



Ontario Line

North Segment Virtual Open House

June 30, 2021

Land acknowledgement

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

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

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

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

Safety moment

As we gather outdoors with family and friends, follow these summer safety tips:

- Apply sunscreen every day, even when it's cloudy.
- Wear a hat and long sleeves to protect your skin.
- Bring a water bottle.
- Take lots of rests in shady areas.



Presenters



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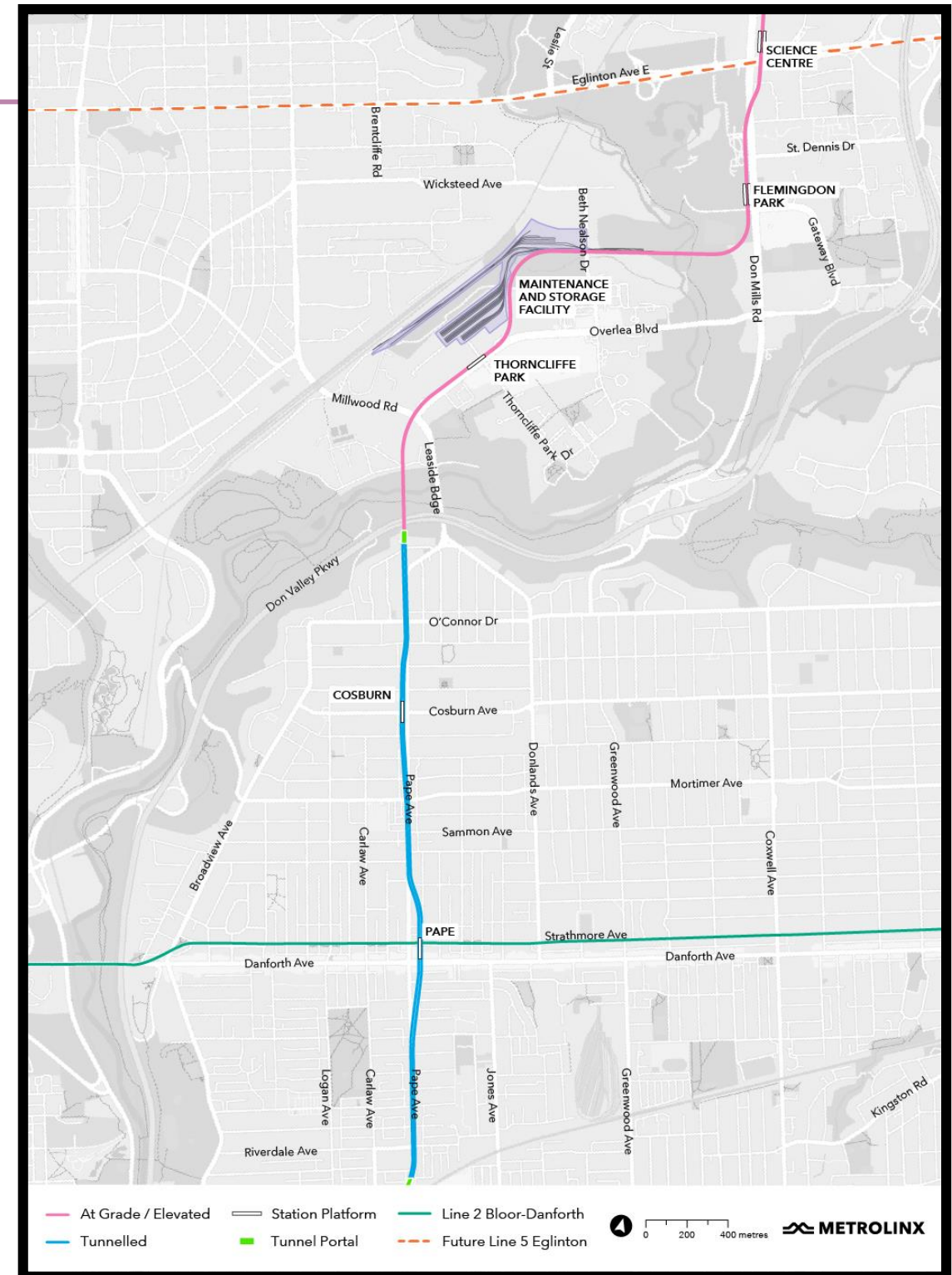
Manager,
Pre-Construction
Services

Agenda

1. North segment overview
2. Route update in Thorncliffe Park
3. Maintenance and storage facility update
4. Summary of recent community engagement
5. Noise and vibration assessments and options
6. Timelines and upcoming engagement opportunities
7. Your property and transit corridor lands
8. Q&A

