

Ontario Line

Downtown Segment

Land acknowledgement

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

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

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

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

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

Safety moment

Face coverings and masks remain an important tool for preventing the spread of COVID-19. A reminder of some dos and don'ts for face coverings:

Do:

- wash your hands immediately before putting on and immediately after taking off a face covering or face mask
- practise good hand hygiene while you are wearing the face covering
- make sure the face covering fits well around your nose and mouth
- avoid moving the mask around or adjusting it often
- avoid touching the covering while using it
- change the face covering or face mask when it gets slightly wet or dirty



Don't:

- share face coverings or face masks with others
- place on children under the age of two years or on anyone unable to remove without assistance or who has trouble breathing
- use plastic or other non-breathable materials as a face covering or face mask

Introduction to panel



Richard
Tucker

Ontario Line
Project Director



Malcolm
MacKay

Ontario Line
Project Sponsor



Franca Di
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Engagement – Subways



Aaron
Scott

Ontario Line Technical
Advisor
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at Mott MacDonald

Agenda - Ontario Line Downtown Segment Update

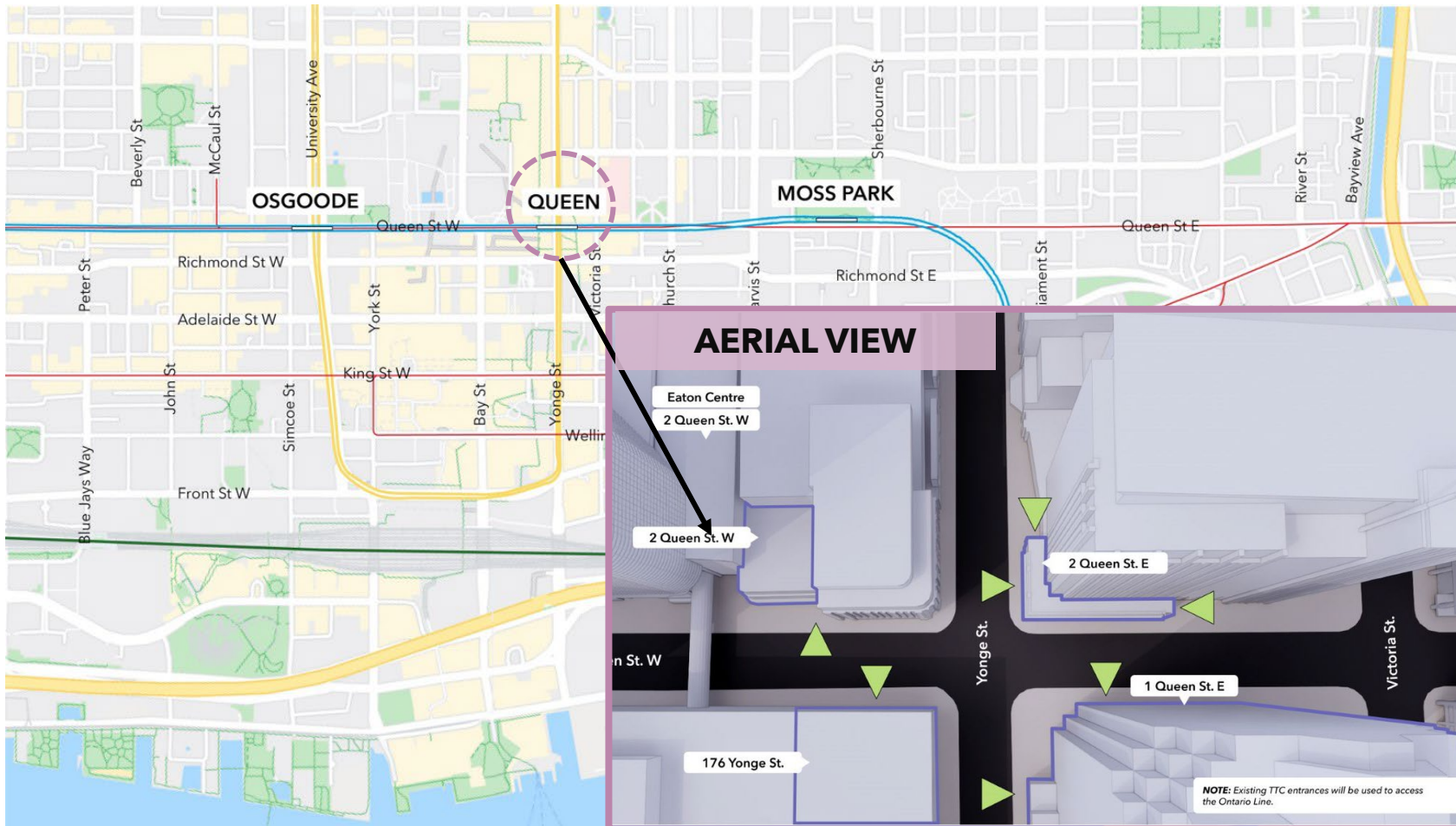
1. Queen Station Construction
2. Moss Park Station and Revitalization
3. Corktown Station and First Parliament Site
4. What's Next
5. Q&A

Queen Station Construction



Infrastructure
Ontario

Queen Station | Construction Approach and Considerations



Metrolinx has been working collaboratively with the City and identified a solid infrastructure coordination plan and an innovative approach to coordinating and mitigating impacts:

- In the downtown area, most of the Ontario Line infrastructure will be constructed using mined techniques, limiting above-ground impacts to people on the road.
- Some works including excavation and the launch and extraction of tunnel boring machines are necessary for station and tunnel construction. These works require more space than is currently available around the station.
- This area also has a unique business environment, comprised of multiple big businesses/organizations, including the Eaton Centre, St. Michael's Hospital, etc. Maintaining access to these remains a priority.
- 'Lessons Learned' from ECLRT will be incorporated to ensure businesses are protected and access maintained.

