

**SaveTPARK**  
**Response to**  
**Metrolinx MSF Site Selection Document**  
**June 10, 2021**



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## **Executive Summary – Presentation**

Analysis of Metrolinx MSF Site Selection Document concluded the following:

- issues with process, communication, data collection, and site selection
- research process seems to be collected in an exclusive collection method, excluding certain data
- community is not understood
- apples to oranges comparison of job numbers with Metrolinx comparing total jobs in an area that is over 400,000 square meters to the jobs in a site that measures only 147,000 square meters
- references sites that differ significantly in size and compatibility, with some drastically below the ideal size stated by Metrolinx
- with deficiencies, inconsistencies and broad unsubstantiated assumptions, the decision to dump the most unsavory element of the Ontario Line in Thorncliffe Park makes it difficult for the community to not see this process as environmental racism
- Metrolinx must hit the reset button on the location of a train yard in Thorncliffe Park

## **Executive Summary – of SaveTPARK’s Analysis of MSF Site Selection Document**

It is clear that the Metrolinx “MSF Site Selection” document was reverse engineered to show why Thorncliffe Park was the most effective site for a train yard. Factors that were not good for other potential sites, somehow were good in Thorncliffe Park. Metrolinx’s presentation neglects multiple factors that should have been considered in their decision making process, conveying its biased nature. After taking an in-depth look at Metrolinx’s process, communication, data collection, and site selection, it is apparent that Metrolinx should revisit their decision to implement a train yard in Thorncliffe Park.

The Metrolinx “MSF Site Selection” document demonstrates a flawed process. Decisions were made in the absence of effective site selection analysis. The document is a single sided perspective that fails to present both sides of the project’s impacts for each option presented, demonstrating systemic bias and showing how much necessary work was missed during the decision process. At the start of the MSF document, we are presented with a “Decision History” with no indication of the substantive nature of the discussions, conclusions, or participants in the process. The document identifies which factors mattered most to Metrolinx when determining the MSF Study Area – such as the site was going to be North East, with absolutely no sites in the West even long listed. Factors that have further description show benefits that only accrue to Metrolinx. One should question how Metrolinx determined the community impacts if they did not measure or analyse beyond general demographics. Therefore, the research process seems to be collected in an exclusive collection method, excluding certain data.

It is already known that this community was not consulted or even understood. To paraphrase the CEO of Metrolinx, Metrolinx will simply tell the Thorncliffe Park community what they need to think and do – how to work with Metrolinx decision. On the understood front, it is uncertain if Metrolinx is aware that there is a strained relationship between the community and the administration of the Mosque at 4 Thorncliffe Park Drive – this is a troublesome matter that has and will bring a lot of anguish to many. To not address this makes us wonder if Metrolinx studied the impact the placement would have on the economic and social foundation of this already vulnerable community. With 30,000 residents in Thorncliffe Park living within 800 meters of the proposed train yard, it is disturbing that no consideration was given to the mental and social health of locating a train yard in close proximity to the residents.

Metrolinx included many sites that did not match their own criteria. Alongside those inconsistent sites, was data and statements that only drew more questions. One should question where the conclusions came from. For example, detailed employment data comparisons between potential site options are not provided calling into question the integrity of the data used. Metrolinx compared the total jobs in an area that is over 400,000 square meters to the jobs in a site that measures only 147,000 square meters. How is this comparable? Apples to apples comparison of job numbers is needed and it is very concerning that this fundamental concept was not applied, especially when jobs was practically the most important aspect in choosing the site with the least impact – as stated many times by the CEO of Metrolinx.

Another alarming aspect, amongst many others, is that Metrolinx references sites that differ significantly in size and compatibility, with some drastically below the ideal size required by Metrolinx. Even what the ideal size is needs to be questioned – is it 175,000 square meters or 140,000 square meters? According to Metrolinx both of these equal to 24 soccer fields. 24 times Toronto's most famous soccer stadium, BMO Field is closer to 175,000 square meters. Using areas less than 175,000 and even 140,000 square meters show irregularities in the decision making process. If Metrolinx already had a desired size for their project, it would be logical to only consider sites that meet that criteria. How did the Science Center lands of only 85,000 square meters even make a list? To have only three sites out of the nine suggested sites to be above 175,000 square meters shows that Metrolinx strategically used site size as a tactic to show a scarcity of locations. In this case, the inappropriate and inaccurate statistics lead to incorrect interpretation that only Metrolinx would gain from. Further on the size required, the Hybrid Option presented only measures 111,361 square meters. If ultimately the size required is approximately 111,000 square meters – it begs the question, what other sites should be considered? Are there sites in the West? Does Metrolinx have plans to expropriate more lands in Thorncliffe Park? This collection of sites appears to be hastily cobbled together. The decision to dump the most unsavory element of the Ontario Line on a densely populated and vulnerable neighbourhood, makes it difficult for the community to not see this process as environmental racism.