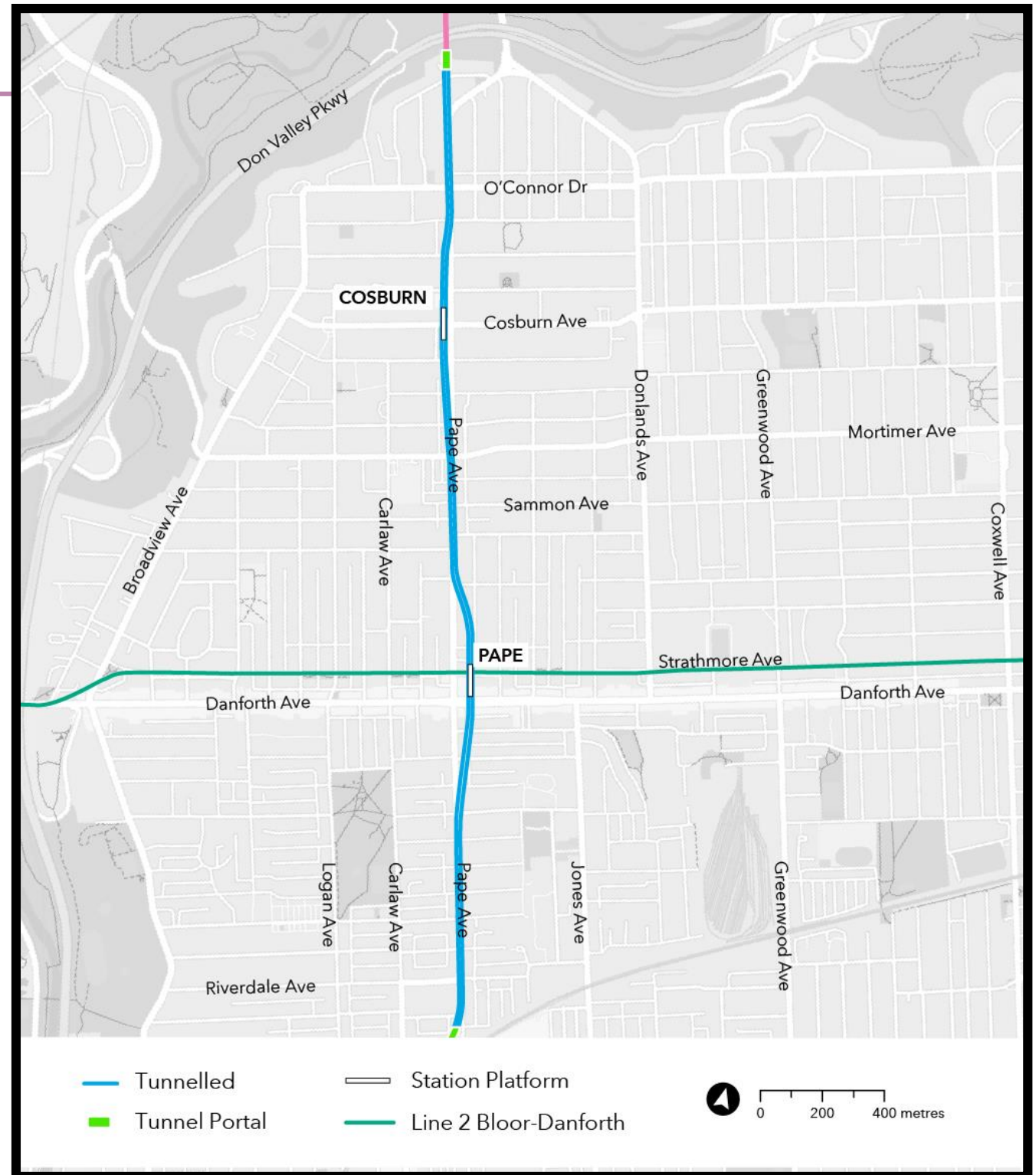
North segment overview

- The Ontario Line north segment runs between Pape & Riverdale and Don Mills & Eglinton, with:
 - Two underground stations at Pape and Cosburn
 - Three elevated stations at Thorncliffe Park, Flemingdon Park, and Science Centre
 - Two tunnel portals
- A maintenance and storage facility



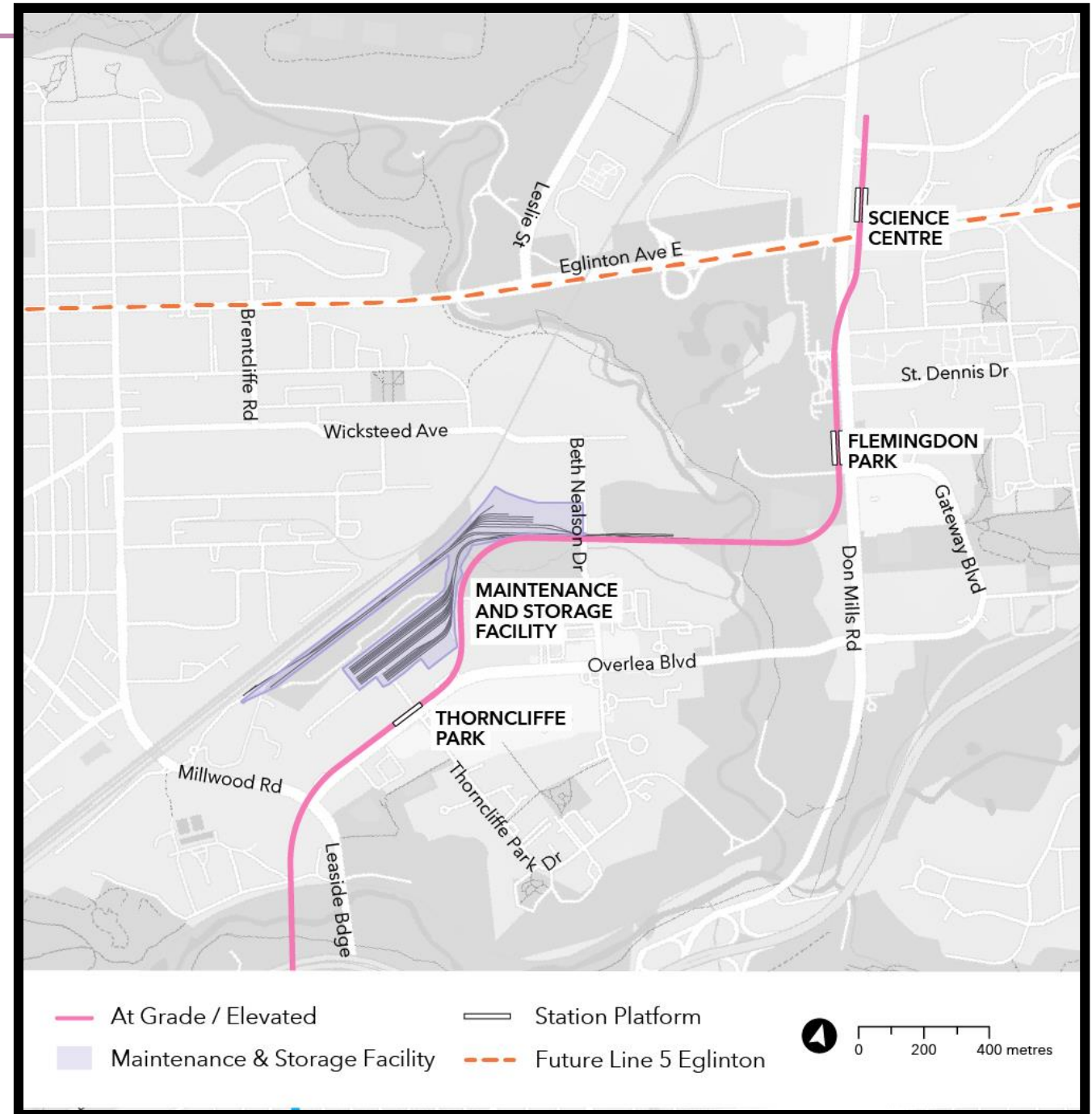
North segment: tunneled section

- Tunnels (shown in blue) will be about 20-30m deep and located mostly underneath the Pape Ave roadway.
 - Most basements and foundations are about 6m deep. Line 2 is 11m deep.
- An interchange station will connect with Line 2's Pape station on the northeast corner of Pape & Danforth.
- A tunnel portal (shown in green) and new bridge/guideway (shown in pink) will be used to cross the valley.