Queen Station Layout | Reference Concept Design

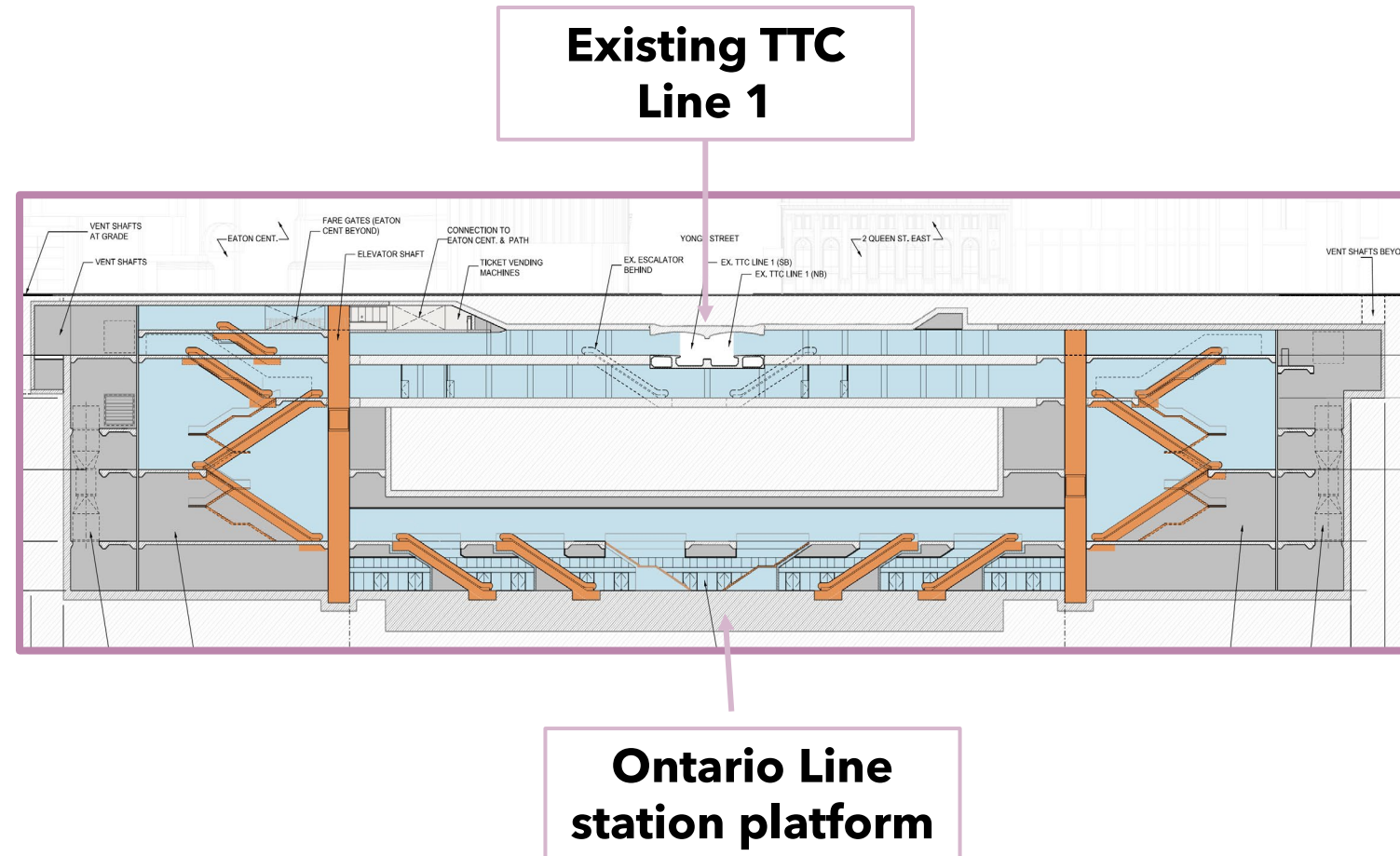
(May 2020)

Description

Build a station box stacked directly under the existing TTC Line 1 station, creating easy transfers and retrofitting existing entrances to meet modern accessibility standards and demand.

Benefits

- By shifting the new station box directly under the existing Queen Station box, no new entrances are required
- Reduces transfer times by 1.15 minutes.
- Improved passenger distribution and safety
- Reduced conflict with underground utilities
- Earlier Ontario Line Opening Day
- Lowest net impact to all users, especially streetcar riders, pedestrians, businesses, but also drivers.



