shot at the train? I would love to hear your comments and provide any advice.

Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17200>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line <ontarioline@metrolinx.com>

Sent: October 13, 2020 9:23 AM

To: [REDACTED]

Subject: Re: Ontario Line - Draft ECR

Hi [REDACTED],

Thank you for your message.

The draft ECR can be accessed by clicking [here](#). You can provide your feedback at the each of each study summary. The last day to provide your comments is October 17.

Feel free to reach out if you have any questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: Friday, October 9, 2020 12:00 PM

To: Ontario Line

Subject: Ontario Line - Draft ECR

Hello,

As a resident of the area affected by the Ontario Line construction site, I would like to have access to the draft ECR of the project, so I could provide comments to it.

In case you need, my address and contact information, you may find it below.

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

Regards,

[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:
To:
Subject:
Date:

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

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 13, 2020 9:13 AM
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission

Hi [REDACTED],

Thanks for following up.

During a live procurement, financing has to be commercially confident to ensure the integrity of the procurement process between the various bidders. That being said, the RFP document does have guidelines to follow when it comes to the financing structure. Ultimately, Metrolinx and Infrastructure Ontario ensures the financing structure is sufficient before the contract is awarded.

Let me know if you have any other questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities

cid:image002.png@01D67558.2E1BE440

From: [REDACTED]
Sent: Friday, October 9, 2020 10:36 AM
To: Ontario Line
Subject: Re: Contact Ontario Line Submission

Thank you for your quick response.

One follow up question.

Shouldn't the disclosure of the financing structure be mandatory? It seems to me that residual risk not covered by the project equity (Eg excessive cost overruns, damages to businesses due to extended delays, etc.) will ultimately fall to the taxpayer and that therefore taxpayers should be in a position to review the financing structure.

[REDACTED]

> On Oct 9, 2020, at 9:03 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

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:

From: [REDACTED]
Sent: October 13, 2020 9:07 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line Update - Thorncliffe Park and Flemingdon Park

Hi Josh,

That's wonderful. We will watch out for Siva's email.

Best Regards,

[REDACTED]

On Tue, Oct 13, 2020 at 8:53 AM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Hi [REDACTED],

We would love to connect and get started on setting something up. Siva from my team is going to be reaching out to TNO this week and will find time for us to connect.

Thanks,
Josh

From: [REDACTED] >
Sent: Friday, October 09, 2020 12:00 PM
To: Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Ontario Line Update - Thorncliffe Park and Flemingdon Park

Hi Franca and Josh,

Trust that you are both doing well. It has been a while since our last correspondence and some might even say that it is a different world!

We've reviewed the updated plan for Thorncliffe Park and Flemingdon Park that was published on Tuesday morning, and can see that it responds to a great many of the community's concerns that were brought forward during the January public consultations. Thank you.

Hopefully, we can arrange a virtual meeting of sorts shortly for the 'Ontario Line team;' both

community members and Metrolinx, to continue our productive conversation and push together toward the final design.

Best Regards and Happy Thanksgiving,



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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 15, 2020 11:02 AM
To: [REDACTED]
Subject: RE: Draft ECR

Hi [REDACTED],

Thank you for your message, and your questions about the Ontario Line project.

The route as it's been mapped from Exhibition through to the Ontario Science Centre is finalized. However, we are working with the City of Toronto to refine the alignment or the curvature of the route. These changes are made based on new information, including details on ground conditions, property impacts and environmental impacts. If you haven't had the chance to read it, we provided updates across the entire alignment of the Ontario Line including neighbourhood-specific updates available on [Metrolinx Engage](#). Last year, we released the [initial business case](#) for the Ontario Line. In terms of when you can expect to ride the Ontario Line, the 2019 provincial budget contemplated a completion date as early as 2027. That being said, the actual completion date will largely be informed by the response we get from the market during procurement. Ultimately, the final construction schedule will be developed by the vendors who bid on the project.

Feel free to reach out should you have any further questions,

Vanessa Cheng
Team Lead of Community Relations - Ontario Line
Metrolinx: connecting our communities
Mobile: 416-419-2044



From: [REDACTED]
Sent: October 9, 2020 5:36 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Draft ECR

Hello,

Could I get a copy of the draft proposal for the Ontario line? Is this project approved by the city and

final? Whats the estimated completion time for this subway line?

Thank you,



Sent from an 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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 15, 2020 11:04 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thanks for the follow-up message.

The best way to receive the latest Ontario Line updates is through our [online newsletter](#). When the noise and vibration impact study is completed, we will announce it across our public platforms, including our newsletter and [Metrolinx Engage](#). To provide you with a [timeline](#), early works construction will start in 2021 and major construction will start in 2023. In terms of when you can expect to ride the Ontario Line, the 2019 provincial budget contemplated a completion date as early as 2027. However, the actual completion date will largely be informed by the response we get from the market during procurement. Ultimately, the final construction schedule will be developed by the vendors who bid on the project.

Let me know if you have any further questions,

Vanessa Cheng
Team Lead of Community Relations - Ontario Line
Metrolinx: connecting our communities
Mobile: 416-419-2044



From: [REDACTED]
Sent: October 13, 2020 1:12 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

Hello,

Thank you for responding. I am more concerned about the vibration and noise after completion of the project. I would like to be informed throughout the process. Is this possible and how?

When do you expect to start and when do you expect the project to be done?

Thank you for your time,



On Tue, Oct 13, 2020 at 9:20 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi ,

Thanks for your message, and your inquiry about potential noise and vibration to your home on the east side of Pape Avenue.

In the future, we will know more about precise community impacts, such as noise and vibration, as the project moves through further design stages. Even before the design is finalized, 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. Examples of steps we take include fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. Metrolinx will monitor noise and vibration before, during and after construction, testing to see if more measures are necessary. When more details on the project's design become available, noise and vibration impact studies will be completed and available to the residents of Pape Avenue.

You may have already seen this, but we have posted neighbourhood updates on Metrolinx Engage that includes Pape Avenue in the [east](#) and [north](#) segments. In the [Draft Environment Conditions Report](#) out for public comment until October 17, there is also a [study on noise and vibration](#) that you can comment on as well. You may also wish to sign up [online for our e-newsletter](#) to receive the latest news about the Ontario Line project.

Please reach out if you have any other questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Friday, October 9, 2020 2:56 PM

To: Ontario Line

Subject: Contact Ontario Line Submission



Hello Ontario Line,

Submitted on Friday, October 9, 2020 - 14:56

Submitted by anonymous user: 216.239.78.129

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Noise

Message:

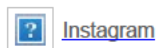
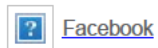
Hello,

I would like to know what would be the decibel level and how much vibration would I hear/feel because my house is on east side of Pape due to a potential subway underground?

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17218>



Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 21, 2020 10:17 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Comments on Ontario Line ECR

Hi [REDACTED],

Thank you for reaching out and apologies for the delay in our response. We understand and appreciate that the residents and owners at Minton Place, Hopedale Avenue and along the route have been keenly interested in receiving more detailed information about the impacts on their neighbourhood.

Over the past several months, our technical team has been working to refine the plans and take them a step closer to constructability. While final design and property impacts have not been finalized, we did want residents and businesses that are likely to be impacted to be aware of the latest plans. Metrolinx does understand and acknowledge that the decision to have the portal at Minton Place, over other considered locations, includes impact to homeowners and residents in the area and the decision is not taken lightly. The route and its property implications have been selected and reviewed to balance a design that creates a more direct path for the trains while also minimizing property impact. The route includes fewer curves to ensure shorter travel times and also means less noise and vibration impacts for the line as a whole once constructed and in operation. These benefits would otherwise be reduced for area residents and future customers alike had we pursued aligning the portal closer to the existing Leaside Bridge. Though not easily apparent, as the depth of the tunnel needs to rise closer to the ground surface before crossing the valley, our design work indicates that a portal closer to the bridge would have thereby impacted more properties.

We will know more about precise environmental and community impacts as the project moves through further design stages, which will inform environmental studies. In the draft Environmental Conditions Report, you may have read some of the measures to reduce and manage impacts to residents and communities, both during and after construction. As we learn more about the precise impacts to Hopedale Avenue and Minton Place, we will share information with the public for input.

We know that residents of Hopedale and Minton Place have questions about the future look and feel of the line as well as their neighbourhoods, which is why we are sharing updates and seeking feedback throughout the early development stages of the project. We will continue to provide updates to Pape Area Concerned Citizens for Transit (PACCT), MPP Tabuns and Councillor Fletcher, and we will continue to hold meetings to keep citizens in the Minton Place and Hopedale Avenue

neighbourhood informed. 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.

Feel free to reach out with any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]

Sent: October 9, 2020 10:04 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Comments on Ontario Line ECR

Hi,

I am a resident affected by the Ontario Line route and construction and I have had a chance to review the ECR and want to provide my feedback.

My primary concerns are as follows:

1) There is insufficient information in the report with which to gauge the impact of the line

It is self-evident that the actual impact of any project cannot be known without the details of what will be built. This information is not yet public and only sample area maps which are drafts “for illustrative purposes only” have been released for a portion of the route. Therefore, I request that more detailed information about the route, the route selection process, etc be provided so that everyone can discuss the selections of the route that were made.

2) There is no consideration or business case for burying the entire line.

It's very rich that Doug Ford insisted on burying the Eglinton LRT in his riding, when Eglinton is a 4-6 lane highway and ideal for an elevated section of an LRT. Meanwhile, the route of the Ontario line is not going to be tunnelled as it passes through dense residential neighbourhoods, past schools, and community centers.