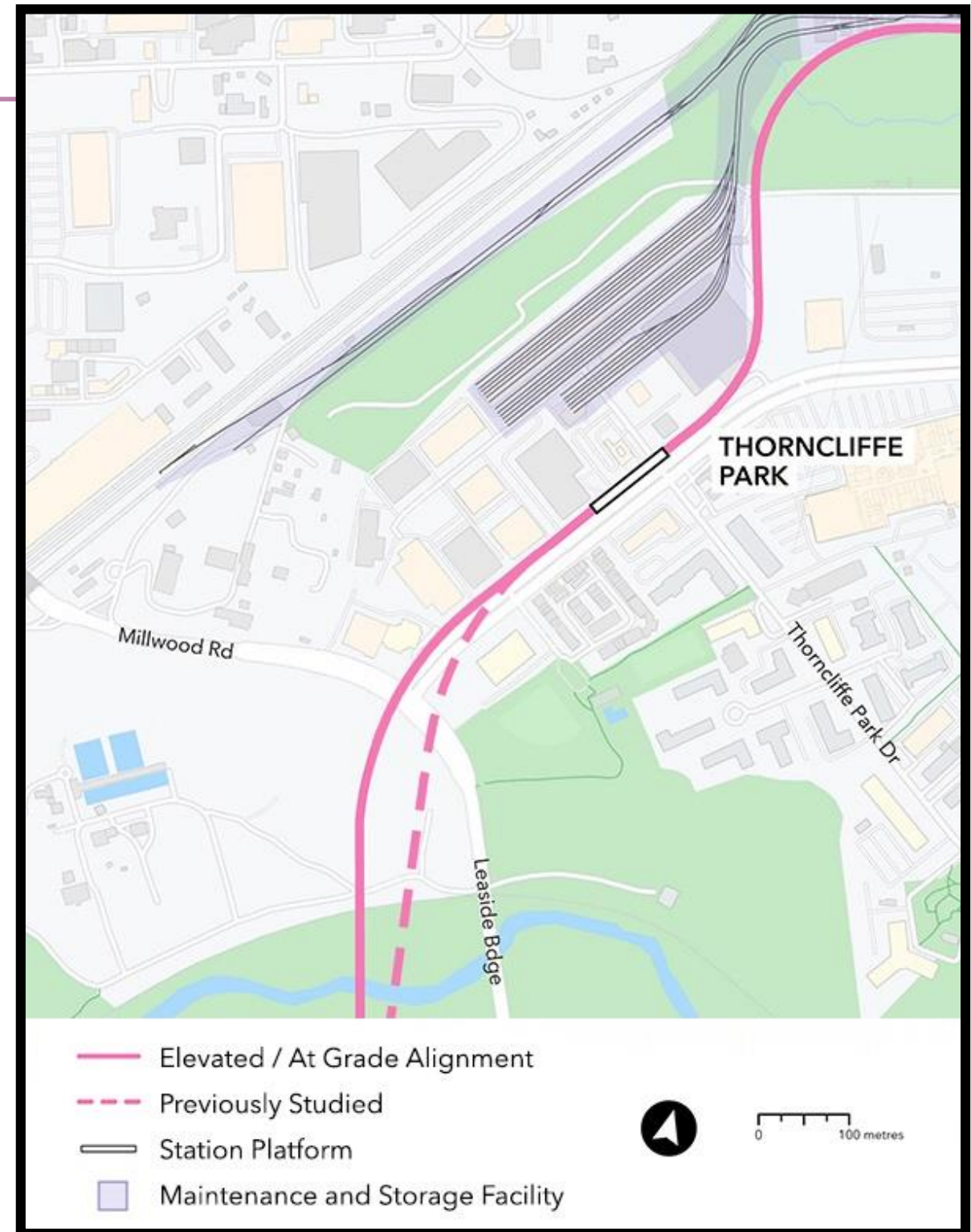
North segment: elevated section

- An elevated guideway (shown in pink) will serve Thorncliffe Park and Flemingdon Park.
- The maintenance and storage facility (shown in purple) is where Ontario Line trains will be housed, maintained, and serviced each day.
- An interchange station will connect with the Eglinton Crosstown / Line 5's Science Centre station on the northeast corner of Don Mills & Eglinton.



Route update in Thorncliffe Park

- We shifted the elevated guideway at the corner of Overlea Blvd & Millwood Rd.
- Benefits of this change:
 - Easier to build because it will cross only one street instead of two
 - No impact on the iconic Thorncliffe Park sign on the southeast corner
 - Further away from residents of 1 Leaside Park Dr, who had privacy concerns
- We will work with the community to continue to address privacy concerns.