User Experience on Queen Street



PEDESTRIANS

Safe pathways on both sides and crossings at Bay, Yonge and Victoria



AUTO & CYCLIST

Detour



STREETCAR

Diversion



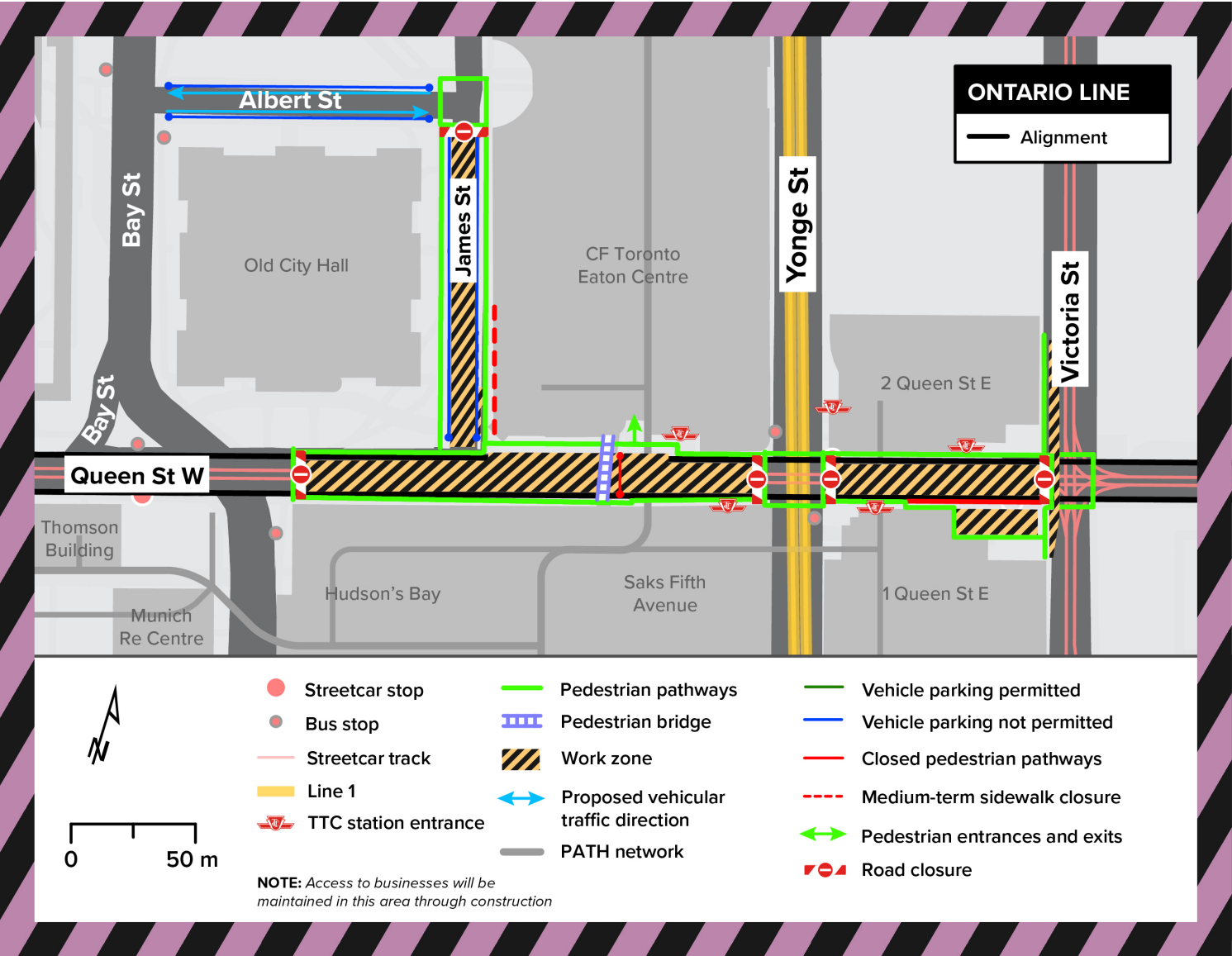
LINE 1

No impact



DELIVERIES/ACCESS

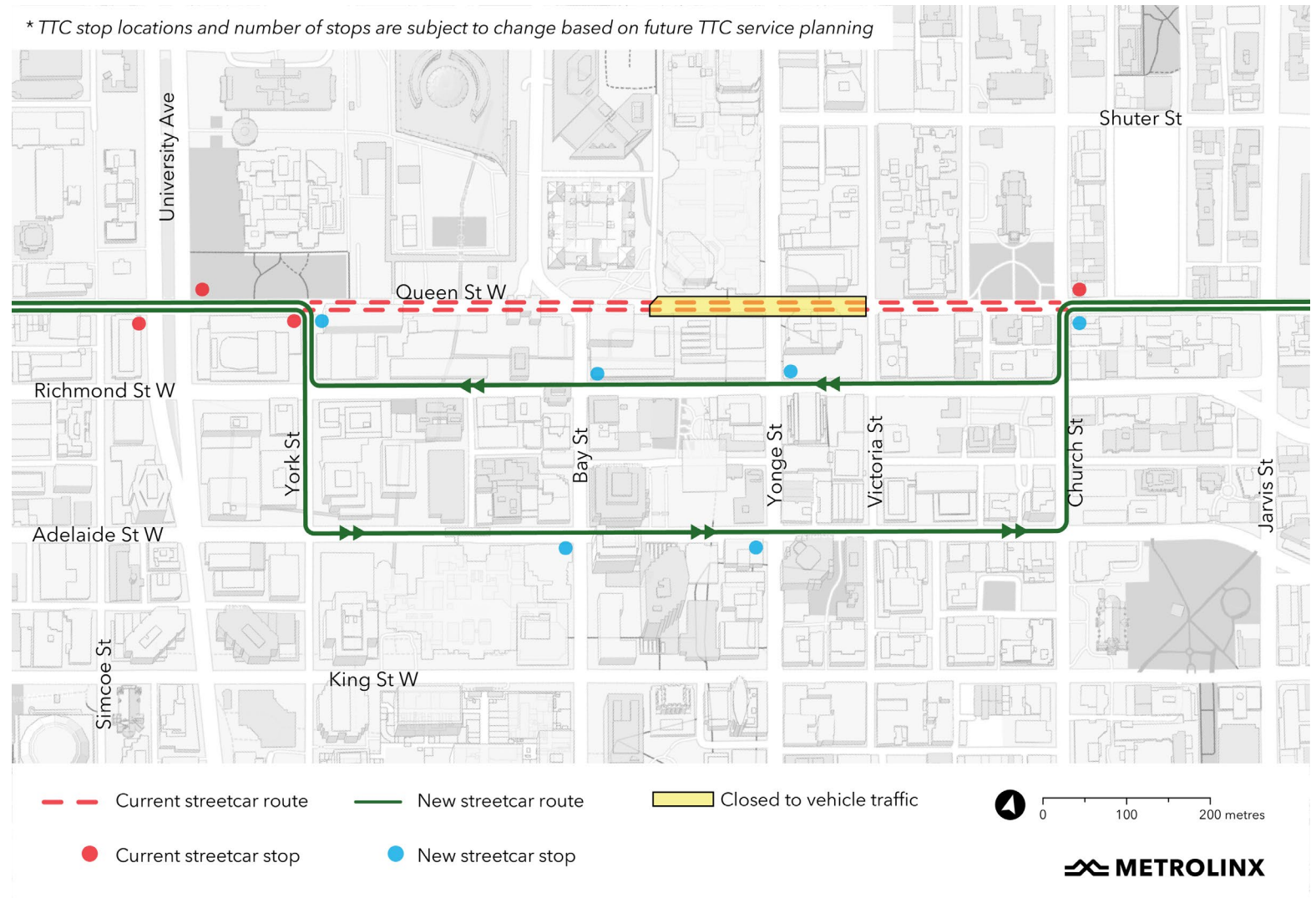
Access points maintained, including to Bay, Yonge, James and Victoria Streets.



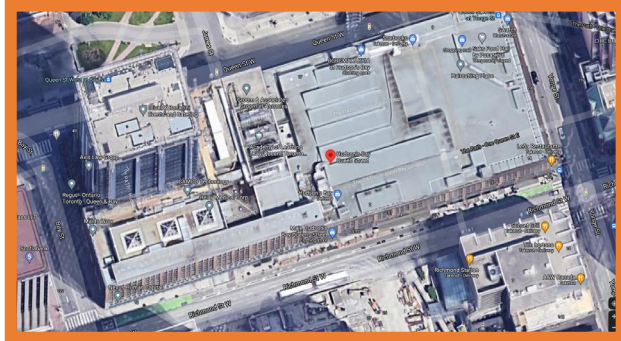
Note: map shows proposed roadway closures during construction. This is pending a decision from City Council on November 9, 2021.

501 Streetcar Diversion | Advancing a long deferred TTC priority

- Metrolinx is proposing to fund the expedited construction of additional streetcar capacity downtown
- This has been a longstanding objective of the TTC in response to customer calls for improved streetcar service reliability in the event of a track shutdown - unplanned or planned
- Metrolinx is working closely with TTC to finalize the design and delivery of the trackwork
- The intent is for the 501 Queen Streetcar to use the added capacity during Ontario Line Queen Station construction

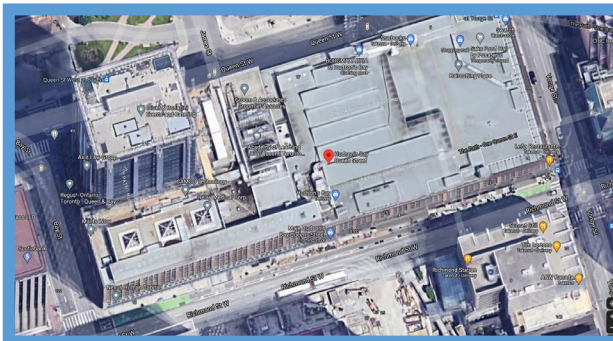


What to Expect Next



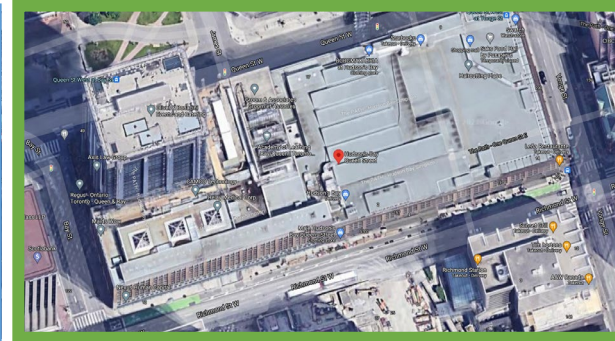
Summer 2021

- Stakeholder consultations took place for the long-term closure of section of roadway on Queen Street