It would be nice to know what the actual cost would be for the Ontario line project to be fully tunnelled.

3) Sound and Vibration

The sound and vibration analysis of the ECR does not specify any of the measures that are planning to be used during the construction of the Ontario Line. I would like to see specific, detailed reports that state where and what measures are going to be introduced during the construction and the operation of the Ontario line in order to monitor and minimize the impact of sound and vibration effects on nearby residents.

In terms of operational noise, the ECR notes that there are several strategies that may be used. However, since the train technology has not yet been selected there is no actual value in this statement.

I live specifically in the area of Minton and Hopedale Ave. I would like to know what minimization strategies are going to be used including sound barriers. Specifically, I would like to see a plan and a commitment to the specific practices and technology that will be used in this area. Simply stating that (as shown on page 31 and Table 5-1 of the Noise and Vibration Conditions Report) there are technologies that *could* be used is not a commitment to what *actually* will be used.

4) Community Consultation

I would like to have a meaningful consultation about the construction that is to occur in the area of Minton and Hopedale. We would like to discuss:

- What exactly is going to be built in our community and when.
 - What specific noise and vibration mitigation technologies and changes are you implementing to avoid a major impact in terms of noise and vibration during the operation of the Ontario line?
- What can we expect during construction, and what commitments will Metrolinx make to reducing the impact on our community.
 - What specific noise and vibration monitoring will you be doing in the area?
 - What hours will the construction be conducted?
- What will be the configuration of the site once the tunnel and bridge are complete?
 - Will there be a park?
 - We want input on any changes to the street configuration if that is going to change.

I think that there is broad support in our community for transit construction. Obviously, Toronto needs this badly. The opposition that you are seeing is because you are doing a terrible job of consulting with the people who are going to be the most affected.

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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 13, 2020 8:20 PM
To: [REDACTED]
Subject: RE: West End expansion

Hi [REDACTED],

Thank you for your message, and your question regarding a possible connection west to the Mimico area.

The route as it's been mapped from Exhibition through to the Ontario Science Centre with 15 potential stations is what we are currently advancing. However, the current Ontario Line plans incorporate the possibility of future expansions that may be considered to improve access and meet demand. Your suggestion will be shared with our project team for future consideration.

Feel free to reach out should you have any more feedback or questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: October 10, 2020 7:53 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: West End expansion

Hi

Are there any plans on extending the Ontario line west up to Park Lawn/Mimico or eventually Sherway Mall?

It wouldn't be too hard to get to Park Lawn, you could just upgrade the existing LRT line. Past that a subway line on Queensway would significantly reduce traffic on the 2 line.

I know money is tight now, so this is just something to consider for the future.

Thank you for your time,



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:
Attachments:

From: [REDACTED]
Sent: October 14, 2020 11:18 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Intercepting Kitchener GO Line

Hi Daryl,

Thank-you for your quick reply. I must say that the new Ontario Line ticks a lot of boxes. I look forward to see where the Ontario Line takes us in the future.

Cheers and stay safe,

[REDACTED]

[REDACTED]

On Tue, Oct 13, 2020, 20:20 Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your message, and your question regarding a possible connection with the Kitchener GO line.

The route as it has been mapped from Exhibition through to the Ontario Science Centre with 15 potential stations is what we are currently advancing. That being said, the current Ontario Line plans incorporate the possibility of future expansions that may be considered to improve access and meet demand. Your suggestion will be shared with our project team.

Feel free to reach out in the future and stay safe,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities

[REDACTED]

From: [REDACTED] >

Sent: October 10, 2020 1:58 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Intercepting Kitchener GO Line

Greetings Metrolinx People,

Is there any possible way to intercept the Kitchener GO line with the Ontario Line before it reaches Union Station?

You have a great opportunity to combine future Liberty and Spadina GO stations into a station midway and on the Ontario Line.

I believe there would be some cost savings for me, the tax payer.

Cheers and stay safe,



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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 19, 2020 9:58 AM
To: [REDACTED]
Subject: RE: Update from Councillor Jaye Robinson on COVID-19 - October 9, 2020

Hi [REDACTED],

Thanks for your follow-up message.

Design is still ongoing and we look forward to sharing further details with the community, as it is finalized. With the current design, the new bridge crossing the Don Valley will emerge from a tunnel portal at Minton Place, near Pape Avenue. To help illustrate this concept, there is a conceptual rendering and map in the [north segment update](#) on Metrolinx Engage.

The elevated guideway is a concrete structure that will allow the Ontario Line to pass above street level as it provides transit service to the Thorncliffe and Flemingdon Park communities. Using modern bridge construction techniques and design principles, the visual and environmental impacts of the structure will be minimized. A bridge will be constructed for the Ontario Line to get across the ravine to the Ontario Science Centre.

If you have not yet, consider signing up for our [online newsletter](#). As design progresses, we will share major updates through our newsletter and Metrolinx Engage. If you choose to stay in the community, our commitment to you is constant communication through construction and delivery of the Ontario Line which will be much-needed higher order transit to your community.

Feel free to reach out with any further questions you have,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: October 16, 2020 9:58 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Update from Councillor Jaye Robinson on COVID-19 - October 9, 2020

Darl:

Correction: In the note I asked about crossing Eglinton. The Science Centre is south of Eglinton.

Thank you.
[REDACTED]

On Thursday, October 15, 2020, 11:53:54 p m EDT, [REDACTED] > wrote:

Daryl:

Question: The bridge, will emerge from the southern embankment of the Don Valley at Minto Place...where is that? the nearest landmark like street or whatever?
What is an elevated guideway? The terms explanation are not new but in this context what would be an example of an elevated guideway?

There are two Overlea and Thorncliffe Park intersections as Thorncliffe Park use to be a race track? Is it the first intersection as you head north east or the second one?

As the guideway runs adjacent to the hydro corridor on its way to the science centre, how does it get across the ravine and Eglinton Avenue?

As residents we are deciding if it is time to sell!!!

Thank you.

On Thursday, October 15, 2020, 09:08:48 a m EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your message, and your questions about the north segment.

The Ontario Line will cross the Don Valley on a new bridge, and proceed on an elevated guideway until it reaches the Ontario Science Centre. The new bridge over the Don Valley will emerge from the southern embankment of the Don Valley at Minton Place, west of the Leaside Bridge. When it crosses the Don Valley, the elevated guideway will be turning at Overlea and Millwood to run along the north side of Overlea Boulevard. The Thorncliffe Park station is located at the intersection of Thorncliffe Park Drive and Overlea Boulevard. After the station that is at Thorncliffe Park Drive, the guideway will turn north and run adjacent to the nearby hydro corridor to the Ontario Science Centre. If you have not had a chance yet, please read our [north segment](#) update which provides more details and graphics of this information.

In terms of impacts to the buildings on Overlea Boulevard, we are still in the process of finalizing property requirements and we are always looking at ways to reduce impacts to homeowners, business owners and important community services. To get an idea of what the elevated guideway will look like, we included a conceptual rendering in the north segment update as well. The updated north segment route is part of our ongoing work to factor in residents' feedback wherever we can and make sure the new transit line is built in a way that not only serves local transit riders but also fits into the Thorncliffe Park and Flemingdon Park communities.

Feel free to reach out if you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Sent: October 14, 2020 8:05 AM
To: [REDACTED] >
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Update from Councillor Jaye Robinson on COVID-19 - October 9, 2020

Hi [REDACTED],

Thank you for your email.

Councillor Robinson shares your concerns with the most [recent](#) alignment proposed for the future northern segment of the Provincial Ontario Line.

As you may know, the Councillor – even in her role as Chair of the Toronto Transit Commission (TTC) – has no authority over this Provincial project. In fact, Bill 107 identified this project as the *sole responsibility* of Metrolinx, a Provincial agency. This designation means that the City of Toronto and TTC cannot take any further action on the Ontario Line project.

With this in mind, the Councillor will continue to do all she can to support and advocate for the Thorncliffe Park Community. To that end, she has reached out to our local MPP, Kathleen Wynne, to arrange a community meeting with Metrolinx. We will be in touch with more details as they become available. Please keep us advised of any other meetings on this issue – we will happily attend in support of the community.

In June, we were advised that the Province and Metrolinx had issued the first Requests for Qualifications (RFQs) related to this project. Interestingly, the southern portion of the line (from Ontario Place to the Don Yard Portal) will now be procured separately from the northern segment (from Gerrard Station to the Ontario Science Centre). The RFQ for the northern segment will not be issued until after the first RFQ

is awarded, which is anticipated to be in 2022. This means that we will likely have additional time to advocate for changes to the northern alignment and design.

That said, by copy of this email, I'm connecting you with the Ontario Line Team, for their assistance.

Ontario Line Team, could you please review Gail's below email and follow-up with her directly regarding her question? I've highlighted it below for your reference. Thank you in advance for your assistance

Thanks again for your engagement on this issue, Gail.

All the best,

Alysha

Alysha Archibald

Communications and Constituency Assistant

Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)

Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2
alysha.archibald2@toronto.ca | www.jayerobinson.ca

Facebook: facebook.com/JayeRobinsonWard15 | Twitter: [@jayerobinson](https://twitter.com/jayerobinson)

Stay informed Sign up for newsletter updates [here](#).

From: [REDACTED]
Sent: October 11, 2020 2:22 PM
To: Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Subject: Re: Update from Councillor Jaye Robinson on COVID-19 - October 9, 2020

Councillor Robinson:

RE: Ontario Line Project

The Metrolinx notice of Publication of the Draft Environmental Conditions Report has been received. The webpage has been reviewed.