Given our in-depth review of the Metrolinx MSF Site Selection presentation, there are countless deficiencies, inconsistencies and broad unsubstantiated assumptions. What has not changed is the impact of the placement of a train yard in the Thorncliffe Park community. The Build Transit Faster Act is not a tool to make decisions arbitrarily and reverse through steps that are masked to represent a process. The train yard represents the permanent loss of valuable community space, the neutering of any opportunity for transit-oriented development that would benefit current and future generations and further confines an already constrained community. Metrolinx needs to hit the reset button on locating of a train yard in Thorncliffe Park.

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See of Re-Analysis of SaveTPARK Re-Analysis of Metrolinx Shortlist Evaluation. The Overlea (Thorncliffe Park) option is the least desirable (See Appendix 1 on Page 14).

In conclusion, whether these sites were the options that should have been shortlisted options to being with, should be seriously questioned. Based on SaveTPARK's analysis, the 9 site selection document Metrolinx published is misleading.

Thank you for your time.

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<b>Metrolinx's Slide/Comment</b>	<b>Questions and Comments to Be Answered by Metrolinx (in addition to those posed in executive summary)</b>
<i>See Appendix 5 on page 36 for a copy of Metrolinx May 27<sup>th</sup>, 2021 MSF Site Selection document for page number reference – document was not originally page numbered</i>	
Page 3: Decision History – Summary	What supportive evidence does Metrolinx have for the overall timeline provided?
Page 3: Decision History – Summary – August 2019 to February 2020	<p>Please confirm that to form the “long list of sites (9)”, absolutely no site in the west met the criteria of “orientation, site access, proposed development, use and height of buildings, landscape and site character”?</p> <p>What does Metrolinx define “use and height of buildings” to be?</p>
Page 3: Decision History – Summary – Winter/Spring 2020	What does “advance design” mean? What support do you have to support Metrolinx worked on an “advance design”?
Page 3: Decision History – Summary – Spring/Summer 2020	<p>Who specifically at the City of Toronto was consulted and what authority did they have to consult on this matter?</p> <p>Which large employers were consulted? How many do each employ?</p> <p>Who specifically at the City and the Province “agreed that job losses would be too severe if Wicksteed site is used”? What information was this decision based on?</p> <p>What is the estimated job losses at the Wicksteed option? Is the losses based on the estimated 800-900 listed in Option 1 – Wicksteed on page 8?</p> <p>“Reached agreement” – who was this agreement with? With whom specifically? What existing and planned employment was taken into account?</p>
Page 3: Decision History – Summary – August 2020	Which options were costed? Please share costing analysis.
Page 4: Determining the MSF Study Area	<p>Are the criteria listed in order of priority?</p> <p>Regarding land size needed, in your April 8<sup>th</sup> news release announcing the selection of the MSF site, Metrolinx stated that it needed a site that is 175,000 square meters.</p>

	<p>This size has been mentioned on numerous other occasions by Metrolinx. In your April 2021 presentation named “Ontario Line: Thorncliffe Park, Flemingdon Park and Science Centre”, Metrolinx stated that a site of 140,000 square meters is needed. In both situations, Metrolinx stated the land size was equivalent to 24 soccer fields. BMO field is 7,140 square meters (24 = 171,360 square meters). Wembley is 7,245 square meters (24 = 173,880 square meters). Given that Metrolinx consistently has used 24 soccer fields, SaveTPARK has utilized 175,000 square meters.</p> <p>Please confirm the size needed? Please confirm, when long listing sites, what size criteria was used?</p> <p>“Impacts to planned residential” was avoided – was impacts to existing residential considered?</p> <p>What is the definition of “community impacts/benefits”?</p> <p>What is the definition of “environmental impacts”?</p>
Page 5: Why not West End?	<p>Are you confident that there are absolutely no options in the West End? What size criteria was used to filter sites? The Science Centre site was long listed in the North End and it only has a land size of 85,076 square meters. Are there no sites in the West End that fit the criteria that resulted in the Science Centre being long listed?</p> <p>What is the definition of “already densely developed area”?</p>
Page 6: Why the North End?	<p>What specific lands were considered “large tracts of land” in the North End?</p> <p>Was land “zoned for employment” an important determinant?</p> <p>“Adjacent large properties that can be easily assembled” – please identify which large properties are being referred to here?</p> <p>How did you know at this stage that the opportunity to construct the connection track would be on the surface or elevated and hence reducing costs?</p> <p>When comparing your comments on Page 5 to Page 6 – there was absolutely no option in the West End compared to the North End. Was there a predisposed bias to locate the MSF in the North End?</p>
Page 7: Site assessed for size and nearness to	<p>Please confirm the ideal size for the MSF. Is it 175,000 or 140,000 square meters?</p>