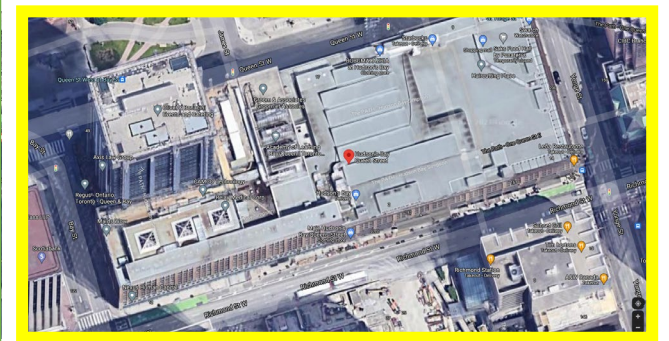
Fall 2021

- Continued consultations
- Review and assess stakeholders' feedback
- On Nov 9, seek Toronto Council approval of full closure of Queen Street roadway and Queen streetcar diversion
- Demolition of Hudson's Bay basement begins; continue to July 2022



Winter 2022

- Hydro and Gas relocation and other utility works by Enbridge, Toronto Hydro, and telecommunications providers begin (Advanced Works)
- Continues to Spring 2023



2023

- Construction begins on south civil stations and tunnel as well as tracks

Moss Park Station and Revitalization



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Site Context



Moss Park



Moss Park Arena & Community Centre



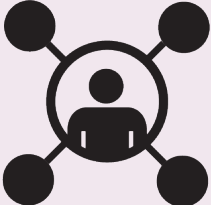


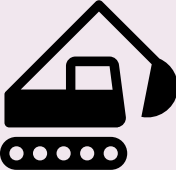


Looking West on Shuter Street



Looking West on Queen

Station and Alignment Location - Key Criteria

<div></div> <div>Local Businesses Limit impact to businesses and employees during construction and operation of the station</div>	<div></div> <div>Travel Time & Connectivity Reduce time to access station and transfer to/from streetcar and bus services by minimizing station depth and locating the entrance(s) near existing stops</div>
<div></div> <div>Community Consider how the station will serve as a neighborhood hub for future generations and align with Moss Park redevelopment schedule to limit overall community impact during construction</div>	<div></div> <div>Environment Consider tree canopy and possible mitigations. Also, consider energy use, pollution, and impact to quality of life and public health</div>
<div></div> <div>Transit and Traffic Impact Avoid disruptive underground utility relocations requiring road occupancy where possible</div>	<div></div> <div>Deliverability Limit construction complexity to reduce risk. Consider the station's construction sequence with the overall construction schedule</div>

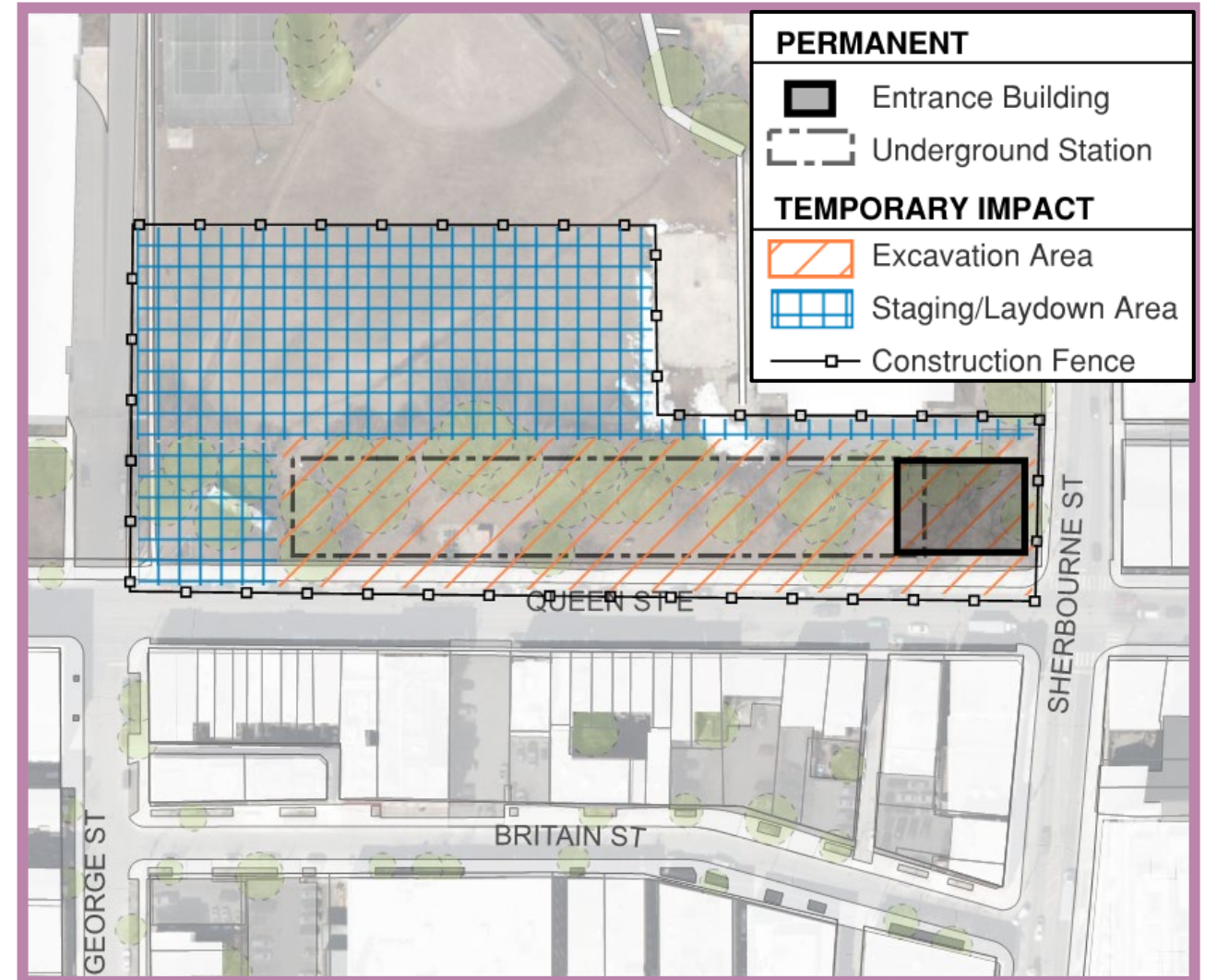
Station Location

Advantages

- ✚ Shortest construction duration (six months quicker than mined)
- ✚ Better opportunity to integrate with City's Park Revitalization Plan
- ✚ Opportunity to renew tree canopy in poor condition
- ✚ Increased transit connectivity and construction flexibility
- ✚ Reduced construction cost
- ✚ Reduced property and community impacts
Less impacts to traffic and transit