The area of Overlea Blvd is shaded pink in the study area.

Question: how is this Ontario Line construction going to influence the buildings on Overlea Drive. Specifically, the stop indicated on the map at Pape and Cosburn is quite easy to understand. Move to Pape and Millwood intersection, where is the line going to cross the Don Valley? where is the Thorncliffe Pk Dr stop? where does the line proceed to the Ontario Science Centre?

Those details should be presented so that resident owners can decide if a move out of the construction zone would be advantageous.

Thank you

[REDACTED]

[REDACTED]

On Friday, October 9, 2020, 06:06:18 p.m. EDT, Councillor Jaye Robinson <councillor_robinson@toronto.ca> wrote:

[View this email in your browser](#)



Dear Friends and Neighbours,

With COVID-19 cases on the rise in Toronto, both the Province and City have announced additional restrictions to slow the local rate of transmission.

Beginning October 10 at 12:01am, Toronto will re-enter a [modified version of Stage 2](#) for a minimum of 28 days. All indoor food and drink services in restaurants, bars, food courts, and night clubs will be prohibited. It is important to note that outdoor patio services will remain open.

The following workplaces and services will also be closed:

- indoor cinemas, along with other performing arts centres and venues;
- spectator areas in racing venues;
- interactive exhibits or exhibits with high risk of personal contact in museums, galleries, zoos, science centres, and landmarks;
- indoor gyms and fitness facilities, including exercise classes;
- personal care services where face coverings must be removed; and
- casinos, bingo halls, and other gaming establishments.

Additionally, team sports will be limited to **training sessions only**, with games and scrimmages prohibited. The full list of restrictions is available on the Province's [website](#).

To help offset the impact these new measures will have on small businesses, the Province has committed to making \$300 million available to assist with fixed costs, including property taxes, hydro and natural gas bills. More details will be announced by the Government of Ontario in the coming days.

The limits for all social gatherings and organized public events will be capped at **10 people indoors or 25 people outdoors**. However, the Province has granted an exemption for wedding receptions already scheduled this weekend, which will be permitted to proceed under the existing public health rules. New public health restrictions will apply to wedding receptions starting Tuesday, October 13 at 12:01am.

Also effective **Tuesday, October 13**, the following permits and programs have been [suspended](#) at City-run facilities:

- registered and instructional programs such as learn to skate and swim programs, dance, group fitness and wellness programs;
- hockey games and scrimmages;
- drop-in sports programs other than leisure and lane swim and leisure skate;
- table tennis, billiards, foosball;
- access to the City's two conservatories; and
- indoor permits for social gatherings and sport games/group fitness.

Anyone who is registered for a City-run program that has been cancelled will be issued an automatic refund. If you have any questions regarding these cancellations, you can contact Parks, Forestry, and Recreation at pfrcustomerservice@toronto.ca or 416-396-7378.

Earlier this week, the City's Medical Officer of Health [urged](#) Torontonians to limit this year's Thanksgiving celebrations to **members of their immediate households**. Residents are also reminded to continue watching their distance, wearing a mask, and washing their hands frequently.

As we continue to navigate this rapidly evolving situation, I hope that you enjoy a safe and relaxing Thanksgiving weekend at home.

Warm regards,

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 13, 2020 8:21 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thanks for your message, and your interest in following the Ontario Line project.

I have added you to the distribution list for our online Ontario Line newsletter. Please check your email as you will receive a confirmation email shortly.

Feel free to reach out in the future,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 11, 2020 8:57 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Sunday, October 11, 2020 - 20:57
Submitted by anonymous user: 99.230.240.137
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Ontario line

Message: Please add me to your mailing list for the Ontario Line. Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17298>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 13, 2020 8:21 PM
To: [REDACTED]
Subject: RE: Draft ECF

Hi [REDACTED],

Thank you for your message.

Unfortunately, it is too large of a file to share over email. To access it on the web, the full draft Environment Conditions Report can be viewed and downloaded [here](#). After you have reviewed it, you have until October 17 to provide your comments by answering the feedback questions at the end of each [study summary](#) if you wish.

Feel free to reach out should you have any questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED] >
Sent: October 12, 2020 8:14 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Draft ECF

Good morning,

Would you be able to send me a copy of the draft ECR via email? 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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 13, 2020 8:21 PM
To: [REDACTED]
Subject: RE: draft of environmental conditions report

Hi [REDACTED],

Thank you for your follow-up message, and your interest in following the Ontario Line project.

To [procure the Ontario Line](#), we are using a public-private partnership approach where Metrolinx and IO establish the scope and purpose of the project on behalf of the Province. Along with the initial scope and purpose, we do leave some gaps for industry partners to be innovative with their plans so that customers and communities can benefit from creative solutions that we may not have thought of. To determine an informed budget of the project in the [Initial Business Case](#), we developed the cost estimates using international and local comparators, as well as established business case processes for challenging estimates that could be overly optimistic. To remain updated on the project, please sign up for our [online newsletter](#).

Feel free to reach out should you have any further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED] >
Sent: October 13, 2020 9:54 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: draft of environmental conditions report

Dear Gurjeet Kaur

Thank you very much sending me the report, that was a very comprehensive and illustrative report.

I generally went through, but I regret to give my comments, if any, due to other engagement. In the executive summary it has been mentioned briefly about no. of stations, the segments and so on.

A question came out that, is it not required to elaborate the road map and planning from this

phase of the project to the next steps upon commissioning and hand over and the preliminary budgeting of the project.

I am very interested to follow up , appreciate to advise me how can I be updated

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: Ontario Line
Attachments: [image003.png](#)

Hello [REDACTED],

Thank you for taking the time to speak with our colleague, Susan Lin, from the Metrolinx Property Team.

Susan shared your questions regarding consideration of the east side of the street for the alignment near Cosburn station. The effects of the Ontario Line on surrounding and adjacent properties are being further investigated. Mitigation measures will be implemented to reduce any effects on surrounding properties and the final alignment details will be determined through the successful bidder's package. A variety of alignment options were developed with consideration to the effects on the community, environment, project constructability, time and budget. As a result, the balance of several options resulted in the proposed alignment we have today. The preservation of key community services including; businesses and the Bethany Baptist Church on the east side of Pape Avenue were considered when identifying the current alignment.

Should you have any further questions or concerns, do not hesitate to reach out to us.

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: [REDACTED] <[REDACTED]>
Sent: October 13, 2020 3:26 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED] <[REDACTED]>
Subject: Ontario Line

Hi Susan:

We received a letter from Metrolinx and would like to communicate with you to understand the project and the implications on our property at [REDACTED].

Please give us a call at [REDACTED] 6 or [REDACTED].

Thanks in advance,

COVID-19 Response:

Most of our employees are now requested to report back to work as of Friday July 24th, to the extent possible but will continue to allow staff with young children at home to remain working from home until they are able to make arrangements for childcare. During this unprecedented situation with COVID-19, our office will remain closed to public access such as meetings and will allow visitors to make appointments if they wish to visit the office. Most meetings will continue to be done virtually and as such all project-related work will continue collaboratively in the virtual space, and of course by open communications through telephone and email. Any urgent or emergency matter may also be directed to one of the partners:

[REDACTED]
[REDACTED]



[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

CONFIDENTIALITY NOTICE: This e-mail contains information that is privileged and confidential and subject to legal restrictions and penalties regarding its unauthorized disclosure or other use. You are prohibited from copying, distributing or otherwise using this information if you are not the intended recipient. If you have received this e-mail in error, please notify us immediately by return e-mail and delete this e-mail and all attachments from your system. Thank You.

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Pape Station
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for taking the time to speak with our colleague, Susan Lin, from the Metrolinx Property Team last week.

Susan shared your question regarding the possibility of development above the Pape station with us. The effects of the Ontario Line on surrounding and adjacent properties are being further investigated and the final alignment details will be determined through the successful bidder's package. The final design option that would allow future development above the alignment is still under investigation. Several scenarios will be discussed with owners before the expropriation process begins to outline opportunities and options relations to land uses and final land transfers.

Should you have any further questions or concerns, do not hesitate to reach out to us.

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From:
To:
Subject:
Date:

From: [REDACTED]
Sent: October 14, 2020 10:18 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED]

Hi Susan Lin,

My name is [REDACTED]. I am the daughter of [REDACTED], owner of [REDACTED]. I am also a tenant of the building having just opened my medical practice there 6 years ago.

We just received your letter dated Sept 30, 2020 on Oct 9, 2020 and were surprised to hear that you will be needing our property to accommodate the construction of the Ontario Line. As a medical building with multiple health care professionals and services we would like to learn more details as soon as possible as this directly affects thousands of patients and their health care.

I am available on my cell at [REDACTED] or by this email.

I look forward to hearing from you quickly. Of note I also left you a voicemail as well. As you can imagine we are anxious to find out details and timeline as soon as possible.

Thank you,

Dr [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:
To:
Subject:
Date:

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 14, 2020 2:28 PM
To: [REDACTED] >
Subject: Re: Ontario Line

Hello [REDACTED],

Thank you for reaching out to us. Our Senior Manager, Josh Vandezande, is available for a video meeting on **Thursday, October 22 at 11:30 a.m. or Friday, October 23 at 3:30 p.m.** Let us know if either one works for you and we will send you a Teams meeting invite for the confirmed date and time.