new subway line																					
Page 8: Options	<p>Based on measuring the geographical depictions by Metrolinx of Option 1 through Option 9 – the area for each option is as follows:</p> <table border="1"> <thead> <tr> <th></th><th>Area (Square Meters)</th></tr> </thead> <tbody> <tr> <td>Option 1 - Wicksteed</td><td>188,018</td></tr> <tr> <td>Option 2 - Overlea Blvd</td><td>147,420</td></tr> <tr> <td>Option 3 - Leaside</td><td>408,600</td></tr> <tr> <td>Option 4 - Flemingdon Hydro Corridor</td><td>124,680</td></tr> <tr> <td>Option 5 - Science Centre</td><td>85,076</td></tr> <tr> <td>Option 6 - Celestica</td><td>167,779</td></tr> <tr> <td>Option 7 - Wynford</td><td>168,970</td></tr> <tr> <td>Option 8 - Railside</td><td>349,795</td></tr> <tr> <td>Option 9 - Greenwood Yard</td><td>147,848</td></tr> </tbody> </table> <p>(See Appendix 2 on page 17 for Area Measurement)</p> <p>If 175,000 square meters or 24 soccer fields is the ideal size, only 3 of the above long listed options meet this criterion.</p> <p>Why is the Science Centre on the long list of sites when it is only approximately 85,000 square meters?</p> <p>If the Science Centre made the long list of sites for the North End, are there no sites that could make the list from the West End?</p>		Area (Square Meters)	Option 1 - Wicksteed	188,018	Option 2 - Overlea Blvd	147,420	Option 3 - Leaside	408,600	Option 4 - Flemingdon Hydro Corridor	124,680	Option 5 - Science Centre	85,076	Option 6 - Celestica	167,779	Option 7 - Wynford	168,970	Option 8 - Railside	349,795	Option 9 - Greenwood Yard	147,848
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Page 8: Option 1 - Wicksteed	<p>For this area, what is the supporting evidence for the 800-900 jobs?</p> <p>Based on research, there are over 200 businesses that operate out of 40 Beth Neilson Dr storage location – were these businesses included in your analysis?</p> <p>Is “future train storage needs”, referring to the additional 10 trains referenced on Page 7?</p> <p>The “removal of road connection between Thorncliffe and Leaside” was referenced as a concern – were underpasses considered?</p> <p>Please provide the names of the “several large industrial employers”? Are these Canadian or Foreign companies? What assurances did Metrolinx receive from these companies that their jobs will stay long term?</p> <p>Metrolinx noted that the Wicksteed option conflicted with various plans and studies – why were these important for you adhere to?</p>																				