Metrolinx elevated guideway design principles



Simple, elegant structure that enhances existing character of community

Minimize overshadowing, noise and vibration

Preserve views and access to naturalized areas

Preserve opportunities for public realm improvements under and near the guideway

Improve connections for pedestrians, cyclists and transit users

Respond to environmental and sustainability priorities

Elevated guideway precedents from around the world



Valley Metro Rail, Phoenix



Davenport Diamond, Toronto



Reservoir Station, Genton



Valley Line LRT, Edmonton



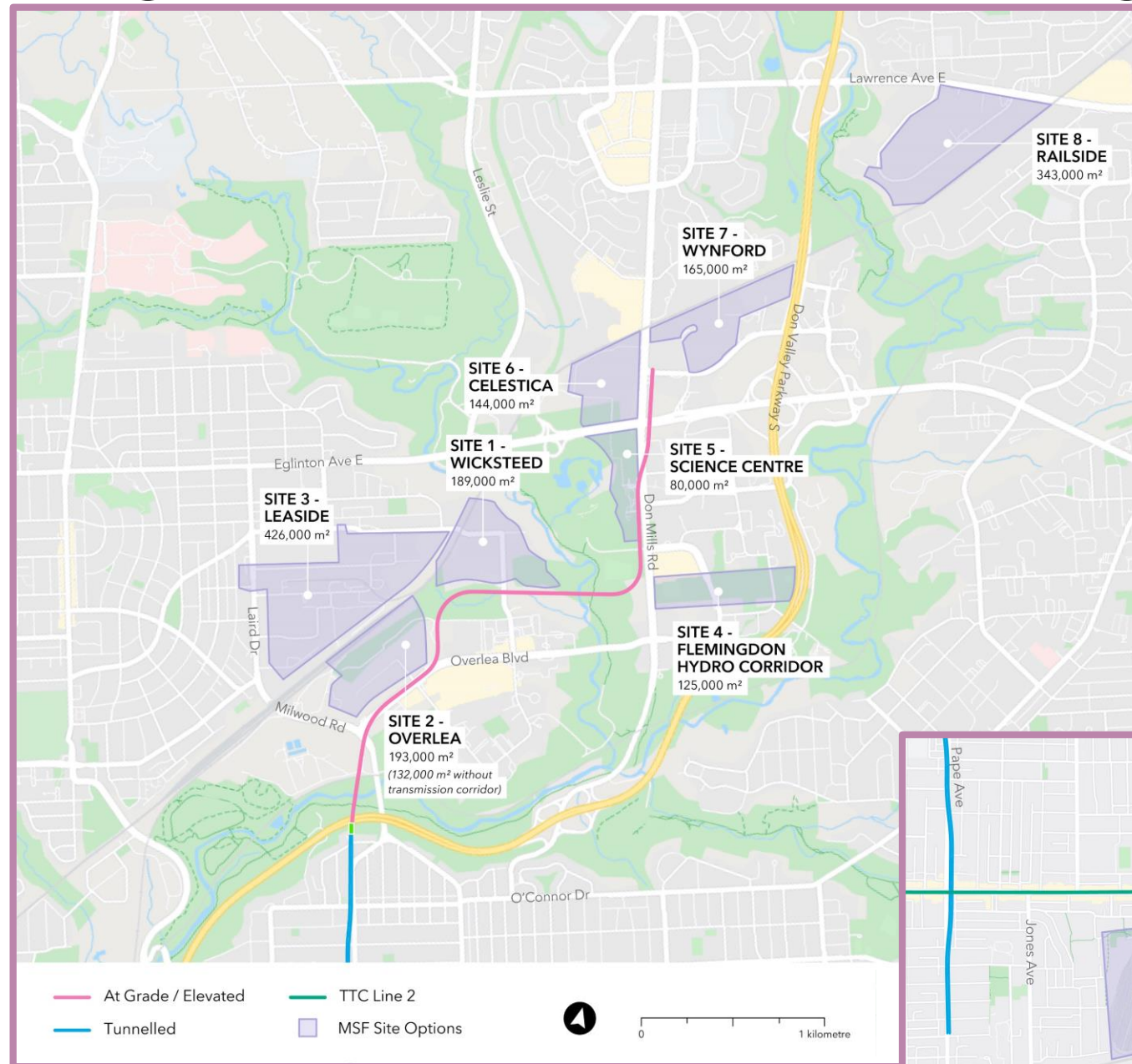
San Giorgio Bridge, Genoa



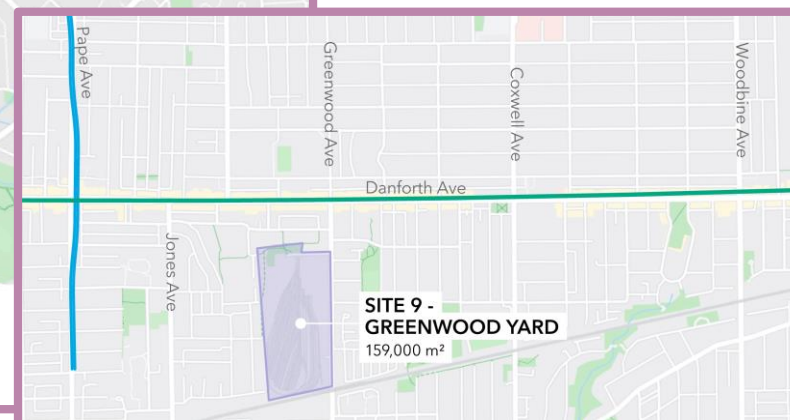
Review of site selection process for Ontario Line maintenance and storage facility

- We considered the following factors to create a longlist of site options:
 - **Size and shape** - a single site that can accommodate train storage requirements, now and into the future
 - **Track connection** - constructability, length, and cost of access track
 - **Land use** - compatibility with existing and planned land uses (i.e., avoids impacts to planned residential use or large employment centres)
 - **Future transit riders** - avoid areas targeted for significant growth
 - **Community impacts/benefits**
 - **Environmental impacts**
 - **Property costs**

Longlist of maintenance and storage facility site options

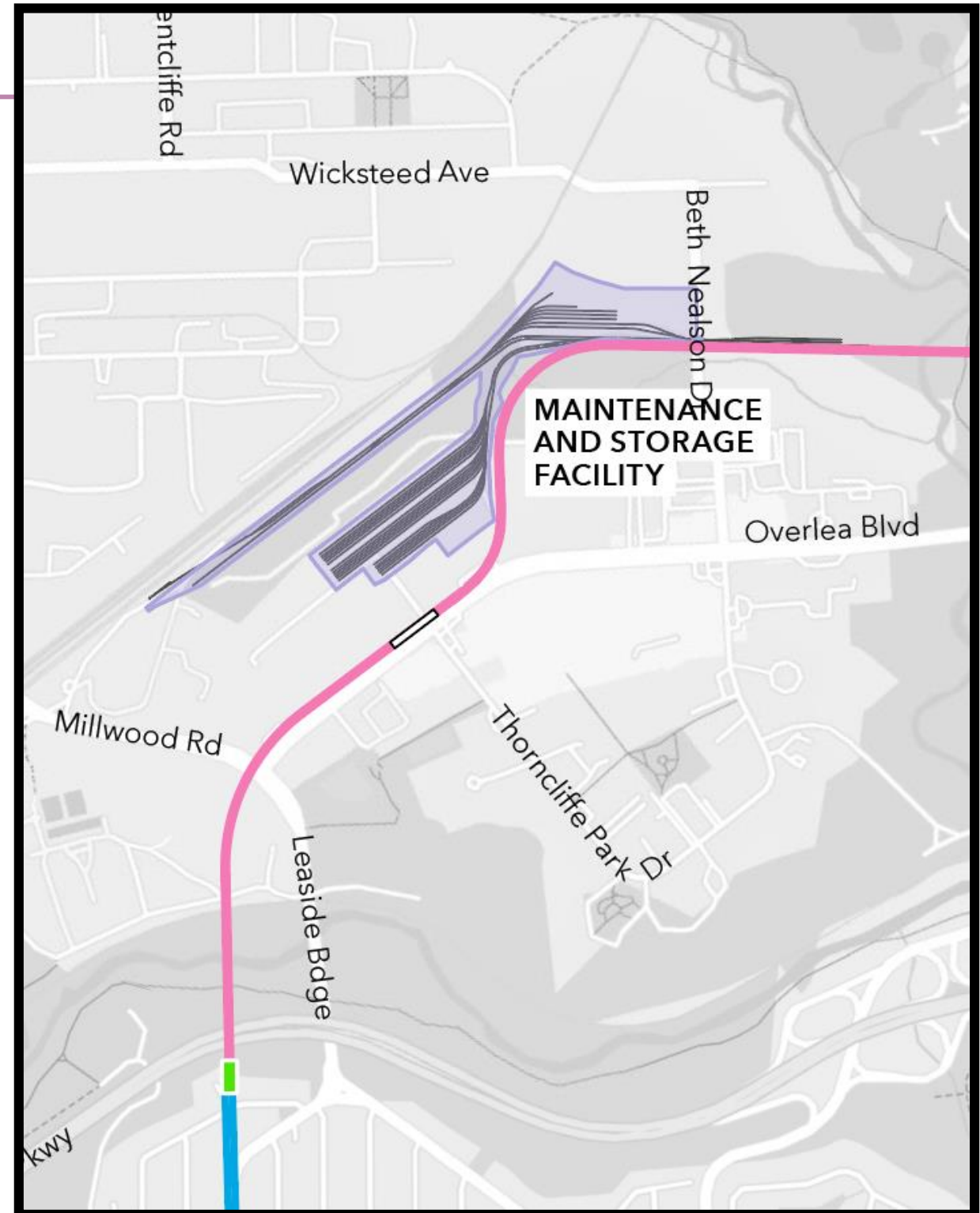


- We studied nine options in close collaboration with City of Toronto staff.
- No vacant land exists in the city to accommodate a maintenance and storage facility.
- All options required significant property acquisitions and would have impacted many jobs.