Ahead of our meeting, I wanted to take a moment to share all the public information that has been released recently on our [website](#). You can find the north segment (Pape to Science Centre) neighbourhood updates [here](#). Microsoft Teams offers us the ability to share our screen during the meeting and we usually present this information to help residents understand the proposed alignment and station location better. Should you not be able to participate via the link and decide to call into the meeting, the information found on this link will make it easier for you to understand what we discuss during the meeting.

If you have any questions, do not hesitate to reach out to us.

We look forward to connecting with you,

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: [REDACTED]

Sent: October 14, 2020 11:48 AM

To: Ontario Line

Cc: Josh

Subject: Ontario Line

New-Can Realty Limited owns a property at

[REDACTED] which may be impacted by the construction of the Ontario Line.

I want to set up Vedic chat to discuss the impact of this project.

Here are my contact info

[REDACTED]

[REDACTED]

[REDACTED]

Regards.

[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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 19, 2020 3:28 PM
To: [REDACTED]
Subject: RE: Invitation: meeting to discuss Ontario Line project

Thanks very much!
-Sivahami

From: [REDACTED]
Sent: Monday, October 19, 2020 3:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Invitation: meeting to discuss Ontario Line project

Hi

On the call this afternoon will be myself, [REDACTED].

[REDACTED]

On Oct 19, 2020, at 1:04 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi again [REDACTED],

Hope you had a good weekend. We're looking forward to our meeting this afternoon at 4pm. Can you please share the names of the members of your board who will be joining us?

[REDACTED]

Thanks very much,
Sivahami

From: Ontario Line

Sent: Friday, October 16, 2020 12:17 PM

To: [REDACTED] >

Subject: RE: Invitation: meeting to discuss Ontario Line project

Hi [REDACTED],

To follow up on my previous email regarding meeting materials– rather than share an attachment in advance of the meeting, we encourage everyone attending to visit the North segment updates on our website:

<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-north>

Thanks, and talk to you on Monday at 4pm,
Sivahami

From: Ontario Line

Sent: Wednesday, October 14, 2020 4:48 PM

To: [REDACTED] >

Subject: RE: Invitation: meeting to discuss Ontario Line project

Hi [REDACTED],

Wonderful, looking forward to meeting you!

Sivahami

From: [REDACTED] >

Sent: Wednesday, October 14, 2020 4:42 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Invitation: meeting to discuss Ontario Line project

Thank you Sivahami. Thank you for this invitation. The board would be happy to attend. I will share the meeting details and links to them so they may join video meeting.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: October 14, 2020 4:07 PM

To: [REDACTED]

Subject: Invitation: meeting to discuss Ontario Line project

Hi [REDACTED],

The Ontario Line team is organizing a video meeting on **October 19 at 4pm** with MPP Wynne, Councillor Robinson, and [REDACTED] from [REDACTED] to discuss the

project, answer questions, and receive feedback. Would you and the board of [REDACTED] be able to join us?

Here's the Microsoft Teams link to video meeting, as well as a dial in number for those who prefer to join by phone. Please let us know if you can make it. We'll send meeting materials shortly.



Thanks,

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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.

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:
Attachments:

From: Ontario Line
Sent: October 19, 2020 9:58 AM
To: [REDACTED]
Subject: RE: King & Bathurst station

Hi [REDACTED],

Thanks for the follow-up message.

Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. If a property is directly or partially impacted, Metrolinx will contact the property owner directly, as early as possible.

Feel free to reach out with any further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED] >
Sent: October 16, 2020 10:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: King & Bathurst station

So are you saying you don't have property secured for this station yet?

On Fri, Oct 16, 2020 at 9:23 AM Ontario Line <ontarioline@metrolinx.com> wrote:

H [REDACTED],

Thanks for your message.

As detailed engineering and planning is ongoing, we have yet to finalize the station locations, property impacts and connections to other transit services. Design work is also underway.

If you haven't already, consider subscribing to our [online newsletter](#). When station concepts have been finalized, we will share an update via our newsletter.

Feel free to reach out with any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED] >

Sent: October 15, 2020 12:57 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: King & Bathurst station

I attended your townhall hosted by MPP Chris Glover. I was wondering if you could tell me where the station at King & Bathurst will be and what the design of that station will look like.

thank you so much

[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.

From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 19, 2020 11:44 AM
To [REDACTED]
Cc: Phil Verster <Phil.Verster@metrolinx.com>; minister.mto@ontario.ca
Subject: RE: Ontario Line

Hi [REDACTED],

Thank you for your message regarding the Ontario Line.

We are committed to listening to the residents of Riverside and Leslieville so we can create the right solutions. Our plans have been updated based on what we heard from the community and now preserve the Jimmie Simpson Recreation Centre and commit to the installation of noise walls. We will continue to work with the community to develop and construct infrastructure that fits within and enhances the neighbourhoods in which the Ontario Line will run.

Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor, 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.

When it comes to possible impacts to parkland, we are actively working with community partners and the City of Toronto to mitigate impacts to parks as we advance this important project to bring more higher order transit to the City of Toronto

Feel free to reach out in the future,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED] >

Sent: October 16, 2020 4:42 PM

To: Phil Verster <Phil.Verster@metrolinx.com>; minister.mto@ontario.ca; Ontario Line
<ontarioline@metrolinx.com>

Subject: Ontario Line

I am shocked that you are considering putting the Ontario Line above ground through Leslieville - particularly when the Eglinton Crosstown's western section is going underground. Really? The short distance of tunneling even just to get the line below ground down to Eastern avenue would avoid disrupting much of the little parkland there is in the area.



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:
Attachments:

From: Ontario Line
Sent: October 20, 2020 5:58 PM
To: [REDACTED]
Subject: RE: Draft ECR feedback

Hi [REDACTED],

Thanks for reaching out to us and for your message about the Ontario Line.

Current plans have the Ontario Line crossing the valley on a new bridge, and turning at Overlea and Millwood to run along the north side of Overlea Boulevard. As the alignment is finalized, we look forward to sharing more detailed maps of this new bridge crossing with the community. If you have not yet, you can find more details in our [north segment update](#) on Metrolinx Engage. In regards to impacts to trees, we will work with contractors to preserve surrounding vegetation in areas where we are working. That being said, any removed trees will be compensated in accordance with Metrolinx's Vegetation Guideline protocol, which involves a landscape science-based approach to restoring greenspace that meets or exceeds bylaws and regulations. Further details will be shared in the forthcoming Environmental Impact Assessment Report.

We studied potentially running the Ontario Line under the Millwood/Leaside bridge but the costs outweighed the benefits. Our teams found doing that would mean slowing the trains significantly, reducing the overall benefits of a quick journey downtown and, in turn, creating more noise and vibration for residents due to the special track work needed for such tight curves.

Feel free to reach out should you have any further questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED] >
Sent: October 16, 2020 7:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Draft ECR feedback

I am concerned about the north section from O'Connor Drive to Thorncliffe Park. I had trouble determining the exact route it would take but think it enters the ravine at Minto Place and goes through the Crothers Woods and Sewage Treatment Plant lands. This is a very sensitive wooded area and nice spot for nature walks. I imagine a lot of trees would have to be cut down. The Don Valley and Crothers Woods should be preserved as is. Could it be built attached to but under the Millwood Bridge?

[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:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 20, 2020 5:57 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thanks for your message, and your question regarding the Corktown station.

As we provide higher order transit service to the Corktown community, we are taking flood mitigation very seriously. If you have not read it yet, we provided a [downtown](#) segment update, which includes more information on the Corktown station. To learn more, you may be interested in the [soil and groundwater](#) study summary which is part of the draft Environmental Conditions Report.

Feel free to reach out with any further questions you have,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 17, 2020 5:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, October 17, 2020 - 17:40
Submitted by anonymous user: 174.95.200.143
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: South of Corktown

Message: When a pathway was built underground on Esplanade for children it couldn't be used because it flooded. Will it be possible to build below surface on Parliament as this used to be lake. Where is the environmental study for this area?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17607>



[Facebook](#)



[Twitter](#)



[Instagram](#)

Copyright @ 2020 Metrolinx, All rights reserved.
[Manage your subscription preferences](#) or [unsubscribe](#)

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:
Attachments:

From: Ontario Line
Sent: October 20, 2020 5:57 PM
To: [REDACTED] >
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for your message.

We are committed to listening to the residents of Riverside and Leslieville so we can create the right solutions. Our plans have been updated based on what we heard from the community and now preserve the Jimmie Simpson Recreation Centre and commit to the installation of noise walls. We will continue to work with the community to develop and construct infrastructure that fits within and enhances the neighbourhoods in which the Ontario Line will run.

Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor, 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. Because we will use lighter, electric vehicles for the Ontario Line, the noise and vibration profile will be much less than the current GO trains. As details on the project's design advance, noise and vibration impact studies will be completed and shared with the community.

Feel free to reach out in the future,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 17, 2020 10:53 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, October 17, 2020 - 22:53

Submitted by anonymous user: 50.100.55.75

Submitted values are:

Your name: Anonymous

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Ontario Line section through Leslieville-Riverside

Message:

1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and less destructive on our neighbourhood, businesses and environment?
2. If the Ontario Line must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential?
3. From the Environmental Conditions Report's Area of Study, we can see that Metrolinx has not considered any alternative alignments, despite the motion Ex9.1 Amendments 19 and 20, passed by the City of Toronto in 2019, which states Mx must investigate underground routes through Leslieville. Why is Metrolinx ignoring the City directive and our community voices?
4. Why is Metrolinx not investigating an underground route in Riverside/Leslieville when a viable underground route was developed by the City of Toronto for the Relief Line?
5. How can you call this process a 'consultation' when you are only advancing one design/route/alignment forward that clearly our communities do not want?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17617>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: Ontario Line
Sent: October 20, 2020 7:25 PM
To: [REDACTED]
Subject: RE: Any type of transit project that aligns with what the Premier wants.....