	<p>"Impact to goods movement corridor and rail crossing" was noted as a concern – is the Wicksteed site not 100% on the east side of the CP Rail line and therefore would not impact the CP Rail line?</p>
<p>Page 9: Option 2 – Overlea Blvd</p>	<p>With the setbacks to hydro towers and height restrictions to power lines, not much can be built within a hydro transmission corridor. Therefore, it is not realistic to insinuate that the hydro transmission corridor will provide 62,000 square meters of space. It only provides approximately 20,000 square meters as measured in SaveTPARK in the Hybrid Option.</p> <p>Excluding the hydro transmission corridor, Option 2 - Overlea site area is 127,416 square meters – if the land size needed is 175,000 square meters, how is Option 2 – Overlea Blvd large enough for the immediate and future train storage needs?</p> <p>For this area, what is the exact supporting evidence for the 700-1100 jobs?</p> <p>What expansion opportunities is Metrolinx referring to?</p> <p>What does "neutralize" mean to Metrolinx?</p>
<p>Page 10: Option 3 – Leaside</p>	<p>For this area, what is the exact supporting evidence for the 400 -1,850 jobs? Which businesses were included?</p> <p>What are the feasibility challenges to crossing the CP rail? If the Ontario Line on Overlea Blvd is already elevated, why is it not feasible to cross over the CP tracks? Is surface crossing not feasible?</p> <p>If this area is 408,600 square meters, how does this land size lead to a "less ideal layout for train operations"?</p> <p>If only 175,000 square meters is needed, why would the Canada Post distribution site be impacted?</p>
<p>Page 11: Option 4 – Flemington Hydro Corridor</p>	<p>Why was this option contemplated? As previously stated, with the setbacks and height restrictions, not much can be built within a hydro transmission corridor. Was this site really an option given these challenges?</p> <p>It should be noted that the site area for this option is 124,680 square meters and Metrolinx has considered this site not large enough.</p>
<p>Page 12: Option 5 – Science Centre</p>	<p>Why was this option contemplated? The site area was only 85,076 square meters and the Science Centre is a tourist destination that would negatively impact students from across the GTA. This site should not count as an option.</p>
<p>Page 13: Option 6 – Celestica</p>	<p>Another positive aspect of this site, is that it is located at the end of the Ontario Line.</p>



	<p>The site area is 167,779 square meters – with this land size, why is this site not large enough for future train yard needs, especially when Option 2 – Overlea was considered large enough?</p> <p>It should be noted that the above does not depict entire Celestica site. It is 230,032.76 square meters based on Geowarehouse property database. Why was the entire Celestica site not contemplated Metrolinx’s geographical outline?</p> <p>Why was this site screened out and not short listed? Is it because it is owned by a well connected wealthy developer and political donor?</p>
Page 14: Option 7 – Wynford	<p>For this area, what is the exact supporting evidence for the 2,100 jobs?</p> <p>The land size is 168,970 square meters – why is this site not large enough for train yard needs? For the Celestica site, it was stated that that site was not large enough for future train storage needs but ok for existing train yard needs – option 7 is relatively equal to the Celestica site. Why the discrepancy?</p>
Page 15: Option 8 – Railside	<p>For this area, what is the exact supporting evidence for the 1,600 jobs?</p> <p>Even though this site area is 349,795 square meters, the potential development along Lawrence will be neutralized? How does this make sense in context when only 175,000 square meters is needed?</p> <p>Why was this option carried forward and not Option 6 – Celestica? Given the distance from the mainline and associated costs, seems like this option does not make any sense.</p>
Page 16: Option 9 – Greenwood Yard	<p>Was the train yard located in the community before or after residents?</p> <p>When is the TTC abandoning the Greenwood Yard?</p> <p>Noted that the Greenwood Yard is 147,848 square meters; however according to Metrolinx, will be constrained for future expansion.</p>
Page 17: Long-list Screening Summary	<p>In a previous Metrolinx documentation, it was stated that “sites 4 to 9 were removed on the basis of the professional judgement of the project’s transit specialists” – what criteria and analysis was this professional judgement based on? Was any in depth analysis completed before this judgement call was made?</p>
Page 17: Long-list Screening Summary – Distance from Mainline	<p>How is Wicksteed option 190m from the mainline? Is it not adjacent?</p>