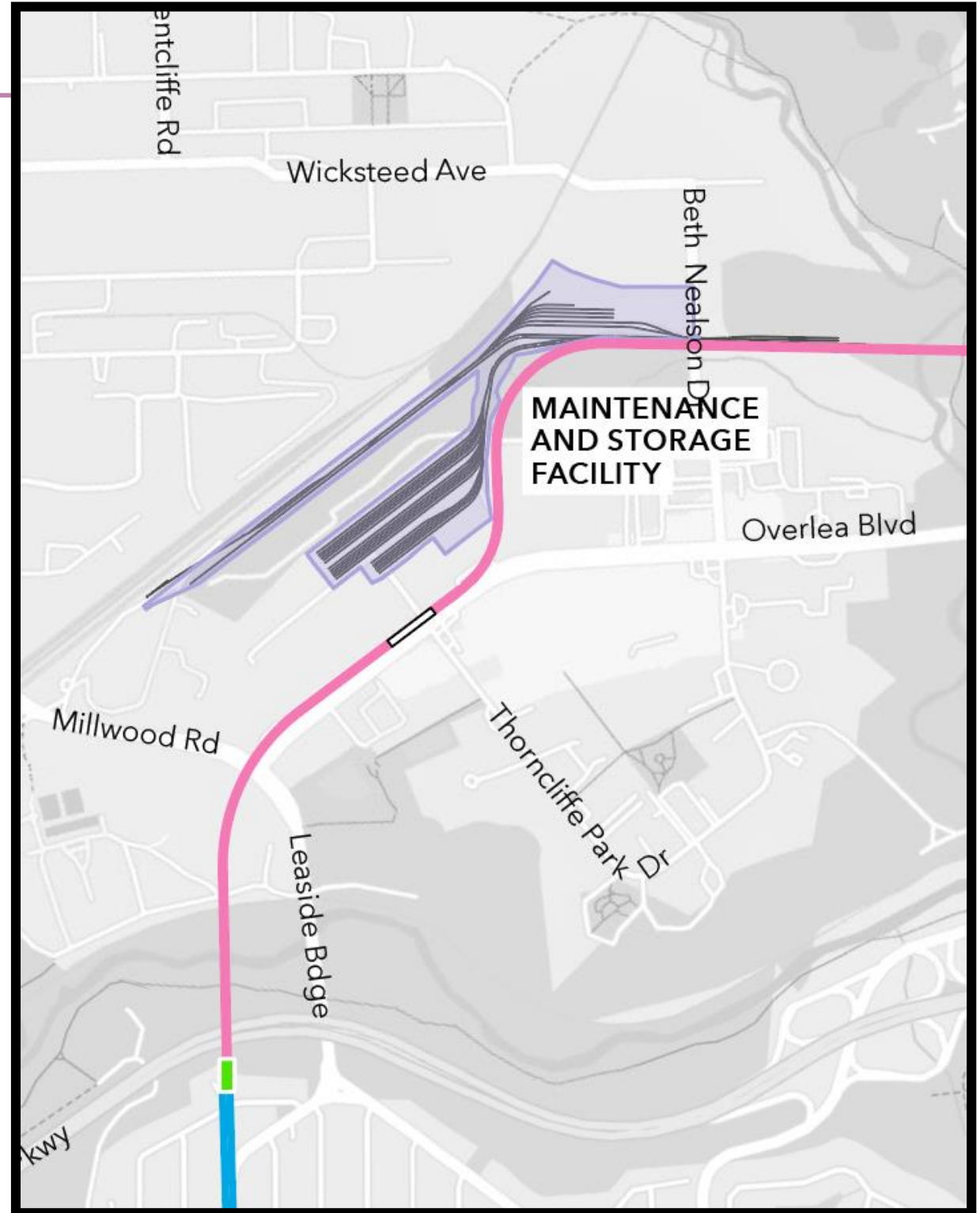
Selected location for maintenance and storage facility

- This location is a hybrid of sites 1 and 2 from the longlist
- Reasons it was chosen:
 - Already zoned for industrial use
 - Close to Ontario Line main line
 - Large enough to meet future needs
 - Fewest permanent job impacts, and we were confident that we could help relocate local businesses and services within the community or nearby



Maintenance and storage facility update

- We are continuing to work directly with local businesses and services to help them relocate within the community.
- We know how important it is for many of these organizations to stay in the neighbourhood, within walking distance of their customers, clients, and community.
- Our goal is to ensure that they experience no financial loss as a result of this project.



Summary of recent community engagement

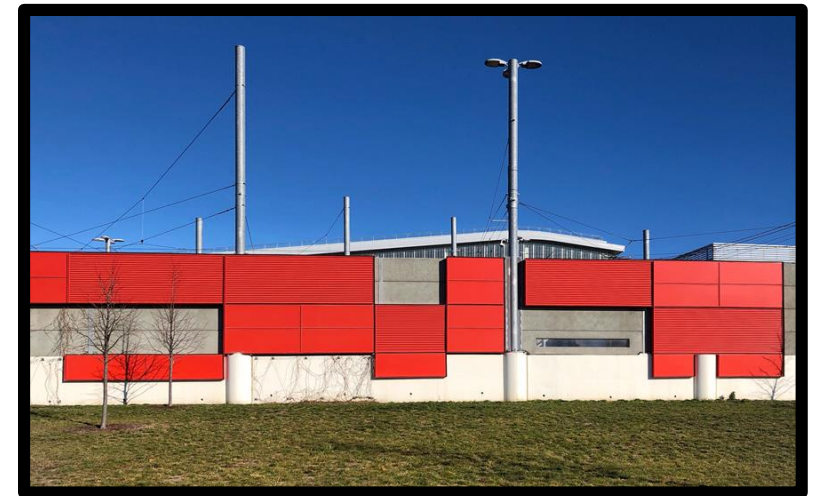
What we have heard	How it is being considered
Community request for comment on quality of life, safety, and legacy outcomes around the Don Valley portal area.	A technical response is being prepared in response to community requests.
Community proposal to move the Thorncliffe Park route north to Banigan Dr instead of along Overlea Blvd.	A technical analysis of the alternate route proposed is being assessed for feasibility.
Community request for more information about the MSF site selection process and a re-evaluation of alternate sites.	A technical analysis of alternate sites is being conducted, and a technical response is being prepared in response to community questions.
Community concerns about potential noise from trains at the Don Valley portal, on elevated guideways, and in the MSF.	Noise and vibration assessments are being performed as part of the Environmental Assessment process.

Noise and vibration assessment process

- 1 **Monitoring:** Noise and vibration monitors are placed at key areas along the route to establish existing baseline conditions.
- 2 **Predictions:** Noise and vibration modelling predicts project impacts at sensitive buildings adjacent to the route. These are used to identify mitigation solutions.
- 3 **Assessment reports:** Recommended mitigation solutions are identified for both construction and operation, and these are documented in assessment reports.
- 4 **Mitigation solutions:** A suite of mitigation solutions for both construction and operation will be implemented to manage noise and vibration levels. Mitigation solutions can include construction hoarding, noise walls, track vibration isolation, and many other tools.



Solar-powered noise monitor



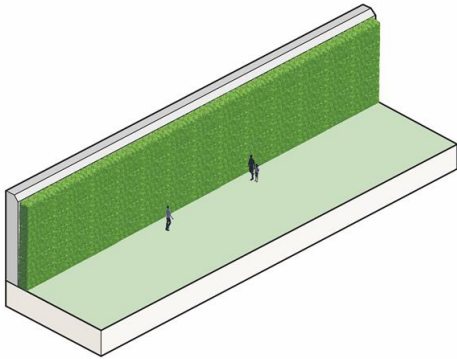
Example noise walls at TTC's Leslie Barns maintenance and storage facility

Addressing noise at the maintenance and storage facility

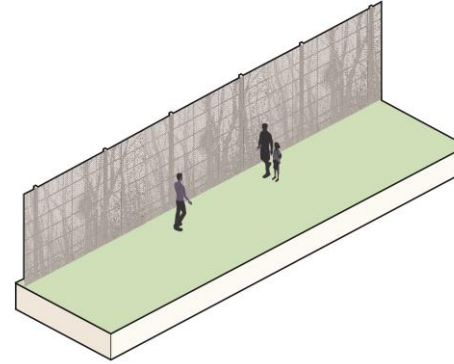
- ✓ **Strict design criteria** for the facility will help reduce noise at the source.
- ✓ **Noise assessments** will help us understand additional tools to reduce noise.
- ✓ **Noise barriers** (walls) will reduce noise, ensure safety, and enhance the appearance of the MSF.
 - ➔ Starting this summer, we will seek community input on barrier types, materials, and heights for MSF walls that are public-facing.