Hi [REDACTED],

Thanks for your message.

We have shared your email with the project team for consideration.

Further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce robust mitigation strategies. We ask for your patience as we complete the necessary studies and investigations to support informed discussions with the community. If you have not already, please consider signing up for our [online newsletter](#) to stay informed on the project.

Feel free to reach out should you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED] >
Sent: October 17, 2020 7:36 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: JBell-QP@ndp.on.ca; CGlover-CO@ndp.on.ca; peter tabuns <tabunsp-qp@ndp.on.ca>; kwynne.mpp@liberal.ola.org; chrystia.freeland@parl.gc.ca; Julie.Dabrusin@parl.gc.ca; Adam.Vaughan.C1D@parl.gc.ca; councillor_carroll@toronto.ca; councillor_bradford@toronto.ca; Councillor Paula Fletcher <councillor_fletcher@toronto.ca>; East End Transit Alliance <eastendtransitalliance@gmail.com>
Subject: Any type of transit project that aligns with what the Premier wants.....

Greetings, some thanks, though honestly many Metrolinx folks should be ashamed of yourselves and the salaries collected.

We were already in politicized transit; that's part of our problem. Including 'caronic' denial of how cars are subsidized.

Now it's gotten bad, very bad, Fordking bad, as it were. So abject are the politricks, and so powerless and without courage many of the pols and staff, (and likely some breaks with the bruises), that the only way to begin to have decent transit arrive is for the federal level to get smart and principled, and KEEP THE MONEY HELD TIGHT, which remains uphill from politics

there. Though at least they're working harder with the minority situation and are more inclined to be listening than if they too had a majority.

Federal level should both respect and defend communities, taxpayers and rationalities and be far more 'involved' in what they're funding.

I believe Montreal has had open plans and long-standing plans that haven't been swept aside every few years, though in the case of the Relief/Ontario Line, we actually do need a reset of the schemes to develop good transit, but far more on-surface and sub-regional than has been the desire, and yes, we could squeeze the billions as we do so. And to be positive, it's really really needed to get up to Eglinton ASAP.

It's likely a good thing that gee, it's taking longer to complete Eglinton since I sense that there's no real plan to ensure that any new riders on Eglinton can actually really fit on to Yonge/Line 1 with any transfers. Oops, and an oversight in the oversight. Not surprising, but a biggie.

So with climate emergency; transit urgency and overload; C-19 decimating both budgets and transit usage and fluxing up many of us; and the very long time frames for a full subway build-out - what Relief functions are possible, in the short term, and what might an intermediate Relief line with sub-regional focus look like? Shouldn't an EA actually maybe recognize that there are options to the two demands that are being lumped in to the one megaproject? Or is it generally part of the transit theatre/tragedy approach to have studies, some millions being spent, and bump it all down the years, again.

Too bad some of those multi-millions can't be used to bring in the APTA/UITP to review it all in a public fashion - that would be very good value I think for taxpayers/transit users and citizens/communities. The federal level really should be asking questions about the process of how things emerge given this vote a few years back, and I see this as voting to ignore facts for whim or something:

1b - Motion to Amend Item (Additional) moved by Councillor Josh Matlow (Lost)
That City Council request the City Manager to determine the priority and scope of Toronto's infrastructure projects, to be funded in whole or in part with any new revenue tool(s), based on ridership/user projections, land-use patterns, most urgent need, density, future development potential, and other methods of assessment consistent with recognized urban planning principles, and report to the Executive Committee in the fourth quarter of 2017.

Vote (Amend Item (Additional)) Dec-13-2016 8:29 PM

Result: Lost	Majority Required - EX20.2 - Motion 1B - Matlow
Yes: 19	Maria Augimeri, Joe Cressy, Janet Davis, Justin J. Di Ciano, Sarah Doucette, John Filion, Paula Fletcher, Mary Fragedakis, Mark Grimes, Mike Layton, Chin Lee, Josh Matlow, Pam McConnell, Joe Mihevc, Denzil Minnan-Wong, Gord Perks, Anthony Perruzza, Jaye Robinson, Kristyn Wong-Tam
No: 23	Paul Ainslie, Ana Bailão, Jon Burnside, John Campbell, Christin Carmichael Greb, Josh Colle, Gary Crawford, Vincent Crisanti, Glenn De Baeremaeker, Frank Di Giorgio, Michael Ford, Michelle Holland, Stephen Holyday, Jim Karygiannis, Norman Kelly, Giorgio Mammoliti, Mary-Margaret McMahon, Frances Nunziata (Chair), Cesar Palacio, James Pasternak, David Shiner, Michael Thompson, <u>John Tory</u>
Absent: 2	Shelley Carroll, Ron Moeser

The EA process is even more compromised I suspect from changes of the Ford regime; it's really not analyzing options to basics, just a tinkering around the edges of the lines already drawn, and we're not getting debate/options on a few points like:

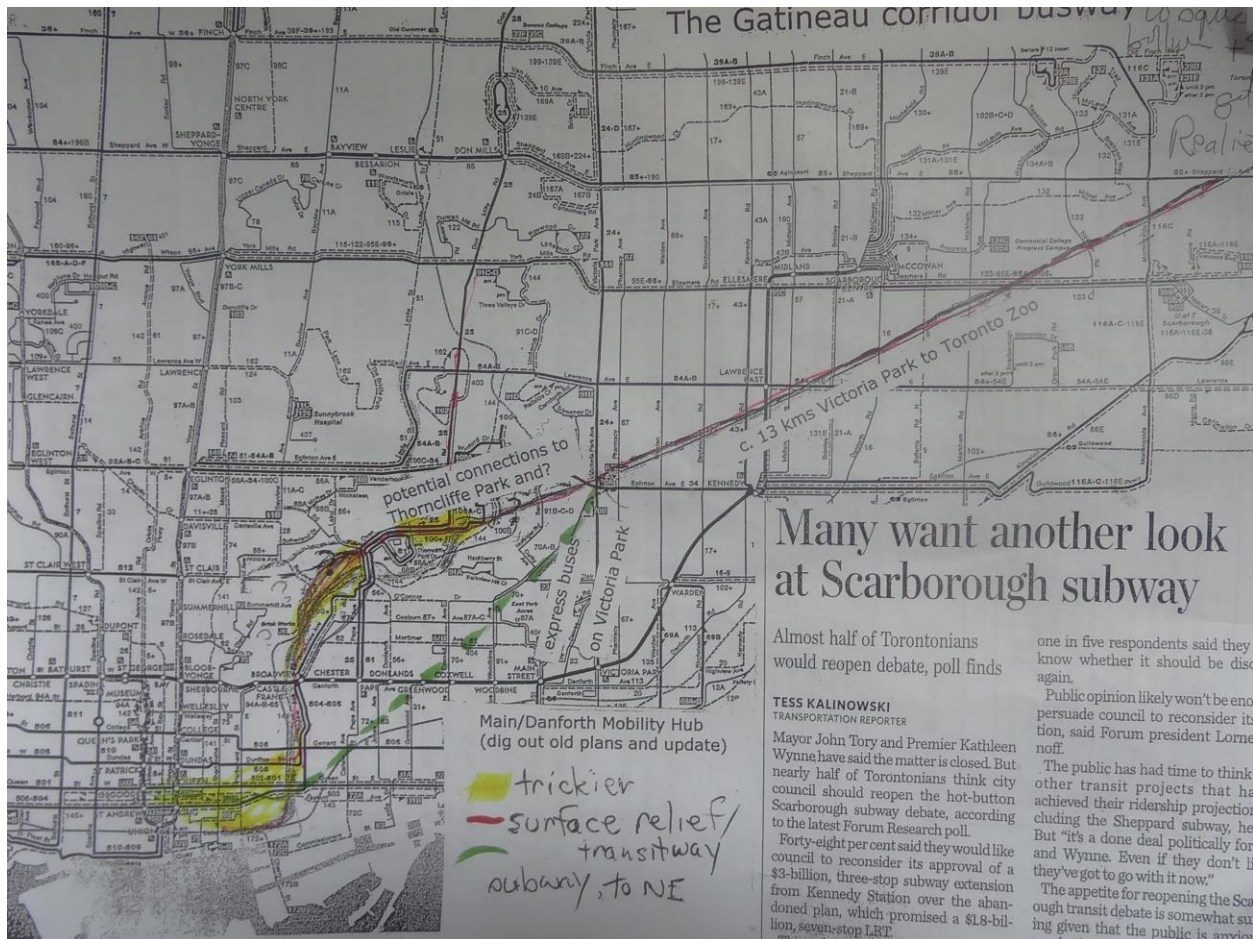
- milk run vs. sub-regional ie. Thorncliffe Park to near-core
- surface in Don Valley and tunnelling elsewhere with maybe bridges
- comparisons with GO Transit Richmond Hill line upgrades in progress it seems
- assessing what really is possible with relief of Danforth with Main/Danforth station integration and improved service
- merits of straight-line service in the old core vs. extra curve doodles to serve real estate interests, not just the province/Contario
- shallow, very shallow, surface, raised, are cut out for very deep regardless of extra costs of construction and operating eg. escalators
- NO assessment of how much concrete use in any of it, and thus climate harms and zero federal level worry about concrete use as well
- a lack of Intervenor/public-interest funding to enable communities to provide interpretation and at times needed resistance based on good expertise
- power imbalance/abuse by the province against City, already pretty feebled/carservative/stupid

If the copies of I think January 21 memo to MPPs etc is still around, my lines on map are still based on using the Don Valley up to the Thorncliffe area, and then to link to Don Mills and Gatineau Hydro corridor, somehow. Within that piece was a bit of info I was reminded of from the last Official Plan of Metro before the Harris Cons amanglemated us - that the province was to start an EA to straighten out the GO service to deliver GO trainloads to Eglinton/Don Mills - but that was never done, and that likely is a KEY part of where we should be going ie. providing both networks with a new and needed interface as well as having a N/S option beyond/east of Yonge.