Page 17: Longlist Screening Summary – Space for 10 Trains	<p>Overlea is 147,420 square meters and it is stated that it has the space for 10 more trains.</p> <p>Celestica, Wynford and Greenwood Yard site area is equal or greater than Overlea and it is stated that these three locations do not have enough space for 10 more trains – how can it be summarized that Overlea has enough space when it is smaller than these three options?</p>																								
Page 20: Shortlist Evaluation Summary – Strategic	<p>Surface Transportation Impacts:</p> <p>Site 1 – Wicksteed – Are underpasses not feasible? The Ontario Line is already elevated in this area, why is it not feasible to cross over the CP tracks?</p> <p>Business Impacts:</p> <p>How is the “8 fold indirect” multiple derived at for Site 1 - Wicksteed and Site 3 – Leaside? Is this number substantiated with an in depth analysis of each businesses vendors, customers, suppliers, etc.? It is arbitrary to apply a multiple in the absence of proper analysis.</p> <p>Why is there not a multiple not being applied to Site 2 - Overlea? Are there no indirect jobs to the businesses in Overlea?</p> <p>What site area are these jobs based on? Are all the employers listed in the geographical area accounted for?</p> <p>In an attempt to equate the job numbers given the material variance in the site areas, the job numbers are as follows:</p> <table><tr><th>Site</th><th>Area (Square Meters)</th><th>Jobs per Metrolinx</th><th>Jobs When Equating Site Area to 175,000 Square Meters*</th></tr><tr><td>Option 1 - Wicksteed</td><td>188,018</td><td>900</td><td>838</td></tr><tr><td>Option 2 - Overlea Blvd</td><td>147,420</td><td>1,100</td><td>1,306</td></tr><tr><td>Option 3 - Leaside</td><td>408,600</td><td>1,900</td><td>814</td></tr><tr><td>Option 8 - Railside</td><td>349,795</td><td>1,600</td><td>800</td></tr><tr><td>Option 9 - Greenwood Yard</td><td>147,848</td><td>-</td><td>-</td></tr></table> <p>* calculated by <math>900 / 188,018 \times 175,000 = 838</math></p> <p>Community Impacts:</p> <p>What major impacts did you identify for Site 2 – Overlea?</p>	Site	Area (Square Meters)	Jobs per Metrolinx	Jobs When Equating Site Area to 175,000 Square Meters*	Option 1 - Wicksteed	188,018	900	838	Option 2 - Overlea Blvd	147,420	1,100	1,306	Option 3 - Leaside	408,600	1,900	814	Option 8 - Railside	349,795	1,600	800	Option 9 - Greenwood Yard	147,848	-	-
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	<p>Environmental Impacts:</p> <p>It is noted that Site 9 – Greenwood was a “former landfill site” and requires “extensive remediation” – 40 Beth Nealson Dr located in the Site 1 – Wicksteed was a former landfill site as well. Does it not require extensive remediation as well?</p>
Page 20: Shortlist Evaluation Summary – Financial	What does the triangle denote? Why does Site 9 – Greenwood have three triangles?
Page 20: Shortlist Evaluation Summary – Deliverability and Options	<p>Constructability:</p> <p>For Site 2 – Overlea, what “additional hydro corridor crossings” is being referred to? What is the impact of “additional hydro crossings”?</p>
Page 21: Refined Shortlist Options	<p>What specific “additional design work” was undertaken?</p> <p>What “community and environmental impacts” were minimized?</p> <p>What were the feasibility criteria?</p> <p>Based on the geographical depiction, the Revised Wicksteed Option (named Option 10 for this analysis) is 227,897 square meters and the “Hybrid” Option (named Option 11 for this analysis) is 97,312 square meters. (See Appendix # on page ##)</p> <p>It is noted that the “Hybrid” Option includes, in addition to 1, 2, 4 Thorncliffe Dr and 36 Overlea Blvd, 18 Banigan Dr, 10 Banigan Dr and 4 Banigan. Are these contemplated future expropriations?</p>
Page 22: Options Evaluation Summary	<p>It is noted that the “Hybrid” Option as shown on page 21 includes, in addition to 1, 2, 4 Thorncliffe Dr and 36 Overlea Blvd, 18 Banigan Dr, 10 Banigan Dr and 4 Banigan. The Hybrid Option currently contemplated includes 1, 2, 4 Thorncliffe Dr and 36 Overlea Blvd. When combined with 40 Beth Nealson Dr equates to 111,361 square meters. Are there plans to expropriate more lands in the Hybrid Option?</p> <p>It has been stated that 175,000 square meters, equivalent to 24 soccer field is the land size needed. How is Metrolinx able to utilize an area with only 111,361 square meters? A site that is over 36% smaller.</p>
Page 22: Options Evaluation Summary –	Is underpass not an option for the Revised Wicksteed Option?