Potential design options for public-facing walls around the MSF

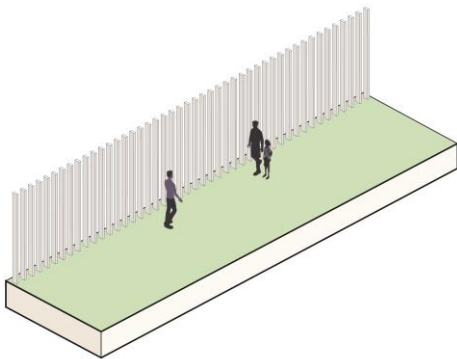
Vegetated barrier:



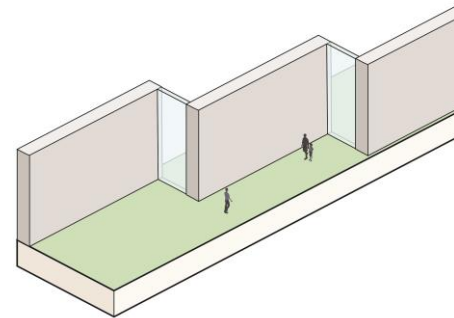
Graphic/artwork:



Semi-transparent/reflective:



Indirect visual connection (to allow a view):



Upcoming community engagement opportunities

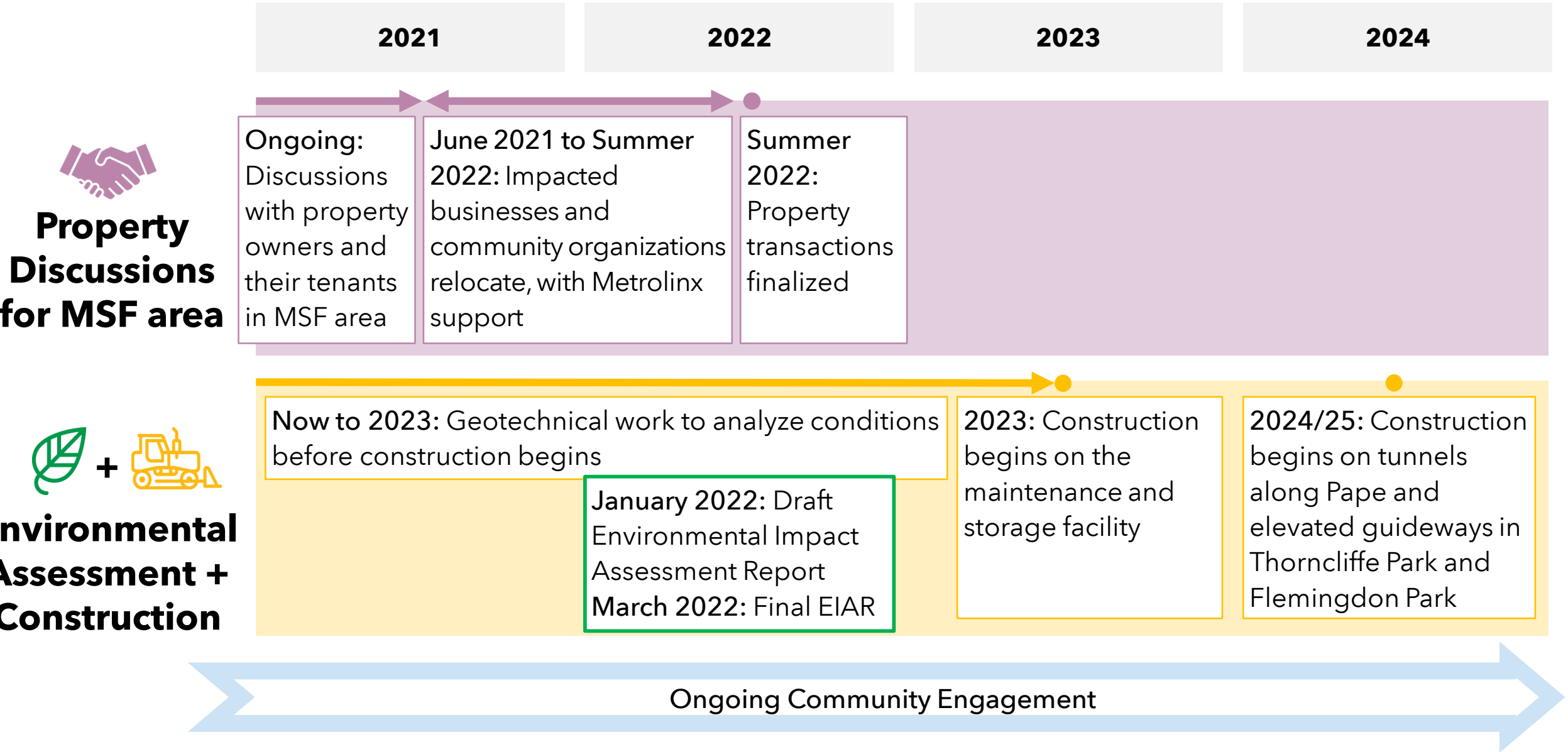
Beginning summer 2021

- Design workshops on options for walls around the MSF
- Continue regular updates and opportunities to provide feedback / ask questions
- Opening of community offices on Queen Street and in East York Town Centre later this summer
- In-person meetings and events when public health guidelines allow for public gatherings

Beginning winter 2022

- Ontario Line Environmental Impact Assessment Report
 - January 2022: draft report released for public input, with noise and vibration assessments included
 - March 2022: final report released with public feedback incorporated

North segment timelines



Construction timelines are subject to change

Why is construction starting later in the north segment?

- The Ontario Line project consists of three procurement packages, as well as Early Works contracts, all on different timelines. Bids for the “RSSOM” package will be submitted for review this year, and a contractor will be selected in 2022. Bids for the “North Civils” package will be submitted in 2023.



Early Works Contracts

- Preparatory activities in advance of major construction
- Some work is beginning in 2021



Rolling Stock, Systems, Operations and Maintenance (RSSOM) procurement package

- Trains, tracks, controls, and maintenance and storage facility
- Work will begin in 2023



Southern Civil Stations and Tunnel procurement package

- Ontario Line route from Exhibition to Corktown
- Work will begin in 2023



Northern Civil Stations, and Tunnel procurement package

- Ontario Line route from Lower Don bridge to Science Centre
- Work will begin in 2024/2025