Challenges to be mitigated:

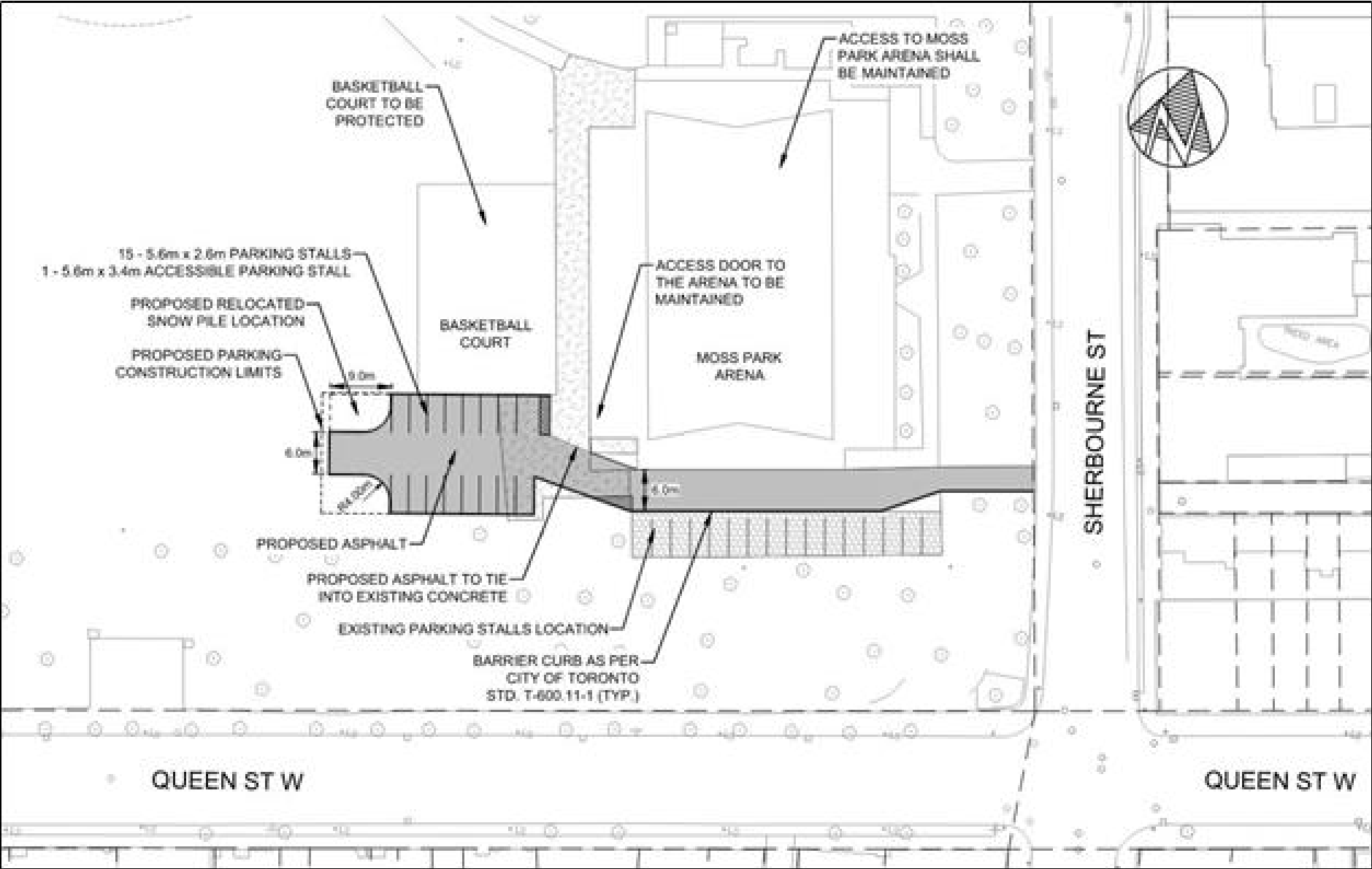
- Impact to southern-half of Moss Park
- Tree removal



John Innes Community Recreation Centre and Moss Park Revitalization



Arena Parking Configuration



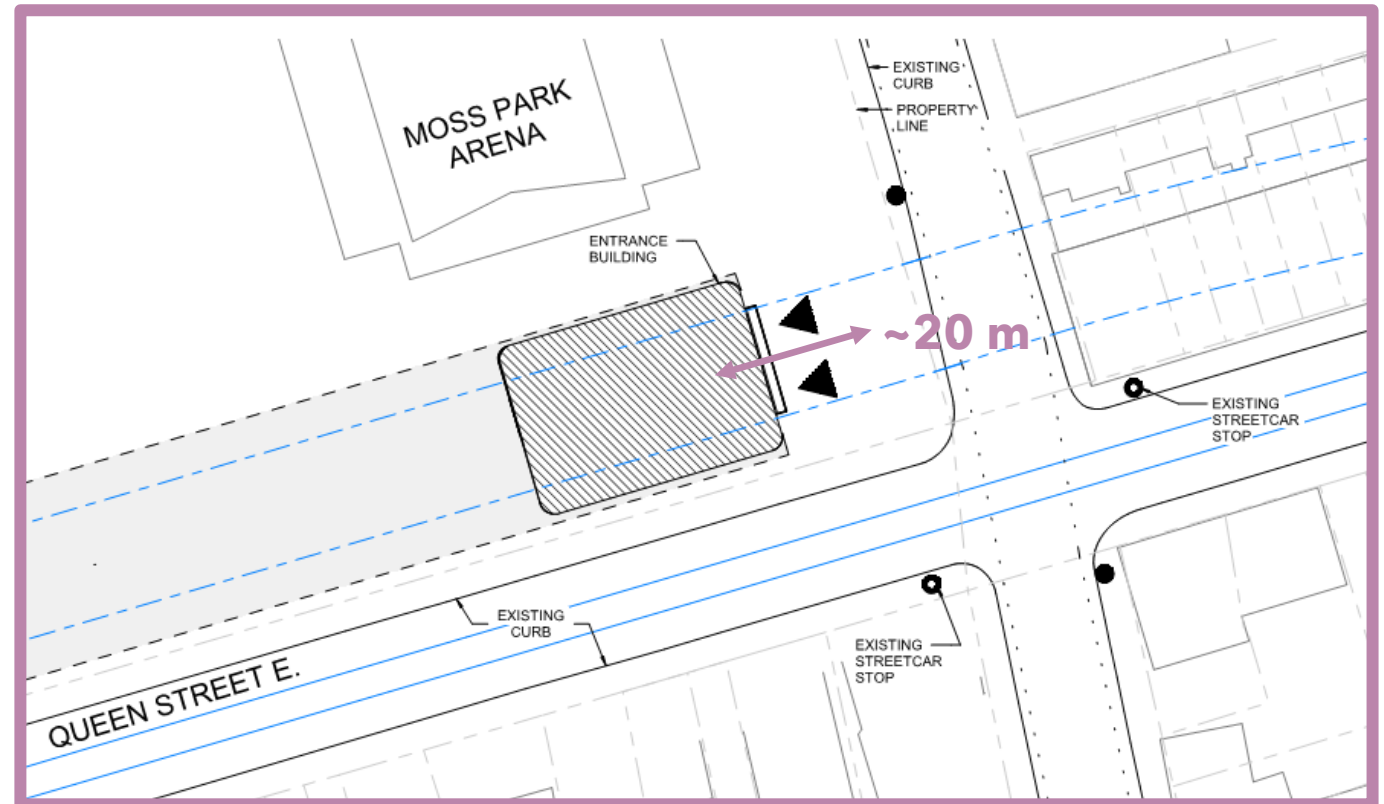
Coordinating Projects with the City of Toronto