So perhaps the federal level can ask about that EA? Or ask about straightening out the GO line to run down Don Mills underground even? to Eglinton/OSC parking lot? (And it could be a train storage spot as well)

And I'm favouring an entry point of Gerrard area for whatever arrives, and yes, sure, could be subway technology as we KNOW a subway technology can run openly, and it will save billion\$, if anyone's interested. (And too bad you don't get to bet your salary/wealth/houses on some of the estimates and numbers of cost/revenue/ridership eh?)

I REALLY NEED to upgrade/change this image, but have been pretty fluxed up of late, but Keeping It Simply Surface is the way to squeeze the billions and provide faster Realief for a few communities, including Scarborough.



And I'm now favouring Gerrard for an entry point due to Ryerson; multiple Hospital; walking distance to QP and UofT south side, OCAD and AGO, and also the badly placed new provincial court house, which may be the reason for the north doodle to Queen St., duh!

Doing something more expedited and a bit compromised doesn't mean we don't need a long good subway through the core, but it should be a straight line more aligned with King, and close to surface to be easily crossing over the Don as a bridge, somehow, though yup, we do tend to build our options shut, sigh. And then go east and NE to aim for Gattineau.

The core has a marvellous amount of transit coming in from GO Transit, thanks, and the King RoW is something as well. And with the Ontario Place inaccessibility, look at the 1992 WWLRT EA and think surface, including having a bit of surge capacity if that's the term - space between exit of an event and a transit facility.

And yes, GO does need a back-up and too bad we can't repurpose UPX from Dundas St. W. especially south and go E/W via Wellington, and then up the tracks up to Main/Danforth - and nope, not a new concept I'm sure of that, and my Ed Levy book is buried I think, for details.

So yup, a somewhat sad waste of time/monies this current effort is, though we do need improved transit and up to Eglinton.

I'm almost looking for paid work btw; wish there were finder's fees for the billions....

Carmudgeonly, which is easier in the core, and we need to boost transit ahead of car restrictions, duh!



From:
To:
Subject:
Date:
Attachments:

From: Ontario Line
Sent: October 20, 2020 7:24 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Ontario Line: Comments on the draft ECR

Hi [REDACTED],

Thank you for your message, and your feedback on the Ontario Line. We regret the disturbance we caused by providing you with a property impact letter.

We will know more about precise environmental and community impacts as the project moves through further design stages, which will inform environmental studies. In the draft Environmental Conditions Report, you may have read some of the measures to reduce and manage impacts to residents and the environment, both during and after construction. As we learn more about the precise impacts to Hopedale, Minton Place and the Don Valley ravine, we will use these measures whenever and wherever necessary.

We know that residents of Hopedale Avenue have questions about the future look and feel of the line as well as their neighbourhoods, which is why we are sharing updates and seeking feedback throughout the development of the project. To enable this, we recently relaunched the Ontario Line [Metrolinx Engage webpage](#) where we're sharing regular project updates. We have had meetings with the Pape Area Concerned Citizens for Transit (PACCT), MPP Tabuns and Councillor Fletcher, and we will continue to hold meetings to keep citizens in Minton Place and Hopedale Avenue informed. Following health and safety guidelines, we will have opportunities for Minton Place and Hopedale residents to provide feedback and participate in virtual consultation events. 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 look forward to staying connected,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities



From: [REDACTED]
Sent: October 17, 2020 4:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: 'Julie.Dabrusin@parl.gc.ca' <Julie.Dabrusin@parl.gc.ca>; 'tabunsp-qp@ndp.on.ca' <tabunsp-qp@ndp.on.ca>; 'tabunsp-co@ndp.on.ca' <tabunsp-co@ndp.on.ca>; 'councillor_fletcher@toronto.ca' <councillor_fletcher@toronto.ca>; 'contact@pacct.info' <contact@pacct.info>; [REDACTED]>
Subject: Ontario Line: Comments on the draft ECR
Importance: High

Dear Metrolinx leadership and Susan Lin – Manager, Property Team

We are writing to you to communicate our objection to the proposed Ontario Line, based on the lack of information and evidence provided in supporting your chosen path. In addition, we would like to urge you to reconsider your communication strategy in dealing with key stakeholders, namely the affected residents and business.

We are owners and residents of [REDACTED], located at the corner of [REDACTED] [REDACTED] where the future Ontario tunnel will meet and join a new bridge extending over the Don Valley Parkway. Previously, we lived at [REDACTED], 20 doors down from our current house, and also faced the Don Valley ravine. Every year on Hopedale Avenue we lose a bit of our backyard due to soil erosion. Given this phenomenon, we were extremely surprised to learn that the ravine is chosen as the main site connecting a tunnel to the bridge.

While we had our doubts about the technical feasibility of using these volatile ravines to join two major infrastructure installations, we gave you the benefit of the doubt and patiently waited for the environmental assessment only to receive a *Marketing Report* rather than an *Environmental Assessment*. In the Key Findings of the Natural Environment, an excerpt reads " There are no environmentally significant areas in either OLW or OLS". This is a very alarming finding and raises the question of whether some of these sites have been visited or examined by those conducting the assessment.

We have spent considerable time reviewing the details in your proposed plan and are disappointed to see such a vague report produced with very little useful information. A closer look at the identified Preliminary Potential Impacts & Mitigation Measures for Further Study, reveals only a series of vague suggestions such as "Site-specific mitigation measures for impacts to groundwater quantity" or, "Erosion and sediment control measures will be implemented." It is truly unfortunate to see one of our most important provincial agencies, tasked with improving the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area, employ misinformation tactics and produce lengthy reports with very little substance and relevant information.

Lastly, we would like to urge Metrolinx to adopt a more considered and appropriate communication strategy when communicating with the affected stakeholders. It is inappropriate for a Metrolinx

staff (Josh) to knock on our door at 8:20 pm and serve us with an expropriation letter the night before the proposed plan is made public. Your approach has unsettled our lives and added anxiety during an already difficult and trying time due to COVID-19 Pandemic. We look forward to a more respectful and collaborative relationship, and finding the best possible way to meet the transportation needs of Torontonians and Ontarians.

Sincerely,

[REDACTED]

Cc:

Julie Dabrusin, MP, Toronto-Danforth
Peter Tabuns – MPP, Toronto-Danforth
Councillor Paula Fletcher – Ward 14 Toronto-Danforth
Pape Area Concerned Citizens for Transit (PACCT)

Enclosed: Metrolinx Ontario Line [REDACTED] 20201017

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line - Cost Comparisons
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for your email about the Ontario Line. We know your neighbourhood is important to you – it's important to us too! We will be bringing forward a comparison of the impacts and benefits of various construction approaches for public discussion but in the interim we appreciate the opportunity to share some of the thinking behind the decision to use the existing rail corridor.

A tunneled approach is complex, time-consuming and disruptive due to the amount of excavation that is required. In areas where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts to communities and finish the work in shorter timeframes. It also allows us to significantly reduce the amount of property we need to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic and businesses when you consider the major excavations and adjoining construction laydown areas that would have been needed to build stations as well as the emergency exit buildings under the Downtown Relief Line South plans.

We will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions in your community while still containing our work to the existing rail corridor – staying almost entirely within its current footprint. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases. The trains will be automated, which means less noise and vibration when trains come to a stop.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. We will provide the details from this analysis in upcoming environmental reports.

Transit operators here and around the world are successfully operating different types of rail service side-by-side, including Scarborough Rapid Transit and Stouffville GO train operations between Kennedy and Ellesmere roads, the Calgary South LRT which runs alongside CP rail for a portion, and the Ringbahn line of Berlin's S-Bahn which operates next German Federal Railways operations for its entirety.

This has an added benefit for customers. At the proposed location of the new station at East Harbour, the Ontario Line would have to be buried more than 38 metres or nine stories underground to be below the Don River. From here, a tunnel would have had to maintain a similar depth all the way to the station at Gerrard and Carlaw to avoid major sewer mains in that area. Stations built this deep underground would have required approximately three separate, very long

escalators to reach the platforms. Together, these would have made it four and a half minutes longer for customers to get to and from the platform level at every station in the area, including the station at Queen Street in Leslieville. Bringing these stations above ground avoids those long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services.

I hope this provides some additional context to show how Metrolinx considers benefits and impacts rather than a purely financial perspective. However, in terms of costs for the Don Yard to the Gerrard portals portion of the Ontario Line, the rail systems costs are similar whether the alignment is above or below ground, but the estimated cost of tunneling is \$330M. The biggest cost benefit comes from not having to build three stations (at East Harbour, Leslieville and Gerrard) deep underground, which means a further cost benefit of \$700M is realized.