Building Transit Faster Act and transit corridor lands

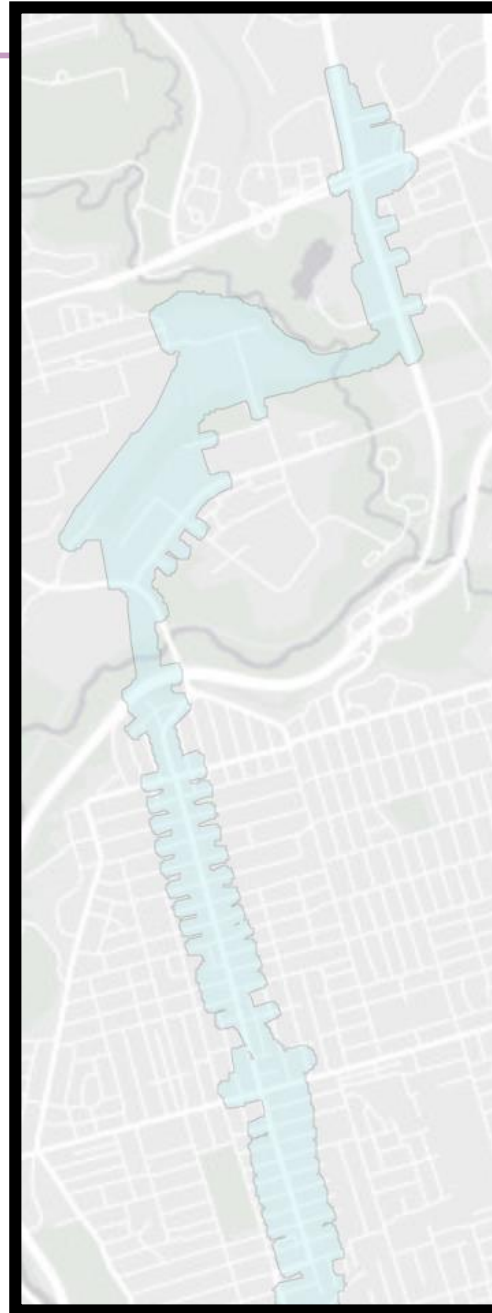
Building Transit Faster Act

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

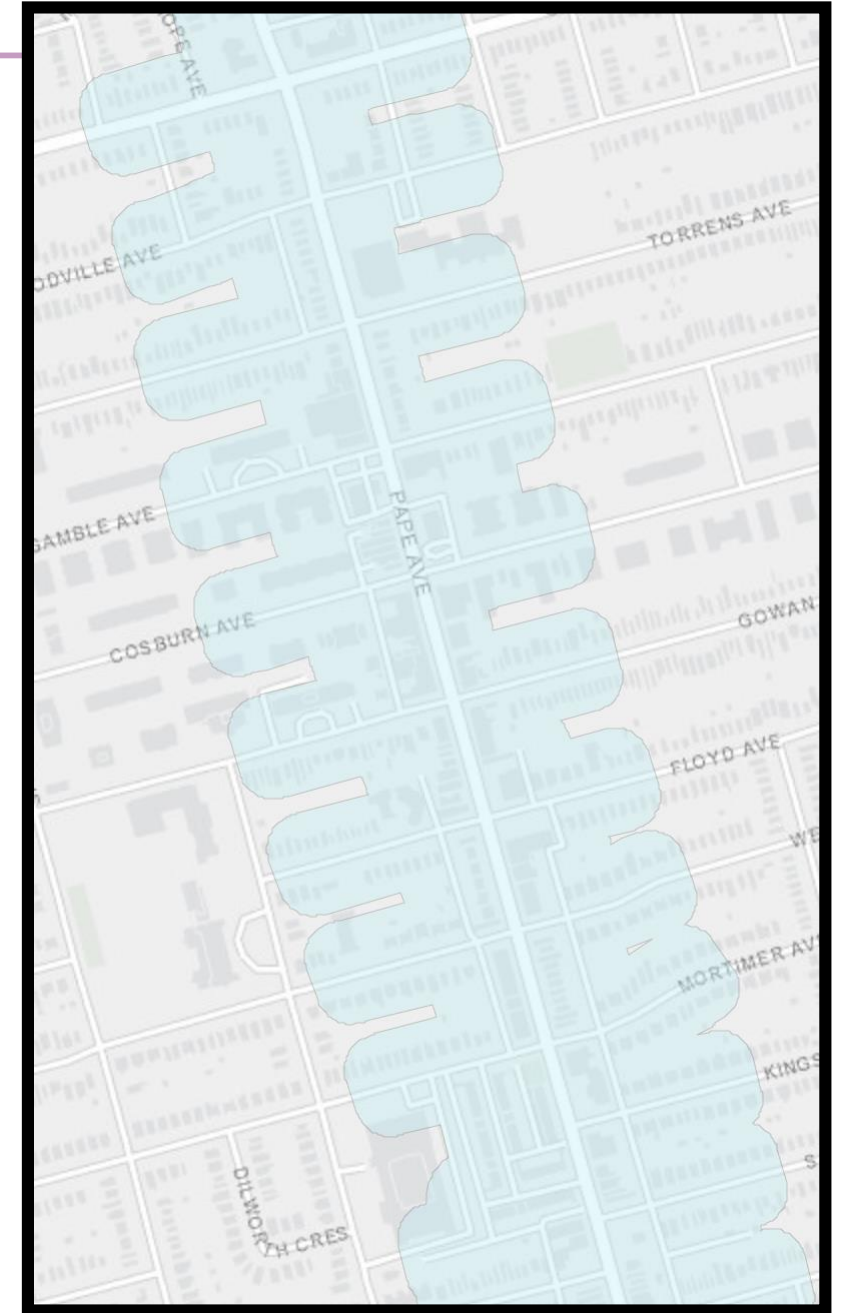
Determining transit corridor lands

To create the transit corridor lands:

1. We identified the lands needed to plan and construct the tunnel/elevated alignment and station infrastructure.
2. In line with the *Building Transit Faster Act*, we added a 30 metre buffer around these lands.
3. We made refinements to include lands needed for staging, access, laydown and other project needs.
4. Where roadways were intersected, we added bump-outs along the roadway to accommodate traffic and utility work interactions.



Transit corridor lands highlighted from Pape & Riverdale to Don Mills & Eglinton



Close-up of transit corridor lands along a section of Pape Ave near Cosburn Ave

What does this mean for your property?

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

Temporary notice on property title

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

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

Transit corridor lands requirements

1. Allows access for transit planning and construction.

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

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

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

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

Transit corridor lands requirements

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

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

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

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

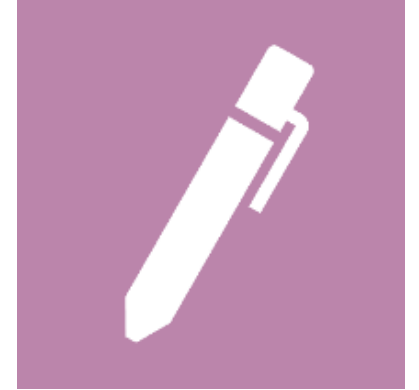
- If you are currently undergoing or planning any of these activities, please contact Metrolinx at development.coordinator@metrolinx.com to determine if a permit is necessary.

How do I know if my property is affected by the transit corridor land designation?

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

What can I expect if my property is required?

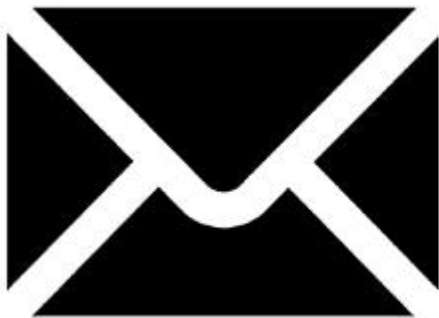
- If we confirm your property is needed, you will receive **separate written notification** from us.
- We only acquire properties that are **absolutely necessary** for projects, and we strive to **minimize the footprint** of our land requirements through careful planning and design
- We prefer direct,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



Contact us

If your question doesn't get answered tonight, or if you have more specific questions or feedback, please email or call us. You can also book a virtual meeting with us using the book-a-meeting feature on our website.