Moss Park Revitalization Project

- Coordinating integration of Moss Park Station design into the Moss Park Revitalization Project
- Design and construction timelines optimally aligned for effective collaboration
- Metrolinx has agreed to limit re-instatement of park to soil cover and will hand-over the site to the City for park construction

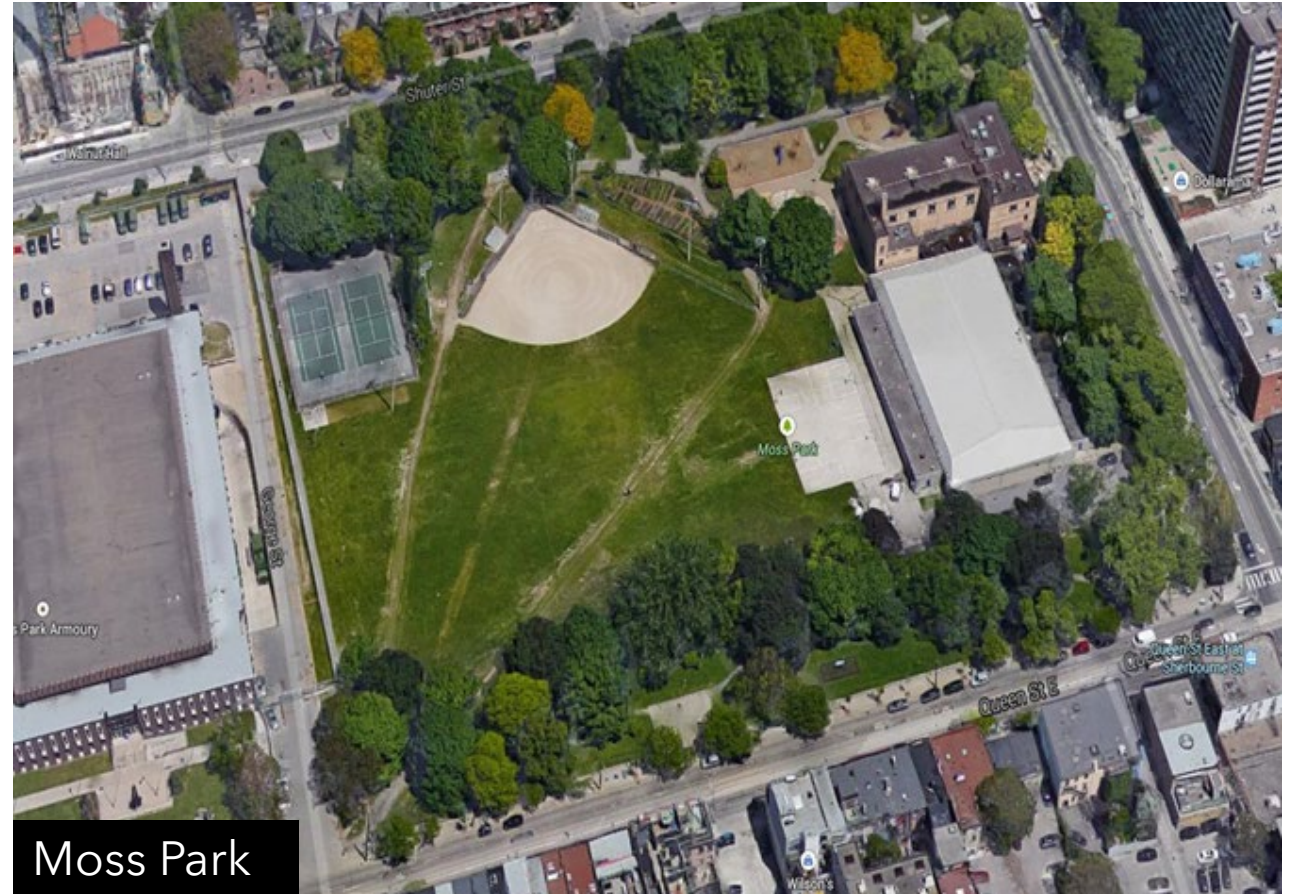
Since June 2020, Metrolinx has been meeting with City staff to address design concerns regarding Moss Park, resulting in Metrolinx:

- Increasing setback of station building from Sherbourne lot line by 20 metres to allow for a plaza space
- Temporary arena parking arrangement
- Re-instatement scope