Transportation Impacts																	
Page 22: Options Evaluation Summary – Business Impacts	<p>The Revised Wicksteed Option has a site area of 227,897 square meters compared to the Hybrid Option contemplated of 111,361 square meters. Given the site area discrepancy of these two options, are the jobs numbers comparable? Is the Revised Wicksteed Option job numbers overstated given the site area of 227,897 square meters is more than double the 111,361 square meters Hybrid Option Selected? What is the job number for the Revised Wicksteed Option when only 111,361 square meters of space is utilized?</p> <p>When equating the site areas, the job numbers are as follows:</p> <table><tr><th>Site</th><th>Area (Square Meters)</th><th>Jobs per Metrolinx x</th><th>Jobs When Equating Site Area to 175,000 Square Meters*</th></tr><tr><td>Option 10 - Revised Wicksteed Option</td><td>227,897</td><td>1,050</td><td>806</td></tr><tr><td>Option 12 - Hybrid Option Selected</td><td>111,361</td><td>700</td><td>1,100</td></tr><tr><td colspan="4">* calculated by <math>1,050 / 227,897 \times 175,000 = 806</math></td></tr></table> <p>(See Appendix 3 on page 27 Area Measurement)</p>	Site	Area (Square Meters)	Jobs per Metrolinx x	Jobs When Equating Site Area to 175,000 Square Meters*	Option 10 - Revised Wicksteed Option	227,897	1,050	806	Option 12 - Hybrid Option Selected	111,361	700	1,100	* calculated by $1,050 / 227,897 \times 175,000 = 806$			
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Page 22: Options Evaluation Summary – Business Relocation Risks	<p>In the Revised Wicksteed Option, is it not possible to relocate any of the businesses? Do these businesses employ people from within the immediate area?</p> <p>In the Revised Wicksteed Option, is Metrolinx aware that 50 Beth Nealson Dr and 235 Wicksteed Ave recently sold with the transaction closing on May 5, 2021? Is Metrolinx aware that Parkhurst will be closing or relocating their business?</p> <p>Is Metrolinx aware that the entire lands that Tremco operates out of, within the last year, has been circulated to be sold?</p> <p>Are the Business Relocation Risk comparable when the Revised Wicksteed Option land size is 227,897 square meters compared to 111,361 square meters for the Hybrid Option?</p>																
Page 22: Options Evaluation Summary – Community Impacts	<p>Is Metrolinx aware that there is strained relationship with the administration of the Mosque located at 4 Thorncliffe Park Dr and the community? The strained relationship commenced in 2017 when the administration purchased 20 Overlea Blvd and attempted to sell 4 Thorncliffe Park Dr. A significant number of members and people within the community disagreed that a functioning Mosque should ever be sold. Administration acquiesced and apparently decided to maintain 4 Thorncliffe Park Dr and 20 Overlea Blvd.</p>																

	<p>Did Metrolinx study the impact of what this train yard placement will have on the economic and social foundation of this already vulnerable community?</p> <p>Is Metrolinx aware that over 30,000 residents, the entire population of Thorncliffe Park, live within 800 meters of the proposed train yard? Was consideration given to the mental and social health and cost of locating a train yard in close proximity to 30,000 people?</p>
Page 22: Options Evaluation Summary – Noise and Vibration	The train yard is within 800 meters from 30,000 residents – the entire population of Thorncliffe Park. What additional mitigations have been contemplated? Was any light mitigation considered? What additional noise mitigation have been considered?
Page 22: Options Evaluation Summary – Natural Environment	<p>For both options, was the impact that 40 Beth Neilson Dr is a former landfill site considered? Will there be extensive remediation as factored into Site 9 – Greenwood on Page 20?</p> <p>What is the impact to the Don Valley of disturbing a landfill site that has not been disturbed for over 40 years? Landfill sites are generally repurposed for parks and golf courses and other light uses. It would seem a heavy industrial use, such as an MSF, does not fall into this category.</p>
Page 22: Options Evaluation Summary – Cost	Do you have a side by side comparison of the costs the Revised Wicksteed Option and the Hybrid Option?
Page 22: Options Evaluation Summary – Constructability	<p>Do you have a side by side comparison of the constructability of the Revised Wicksteed Option and the Hybrid Option?</p> <p>Will working within the hydro transmission corridor not present incremental constructability challenges with the Hybrid Option? “Additional hydro corridor crossings” was listed as a negative factor on page 20. Why not listed here?</p> <p>What precautions will be taken to ensure that important hydro transmission lines servicing a large population will be protected during construction?</p>
Page 23: Current MSF Design	<p>This current design totals 111,361 square meters (See Appendix 4 on page 32 for Area Measurement). On numerous occasions, it was stated that 175,000 square meters or 24 soccer fields was needed. How is it that only 111,361 is needed in the current design?</p> <p>Is Metrolinx doing a staged expropriation process? Are there plans for future expropriations?</p>