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



OntarioLine@Metrolinx.com



416-202-5100

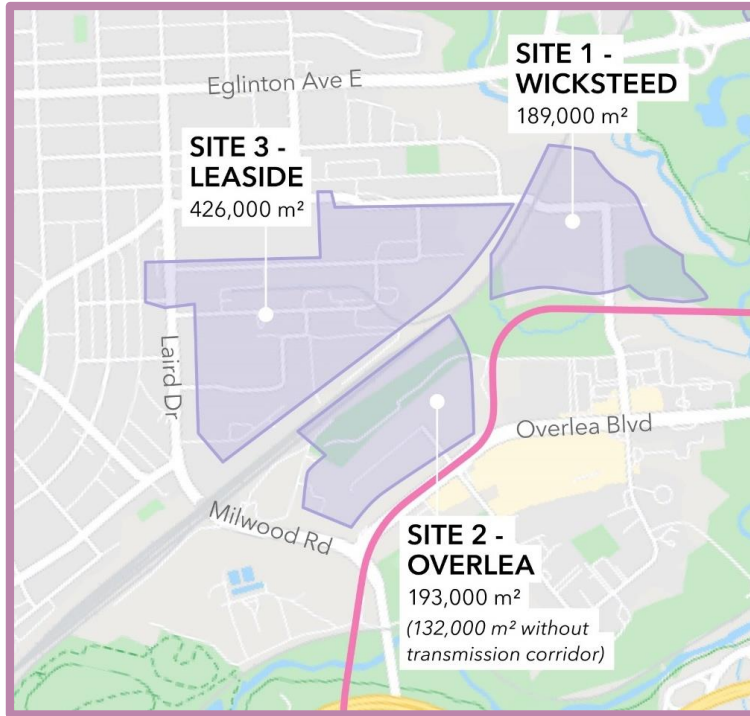


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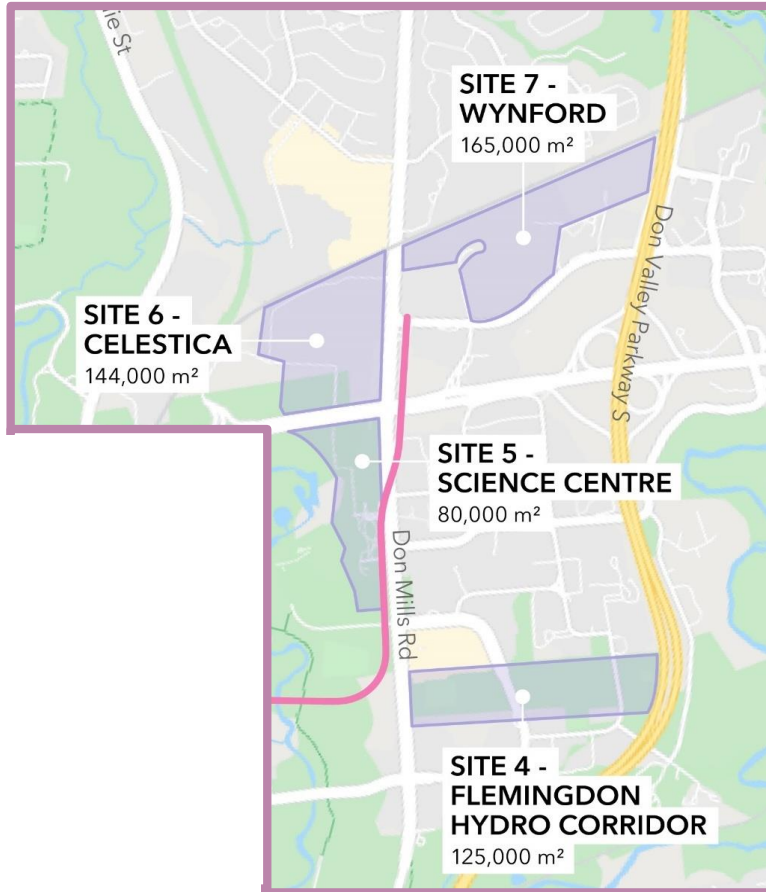
Appendix

MSF location selection: longlist of alternatives considered



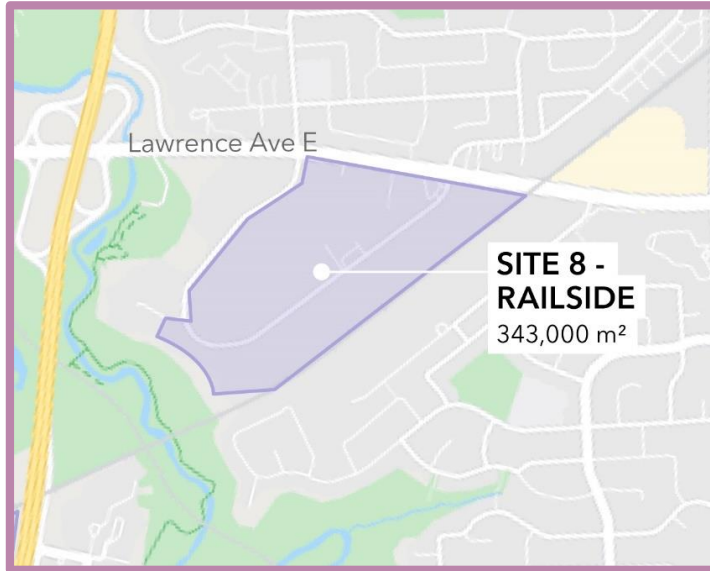
- **SITE 1 - WICKSTEED:** Large enough; location close to the main line; would require relocation of significant number of jobs/businesses, some of which may not be able to relocate within the city.
- **SITE 2 - OVERLEA:** Large enough; location close to the main line; would require relocation of significant number of jobs.
- **SITE 3 - LEASIDE:** Large enough; would require relocation of critical services (Canada Post distribution centre) and significant number of jobs; would require permanent road closure/diversion and larger land area to accommodate the additional length needed for underpass/overpass to cross CP rail corridor.

MSF location selection: longlist of alternatives considered



- **SITE 4 - FLEMINGTON HYDRO CORRIDOR:** Not large enough; would require relocation of hydro power lines and permanent road diversion; would impact community park space.
- **SITE 5 - SCIENCE CENTRE:** Not large enough; poor location near major interchange between Ontario Line and Eglinton Crosstown LRT; would impact plans underway for mixed-use development, including affordable housing and new school.
- **SITE 6 - CELESTICA:** Poor location near major interchange between Ontario Line and Eglinton Crosstown LRT; would impact advanced plans for mixed-use development, including affordable housing and major new municipal community centre.
- **SITE 7 - WYNFORD:** Not close to main line; would require relocation of significant number of jobs, businesses/ community organizations; higher operational costs.

MSF location selection: longlist of alternatives considered



- **SITE 8 - RAILSIDE:** Would require relocation of several places of worship, significant number of jobs/businesses, community centre; farther from Ontario Line, requiring additional track and tunnel portal or bridge; higher capital and operational costs.
- **SITE 9 - GREENWOOD YARD:** Not large enough; would have major impacts on TTC operations during and after construction; would lead to schedule delays and significant cost increases.