Required Vegetation Removals and Compensation for Moss Park

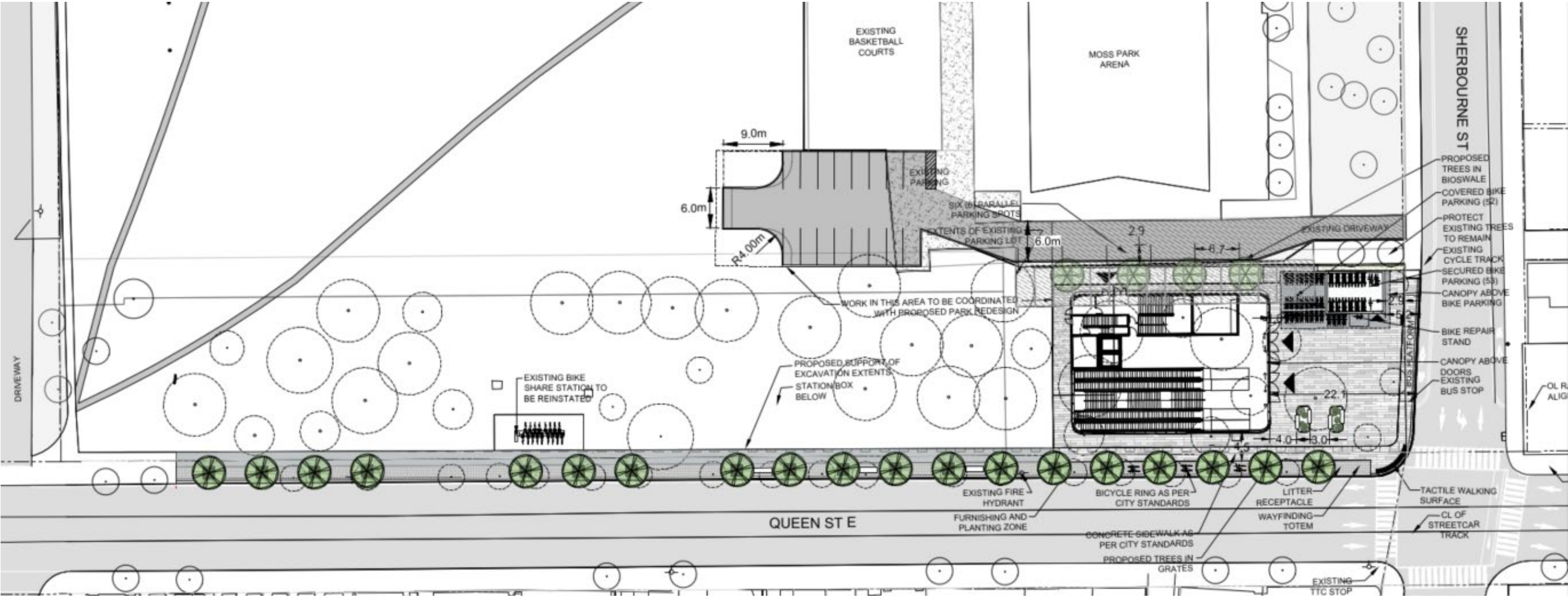
- To compensate the Moss Park community for required tree removals, Metrolinx is:
 - Consulting with the City on the tree replacement and compensation strategy for any trees that need to be removed;
 - Working with Toronto Region Conservation Authority to repurpose some wood for wetland restoration projects, trail furniture, etc; and
 - Working with Toronto Parks, Forestry and Recreation Division and the community to explore park enhancements and tree planting in your neighbourhood.



Moss Park

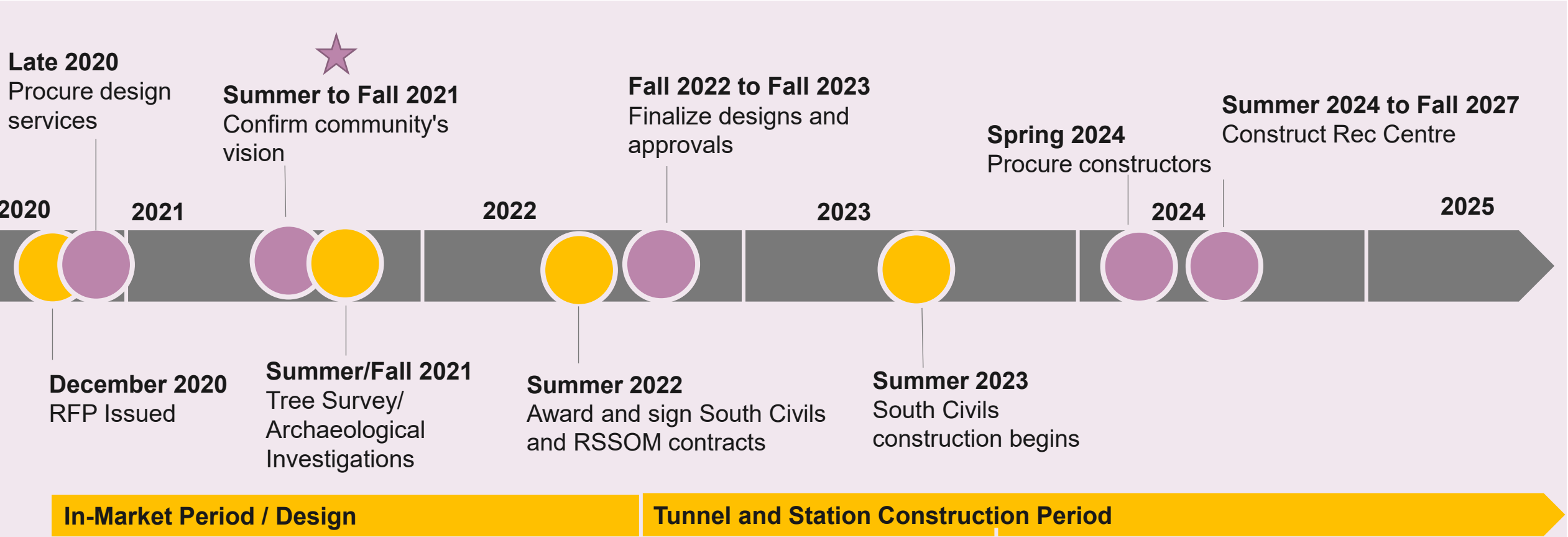
A survey will be undertaken to review the health of the existing trees and through this process, Metrolinx will determine the number of trees for removal.

Landscape Plan



Collaborating to Reduce Impacts

-  Moss Park Revitalization Milestones
-  Ontario Line Moss Park Milestones



*Timelines are dependent on procurement, approvals and further discussion
** The park will be used for both South Civils and RSSOM construction

Key Accomplishments to Date and Next Steps

KEY ACCOMPLISHMENTS

- Landscape architect, architect and engagement consultants retained
- Developed public engagement/communications plan
- Continued coordination with Transit Expansion Office on strategy to address Ontario Line Impacts
- Consulted with Moss Park Arena Board
- Virtual Open Houses with community

NEXT STEPS

- Tree surveys to determine health of existing trees within park (October 2021)
- Archaeological investigations (beginning October 2021)
- Environmental site assessment (November 2021)
- Establishment of Working Group (Metrolinx, City and community members)
- Ongoing stakeholder engagement

Corktown Station and First Parliament Site



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Corktown and First Parliament



- The future Corktown station will be located at the **north** site.
- The First Parliament Site (indicated as **south** site in image) is a known archaeological site.
- Archaeological assessments will be in accordance with Ministry standards and guidelines and in coordination with City of Toronto, Indigenous Nations and Ministry of Heritage, Sport, Tourism and Culture (MHSTCI).
- Early works have begun at the site with the start of archaeological investigation. Licensed archaeologists are on site to monitor demolition and removal of at-grade components of structures, along with Indigenous field monitors.
- Tunnelling and station construction will not begin until 2023 when the South Civils contract is awarded, and the constructors' construction schedule is approved by Metrolinx.

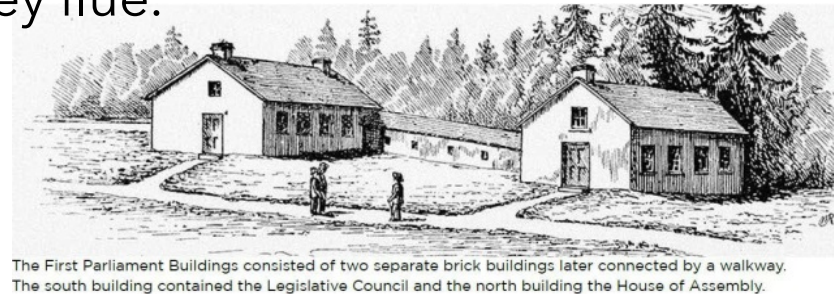
History and Significance of First Parliament Site



- **The Home District Gaol (jail):** Following the second fire, the site was used for institutional purposes housing a range of individuals including criminals, debtors, and the mentally ill. The county gaol was built in 1840 and in use until 1864. The building was demolished in 1897.