By building and operating above-ground in this area, we will dramatically reduce community impacts, improve the customer experience and deliver long-needed improvements that shield residents and businesses from rail operations. We will continue to share more information as design of the Ontario Line advances and look forward to engaging with the community to understand and address their concerns.

I hope this information is helpful. If a follow-up discussion with members of our team would be useful, please let me know and we can set something up.

Sincerely,

Josh Vandezande
Senior Manager, Community Relations



From: [REDACTED]
Sent: Tuesday, November 10, 2020 11:33 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Phil Verster <Phil.Verster@metrolinx.com>; premier@ontario.ca; mayor_tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca; councillor_fletcher@toronto.ca
Subject: Ontario Line - Cost Comparisons

On September 30, 2020, I understand that the Toronto city council passed a motion directing the City Manager to report to the November 18, 2020 meeting of the Executive Committee regarding, among other things, a price comparison on constructing the Ontario Line above ground versus below ground from Don River and Gerrard. Assuming that Metrolinx is working on these cost comparisons to assist the City Manager in this reporting obligation, is Metrolinx in a position to share those

comparisons to the public at this point?

As residents of Riverside, one of the most densely populated residential neighbourhoods in Canada, my family and I are deeply concerned about the increased presence of above-ground heavy rail along the Lakeshore East Go Corridor. For this reason, I would like to better understand the cost-benefit analysis that is driving the decision to elevate the Ontario Line through our neighbourhood.

Please note that my expectation is that Metrolinx will provide a much more detailed analysis regarding cost comparisons than what was contained in the initial business case (more specifically, Table 31 therein). I have reviewed those comparisons and have found them very unhelpful as they do not provide enough meaningful information to help me understand the Government of Ontario's proposal to elevate the Ontario Line through this portion.

I appreciate your timely response.

██████

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Follow up on Community Submission sent on Oct 17, 2020
Attachments: [REDACTED]

Dear [REDACTED],

Thank you for your submission regarding the Ontario Line and the draft Environmental Conditions Report and please accept my apology for the delay in responding. A record of your comments will appear in the final Environmental Conditions Report, which will be made available for review later this year. We will continue to outline the impacts and benefits of various construction approaches and will be addressing many of your questions and concerns in our further environmental reports, but in the interim we provide the following information for consideration.

Tunneling is complex, time-consuming and disruptive due to the amount of excavation that is required. In areas where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts to communities and finish the work in shorter timeframes. As noted in the [Ontario Line Initial Business Case](#), the previous Relief Line South proposal put forward by the City of Toronto and the TTC looked at the option of tunneling in this area, and we used their initial work to inform our decision making. We determined that using sections of our existing rail corridors meant we could extend the Ontario Line farther and reach more neighbourhoods sooner than previously planned, providing much needed additional relief to subway congestion on Line 1.

At the proposed location of the new station at East Harbour, the Ontario Line would have to be buried more than 38 metres, or nine stories, underground to be below the Don River. It would create a long and unattractive transfer between Ontario Line and GO trains. From here, a tunnel would have had to maintain a similar depth all the way to the station at Gerrard and Carlaw to avoid major sewer mains in that area (specifically the midtown interceptor sewer). Stations built this deep underground would have required approximately three separate, very long escalators to reach the platforms, taking four and a half minutes longer for customers to get to and from the platform level at every station in the area, including the station at Queen Street in Leslieville. Bringing these stations above ground avoids those long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services.

Faster and simpler construction techniques and methods employed in the above-ground areas and along the rail corridor makes construction less impactful to residents and businesses, avoiding complex utility relocations and multiple excavation points. This approach also allows us to significantly reduce the amount of property we need to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic and businesses when you consider the excavations and adjoining construction laydown areas that would have been needed to build stations as well as the emergency exit buildings.

We will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions in your community while still containing our work to the existing rail

corridor – staying almost entirely within its current footprint. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases. The trains will be automated, which means less noise and vibration when trains come to a stop.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. We will provide the details from this analysis in upcoming environmental reports.

Metrolinx is following the same methodology for noise and vibration as we have for previously assessed projects. We work closely with the Ministry of the Environment, Conservation and Parks to ensure that our approach to noise and vibration assessment is sound and in line with all applicable guidelines and regulations.

With the introduction of the Ontario Line, we hope to improve background air quality levels by allowing people to leave their cars at home and take transit instead. The draft Environmental Conditions Report provided information on ambient air quality levels, which we received from the Ministry of the Environment, Conservation and Parks, and from Environment and Climate Change Canada. The exceedances noted in the draft Environmental Conditions Report are similar across downtown Toronto and are common in urban centres. Many of these elevated contaminant levels are associated with fossil fuels that will be offset or reduced when more people choose public transit over driving. As noted, all the subway vehicles will all be electric, and operation of the line will not introduce new emissions into the local airshed.

It is also important to note the purpose and nature of the report that has been posted to date. The Ontario Line Environmental Conditions Report adheres to the requirements laid out in Ontario Regulation 341/20 under the Environmental Assessment Act and outlines the current conditions in the Ontario Line study area. The report characterizes existing conditions for various environmental disciplines, including background/ambient levels of noise, vibration and air quality, and it includes a preliminary assessments of impacts that will be comprehensively analyzed in subsequent Early Works Reports and an Environmental Impact Assessment Report, per Ontario Regulation 341/20. These assessments rely on a specific level of design that is forthcoming, and releasing this information progressively is meant to facilitate more robust consultation while necessary planning work continues. Many of the questions and concerns detailed in your letter will be addressed through these reports, which we expect to be available in 2021.

We are committed to listening to the residents of Riverside and Leslieville so we can provide you with the information you need about the benefits of the project while helping to manage any impacts. Our plans have been updated based on what we heard from the community and we will continue to work with you to deliver infrastructure that fits within and enhances the neighbourhoods we will serve.

We appreciate your feedback and will continue to work hard to address your concerns. I will reach out to you again when we have more information to support a further discussion about the questions you have raised.

Sincerely,
Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line

From: [REDACTED]
Sent: Monday, November 16, 2020 6:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED] councillor_fletcher@toronto.ca; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>
Subject: Follow up on Community Submission sent on Oct 17, 2020

ATTENTION: Josh Vandezande, senior manager

Hi Josh,

I have been asked by [REDACTED] with the Ombudsman's office to reach out to you. On behalf of over 150 residents of Leslieville, I sent the attached community submission on Oct 17, 2020. We have not received any feedback from Metrolinx.

Please acknowledge receipt of this email. We have been waiting for a month now. Would appreciate if you could set reasonable timeline expectation as to when we can receive feedback on each question below. If some answers are available sooner than others, piecemeal emails would be just fine.

We are seeking clarification on the following:

Metrolinx has not considered any **alternative alignments**, despite the motion passed by the City of Toronto in 2019 (motion Ex9.1 Amendments 19 and 20) as well as repeated calls from the community to investigate underground routes through Riverside/Leslieville. Why is Metrolinx continuing to ignore the City directive and community feedback?

There is no mention of the effects of noise and vibration on the human body. Will the Environment Assessment include a **Health Impact Assessment** as stipulated by Health Canada?

We need **more noise measurements** to be taken in our neighbourhood to properly gauge the

existing noise levels.

Locations that warrant investigation include 88 Wardell St, 12 De Grassi St, 15 Tiverton Ave and 2 Paisley Ave.

We need baseline measurements for the proposed station sites: Gerrard/Carlaw and Queen/De Grassi.

Why were parks (Jimmie Simpson Recreation Centre, Jimmie Simpson Park, Bruce Mackey Park and McCleary Playground) and school (Pape School) not included in the ECR study area?

Inclusion of outdoor living area and indoor living area noise measurements.

Predicted noise levels: Will a future study include assessment of *expected* rail traffic noise impact conducted using a prediction method like STEAM (Sound from Trains Environmental Analysis Method)? Will this assessment include sound levels expected with and without noise mitigation measures such as a sound barrier wall?

Current noise measurement on Wardell already exceed MOE and WHO guidelines. Have you engaged **medical officers for the Province and Toronto** so they can provide their professional view on whether OL can proceed without serious public health implications?

Health Canada states “**the determination of %HA** is a widely accepted indicator of the human health effects of long-term noise exposure.” It stipulates “a calculation of baseline percent highly annoyed (%HA) at receptors” be provided in environmental assessment. Please include in the final ECR.

No vibration study was undertaken in Riverside/Leslieville. We are extremely nervous about the exposure to constant vibration on an ongoing basis from rail traffic and how it may interfere with our health and everyday activities such as conversation and sleep. Please include in ECR.

The **Air Quality Study** was conducted in May 2020, during the height of pandemic lockdown when vehicular and rail traffic was the lowest we have seen in half a century. Will Metrolinx commit to re-doing the Air Quality Study to accurately record these greenhouse gas levels?

When will Metrolinx publish **details of the sound barrier wall**? Its height, its position and material?

Thanks,



From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: RE: Follow up on Community Submission sent on Oct 17, 2020
Date: Wednesday, November 25, 2020 5:05:23 PM

Hi Josh,

Thanks for your reply. I'm afraid we didn't get much in the way of substantive feedback in your response. Our community is genuinely concerned about the health impact of the proposed OL. If answers are not known to you, could you please share our questions with project managers and decision makers? We've been trying to get answers from Metrolinx for a long time. We need substantive feedback from Metrolinx.