	<p>If only 111,361 square meters is needed in a “split site” that is “less efficient” according to Metrolinx, what other sites along the line have been overlooked under the premise that the land size needed to be 175,000 square meters?</p> <p>“Further design work was undertaken to optimize the area to limit impact to commercial area” – what work was done to limit the social and mental impact to the 30,000 residents that currently and will continue live within 800 meters of the train yard?</p>
Review of Shortlisted Options	Based on SaveTPARK Analysis of Metrolinx's Shortlist Evaluation – Summary, Option 2 – Overlea should have been screened out from being considered as part of the MSF (See Appendix 1 on page 15).

**Appendix 1:**  
**SaveTPARK Analysis of Metrolinx's Shortlist Evaluation - Summary**

# SaveTPARK Re-Analysis of Metrolinx Shortlist Evaluation - Summary

	Better	Comparable	Worse
Scoring System*	1	0	-1

Case	Measure	Site 1 - Wicksteed	Site 2 - Overlea	Site 3 - Leaside	Site 8 - Railside	Site 9 - Greenwood
Strategic	Stated Land Size Needed	175,000	175,000	175,000	175,000	175,000
	Options' Land Size	188,018	147,420	408,600	349,795	147,848
	Land size of Hybrid Option Selected = <b>111,391 square meters</b>					
	Expansion Opportunity	Yes	No, unless more lands are expropriated	Yes	Yes	No
	Distance from Ontario Line					
	Surface Transportation Impacts	Closure of Wicksteed and Beth Nealsen - need to relocate road through site	Limited			
	Business/Job Impact (equated see below calculation)	838	1306	814	800	0
	Community Impacts		Major social impacts	Land size minimizes impacts		Connection track impacts
	Environmental Impacts	A portion of area is a former landfill site, potential for extensive remediation				A former landfill site, potential for extensive remediation
	Property Acquisition Challenges	Property owners are influential mult-national and wealthy corporate interests	Small independent, fractured ownership	Property owners are influential mult-national and wealthy corporate interests	Small independent, fractured ownership	TTC
	Probability of Community Resistance	High - connected wealthy individuals and foreign owned businesses	Low - immigrant community with 95% of residents being renters	High - connected wealthy individuals and foreign owned businesses		
	30,000 Residents Within 800 Meters of Train Yard		Yes			
Economic	Passenger Benefits	Comparable				
	Transit Oriented Development	Yes	Significant potential for TOD being eliminated due to lack of space and MSF utilizing space	Yes	Yes	Yes
Financial	Construction Costs				High due to distance from main line	Medium
	Social Costs		Permanent removal of existing community space			
Deliverability and Operations	Constructability		Additional hydro crossings	Risk crossing under CP and hydro corridor	Don Valley, DVP and CP crossings	Risk with connection tunnel and yard retrofit
	Schedule				Connection track	TTC relocation and connection track
Scoring System Total		4	-5	4	3	-3

Equating Jobs using equivalent land area	Land Size Evaluated (square meters)	188,018	147,420	408,600	349,795	147,848
	Jobs Per Metrolinx	900	1,100	1,900	1,600	-
	Equating to 175,000 square meters	838	1,306	814	800	

\* SaveTPARK acknowledges that the Scoring System used above has been simplified. However, regardless of what ranking system is applied with the above Case and Measure, Site 2 - Overlea would still rank as the **Worse** site for the MSF.



## SaveTPARK Re-Analysis of Metrolinx **Shortlist Evaluation** - Summary

### Scoring of Shortlist Evaluation

Case	Measure	Site 1 - Wicksteed	Site 2 - Overlea	Site 3 - Leaside	Site 8 - Railside	Site 9 - Greenwood
<b>Strategic</b>	Stated Land Size Needed					
	Options' Land Size	1	-1	1	1	-1
	Expansion Opportunity	1	-1	1	1	-1
	Distance from Ontario Line	0	0	0	-1	-1
	Surface Transportation Impacts	0	0	1	1	1
	Business/Job Impact (equated see below calculation)	0	-1	0	0	1
	Community Impacts	0	-1	0	0	-1
	Environmental Impacts	-1	0	0	0	-1
	Property Acquisition Challenges	-1	1	-1	1	0
	Probability of Community Resistance	-1	1	-1	0	0
	30,000 Residents Within 800 Meters of Train Yard	1	-1	1	1	1
	Passenger Benefits	0	0	0	0	0
<b>Economic</b>	Transit Oriented Development	1	-1	1	1	1
	Construction Costs	1	1	1	-1	-1
<b>Financial</b>	Social Costs	1	-1	1	1	1
	Constructability	1	-1	-1	-1	-1
<b>Deliverability and Operations</b>	Schedule	0	0	0	-1	-1
<b>Scoring System Total</b>		<b>4</b>	<b>-5</b>	<b>4</b>	<b>3</b>	<b>-3</b>