- **Indigenous Peoples:** A number of Indigenous communities have lived, fished, hunted, travelled, traded, and farmed here
- **The Parliamentary Era:** From 1797 to 1824 this site was home to the first and second parliament buildings. The first was burned down by American soldiers in the 1813 invasion of York and the second burned from an overheated chimney flue.



- **Consumers Gas Complex:** For more than half a century the site was used to produce coal gas which was used in street lighting and heating. The resulting railway hub helped to facilitate the growth of an industrial city at the turn of the century.

Upcoming Engagement - Interpretation and Commemoration Plan

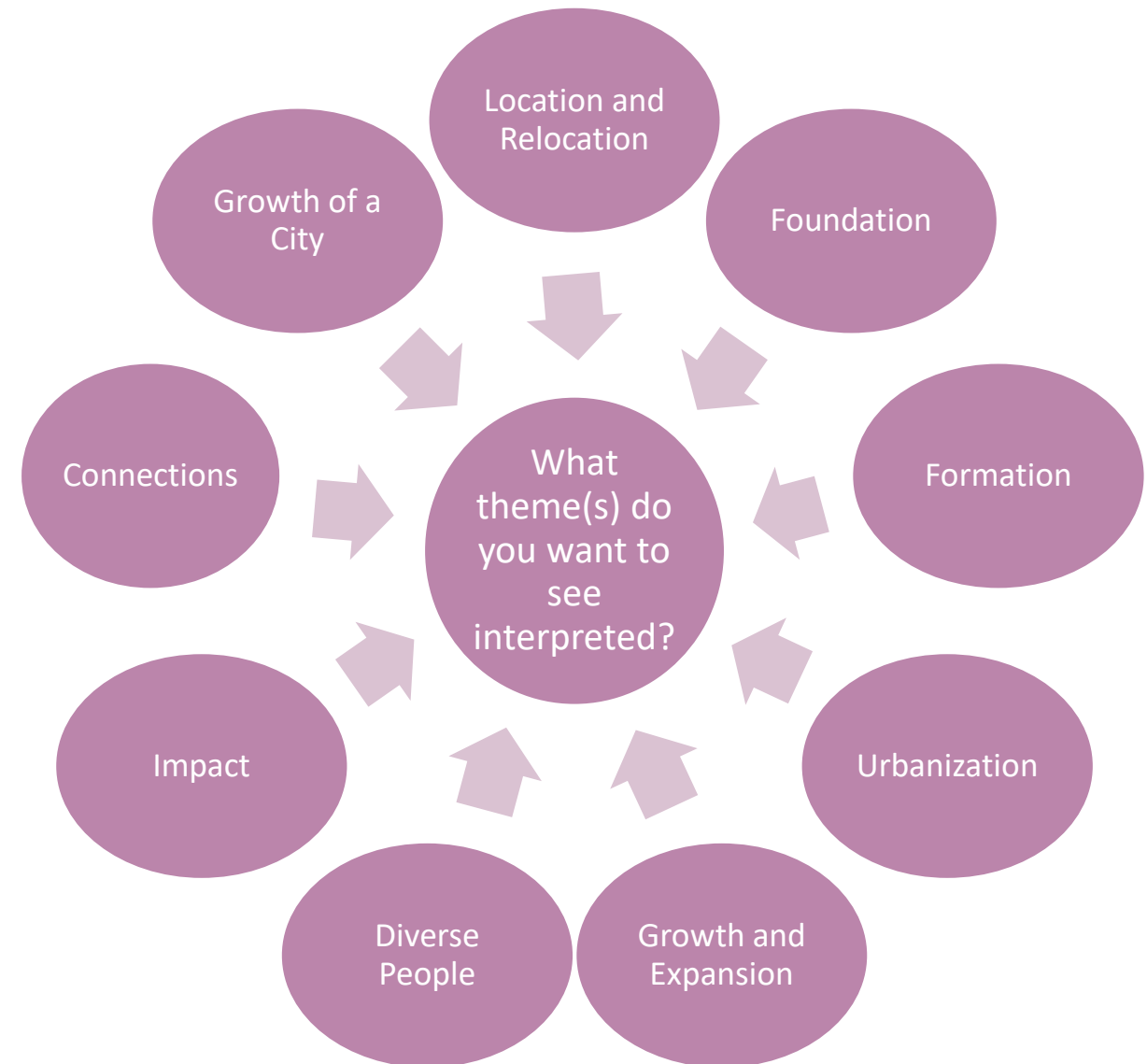
Themes identified are drawn from the City of Toronto's *Heritage Interpretation Strategy* (DTAH 2020).

Metrolinx will seek community input on how to interpret and commemorate the First Parliament site in a phased approach, starting with the station.

Themes include:

1. A Site of Strategic Importance (Location and Relocation)
2. Establishing a Seat of Government (Foundation)
3. Planning and Infrastructure (Formation)
4. Civil Society (Urbanization)
5. Industry and Commerce (Growth and Expansion)

Cross-cutting Themes: Diverse People, Impact, Connections, Growth of the City



Infrastructure Ontario's Engagement on Transit-Oriented Communities

- Infrastructure Ontario is leading a series of community engagement opportunities on the transit-oriented communities (TOC) proposals for certain Ontario Line stations, including Corktown
- Find more information about all past and upcoming TOC engagements at **EngageIO.ca/En**
- TOC proposal for Corktown Station:
 - Public engagement session held on September 27, 2021 (recording available on website)
 - Share your feedback on the proposal (survey available on website)

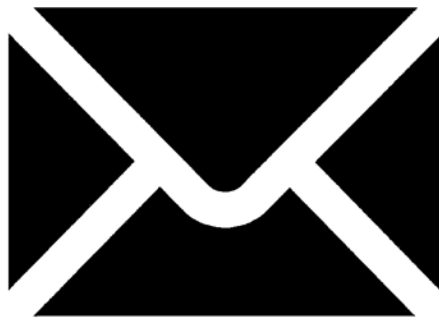
What's next?

- Corktown Station Early Works construction has begun with the archaeological assessment underway (Final Early Works Report was released in July 2021)
- Engagement on Corktown and First Parliament Interpretation and Commemoration Plan upcoming – stay tuned for more details!
- Regular updates, more virtual events and opportunities to provide feedback and ask questions
- In-person meetings and events when safe and public health restrictions allow for gatherings
- Environmental Impact Assessment Report
 - January 2022: Draft report and opportunity for public feedback
 - April 2022: Final report with feedback incorporated

Contact us

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

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



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