Thanks,

[REDACTED]

= = =

1. Metrolinx has not considered any **alternative alignments**, despite the motion passed by the City of Toronto in 2019 (motion Ex9.1 Amendments 19 and 20) as well as repeated calls from the community to investigate underground routes through Riverside/Leslieville. Why is Metrolinx continuing to ignore the City directive and community feedback?
[Your response is talking about the cost of going under the Don River. We're not asking for that. What's the cost of burying the line north of Eastern and south of Gerrard? This is a distance of about 1km. Please provide actual costing that have been completed per City's directive.](#)
2. There is no mention of the effects of noise and vibration on the human body. Will the Environment Assessment include a **Health Impact Assessment** as stipulated by Health Canada?
[Your response made no reference to this. Will the final EA include a Health Impact Assessment? What is the impact of running a 6-lane railway less than 10m from residential homes? How many people and how many households can expect adverse health effects WHO and Public Health Toronto warn us about?](#)
3. We need **more noise measurements** to be taken in our neighbourhood to properly gauge the existing noise levels.
[You alluded to more info to be included in the final ECR. Will the final ECR include more noise measurements in our neighbourhood, parks and schools?](#)
4. **Predicted noise levels:** Will a future study include assessment of *expected* rail traffic noise impact conducted using a prediction method like STEAM (Sound from Trains Environmental Analysis Method)? Will this assessment include sound levels expected with and without noise mitigation measures such as a sound barrier wall?

Will the final ECR include predicted noise levels?

5. Current noise measurement on Wardell already exceed MOE and WHO guidelines. Have you engaged **medical officers for the Province and Toronto** so they can provide their professional view on whether OL can proceed without serious public health implications?

Your response made no reference to this. Are you engaging medical experts?

6. Health Canada states “**the determination of %HA** is a widely accepted indicator of the human health effects of long-term noise exposure.” It stipulates “a calculation of baseline percent highly annoyed (%HA) at receptors” be provided in environmental assessment. Please include in the final ECR.

Your response made no reference to this. Is this in the works?

7. **No vibration study** was undertaken in Riverside/Leslieville. We are extremely nervous about the exposure to constant vibration on an ongoing basis from rail traffic and how it may interfere with our health and everyday activities such as conversation and sleep. Please include in ECR.

Your response made no reference to this. OL contravenes safety standards endorsed by Railway Association of Canada and Federation of Canadian Municipalities. We demand a vibration study in our neighbourhood.

8. The **Air Quality Study** was conducted in May 2020, during the height of pandemic lockdown when vehicular and rail traffic was the lowest we have seen in half a century. Will Metrolinx commit to re-doing the Air Quality Study to accurately record these greenhouse gas levels?

Your response mentioned air quality is consistent with the rest of the city. Does this mean that Metrolinx will not conduct an air quality study to better gauge the existing air quality in our neighbourhood?

9. When will Metrolinx publish **details of the sound barrier wall**? Its height, its position and material?

You alluded to well-designed sound barriers. Could you please provide details? Existing rails are elevated on a 6m berm. Just how high will this sound barrier wall going to be? Will it cover the entirety of the elevated tracks? What material will be used for this?

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Ontario Line - Provide Your Feedback
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for sharing your feedback on the Ontario Line Draft Environmental Conditions Report. We wanted to respond to some of your comments by email, but we will also be reaching out through the Transit Expansion Office to setup a meeting to discuss the project and your concerns.

The intent of the Draft Cultural Heritage Report was to identify all built heritage resources and cultural heritage landscapes within the Ontario Line study area, and adopted a comprehensive approach to describing a broad range of potential impacts of the Project, and corresponding mitigation measures, in order of preference from most to least preferred. Metrolinx is working closely with the City of Toronto as we advance planning for the Ontario Line, and we will continue to engage with City departments through our one-window approach with the City's Transit Expansion Office.

Community engagement for the Ontario Line project is ongoing, and is an integral part of project planning. The [full draft Cultural Heritage Report](#) found on the [index page of the Draft Environmental Conditions Report](#) captures input from community engagement from early 2020 through the time of publication of the draft report; no comments related to cultural heritage were received through Metrolinx outreach efforts, including public information sessions held during this time. However, we recognize that does not mean that people are not interested in understanding anticipated impacts the project will have on Toronto's cultural heritage and we will be seeking further feedback as more of the project details are released. Cultural heritage-related comments received as part of the 30-day public review period for the Draft Environmental Conditions Report will be included in the final Cultural Heritage Report. Metrolinx is also planning targeted outreach to persons with authority for known or potential heritage properties in proximity to the Project.

The Existing Conditions Noise and Vibration report is intended to provide context on baseline noise and vibration conditions throughout the Ontario Line study area. An Environmental Impact Assessment Report, which will assess predicted construction and operation noise and vibration impacts of the project and identify mitigation measures to avoid or reduce these impacts, will be circulated to the City of Toronto for review once available.

The line on the map described as travelling underneath the Alumnae Theatre property at 70 Berkeley Street is a previously studied alignment that is no longer being considered. The tunnel will be located east of Berkeley Street, curving to the west of Berkeley Street north of Adelaide Street East. This means that the Alumnae Theatre is not anticipated to be directly impacted by construction at this time. However, should the potential for indirect vibration impacts arise, appropriate mitigation will be implemented to avoid or reduce potential impacts. We have also been in touch with representatives of the theatre to provide further information.

Thanks, and we will reach out through the Transit Expansion Office soon.

Josh

Josh Vandezande

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED]
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for sharing your feedback (attached) for the Ontario Line Draft Environmental Conditions Report. We noticed that you had additional questions and we wanted to respond.

In your feedback for the cultural heritage report, you asked whether Metrolinx will be in touch with building occupants/owners as well as with the Ministry of Heritage, Sport, Tourism and Culture about projected property impacts. We want to confirm that, yes, as project planning and details on property-specific impacts are known, Metrolinx will begin to reach out to affected property owners. We also want to assure you that Metrolinx recognizes the heritage value of the Alumnae Theatre. It is documented as OLS-046 within the [full draft Cultural Heritage Report](#), which can be found on the [index page of the Environmental Conditions Report](#). It is noted in the draft Cultural Heritage Report that project components adjacent to the property include below-grade track. Metrolinx recognizes that the Alumnae Theatre property is listed on the Municipal Heritage Register, is part of a Heritage Conservation District designated under Part V of the Ontario Heritage Act and most importantly, is a very special part of the community.

You also asked about the impact of construction on the Alumnae Theatre, and the map of the Corktown station area that we shared on website. We wanted to clarify that the dashed line between Corktown Station and Richmond Street is a previously studied alignment that is no longer being considered. The tunnel will be located east of Berkeley Street, curving to the west of Berkeley Street north of Adelaide Street East. This means that the Alumnae Theatre property is not anticipated to be directly impacted by construction at this time. However, should the potential for indirect vibration impacts arise, appropriate mitigation will be implemented to avoid or reduce potential impacts. The tunnel through this area is anticipated to be constructed using a tunnel boring machine (TBM), underground. Given current planned project activities in proximity to the Alumnae Theatre property, no access impacts are currently anticipated. Traffic impacts associated with the construction of Corktown Station will be mitigated through the development of a Traffic Management Plan, which may include detour routes to maintain traffic flow throughout construction, alternative traffic intersection layouts, and detour routes for pedestrians and cyclists.

Finally, you asked for further details about the impact of noise and vibration on the theatre once the Ontario Line is in operation. As part of the draft Existing Conditions Noise and Vibration Study, vibration measurements were taken at locations that accommodate spaces and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential buildings, such as recording studios, hospitals, and theatres, including the Alumnae Theatre Company. As we discussed previously, the [full draft Noise & Vibration study](#) documents how vibration measurements were taken at locations within the Alumnae Theatre property to better understand baseline conditions at this location. As project planning and design progresses, Metrolinx will model vibration

impacts from the construction and operation of the Ontario Line and prescribe mitigation accordingly, where required. Operational vibration can be mitigated through source reduction (i.e. reducing the vibration that trains produce by using continuously welded track, rail dampers, and changes to track layout), optimal maintenance, and vibration transmission attenuation (i.e. preventing vibration from travelling to nearby properties by using resiliently supported rail ties, high resilient fasteners, and ballast mats or floating slabs). Noise and vibration impact studies are currently in progress and results will be shared for review and comment as part of the Environmental Impact Assessment Report, expected to be released in mid-2021.

We hope this additional information helps. Please let us know if you have any further questions or would like to setup a time to discuss.

Daryl Gonsalves

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for providing feedback (attached) on the Ontario Line draft Environmental Conditions Report. We wanted to share some additional information in response to your questions about noise and vibration.

Metrolinx is committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations. As we mentioned previously, for the draft Environmental Conditions Report, vibration measurements were taken at locations within the study area that accommodate spaces and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential buildings, including recording studios, theatres, and hospitals.

As project planning and design advance and further details on planned transit facilities are available, additional noise and vibration estimates or measurements will be considered for locations beyond those included in the draft Environmental Conditions Report. Measurements or predictions of the baseline levels, or a combination of both can be used for impact assessment studies, as per current guidelines such as the [Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning](#) (Ministry of the Environment (now Ministry of Environment, Conservation and Parks), 2013). Impact assessment studies will consider and adopt appropriate vibration impact criteria for buildings susceptible to vibration damage.

Noise and vibration impact studies are currently in progress and results will be available as part of the forthcoming Early Works and Environmental Impact Assessment Reports, which are expected in spring and summer 2021. When they are released, they will be posted on the [Metrolinx Engage website](#) and we will share the notice in our online newsletter.

Please let us know if you have any additional questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA
Ontario Line Community Relations Team

[REDACTED]