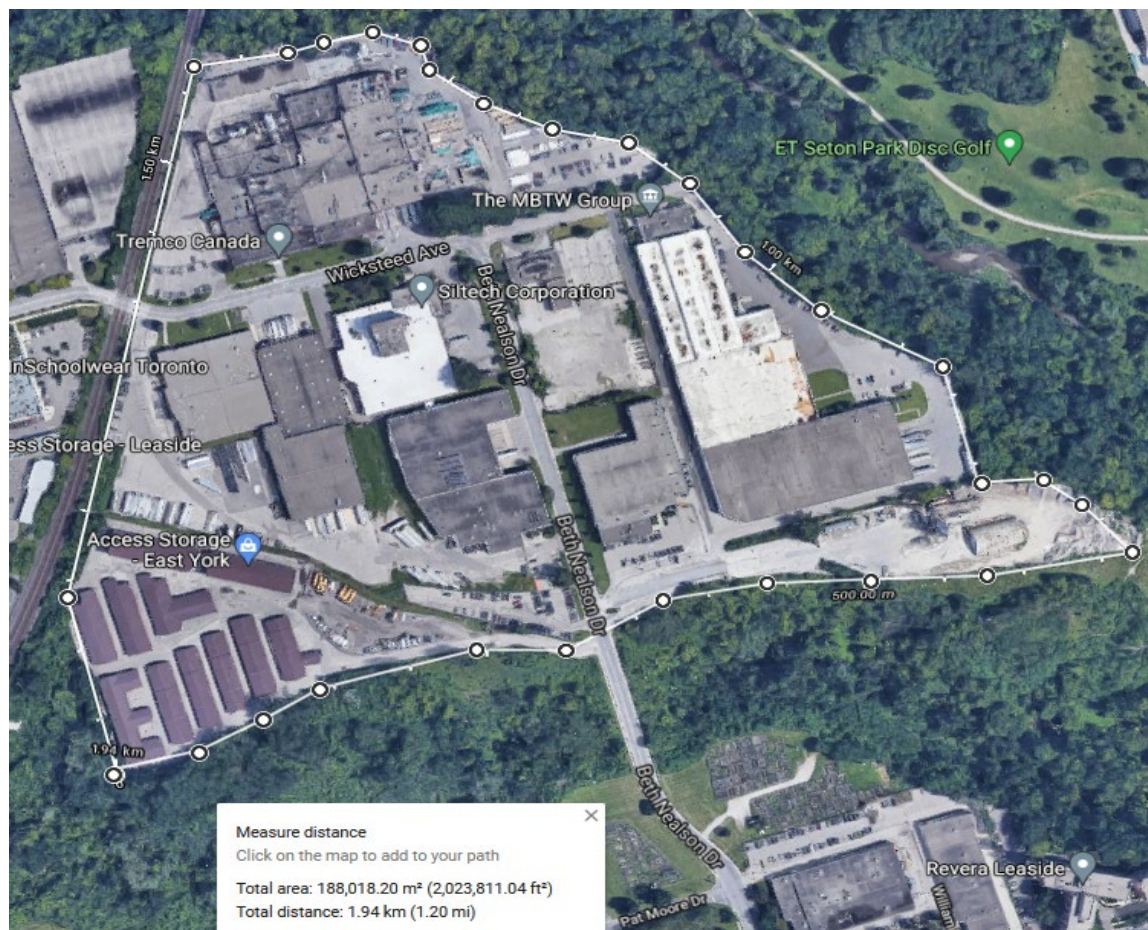
## **Appendix 2:**

### **Measurement of Long Listed Site Options Presented by Metrolinx**

Measurement approximated based on Metrolinx's geographical depiction for each Option.  
Site area measured using the Google Maps measuring tool.

## Appendix 2: Measurement of Long Listed Site Options Presented by Metrolinx

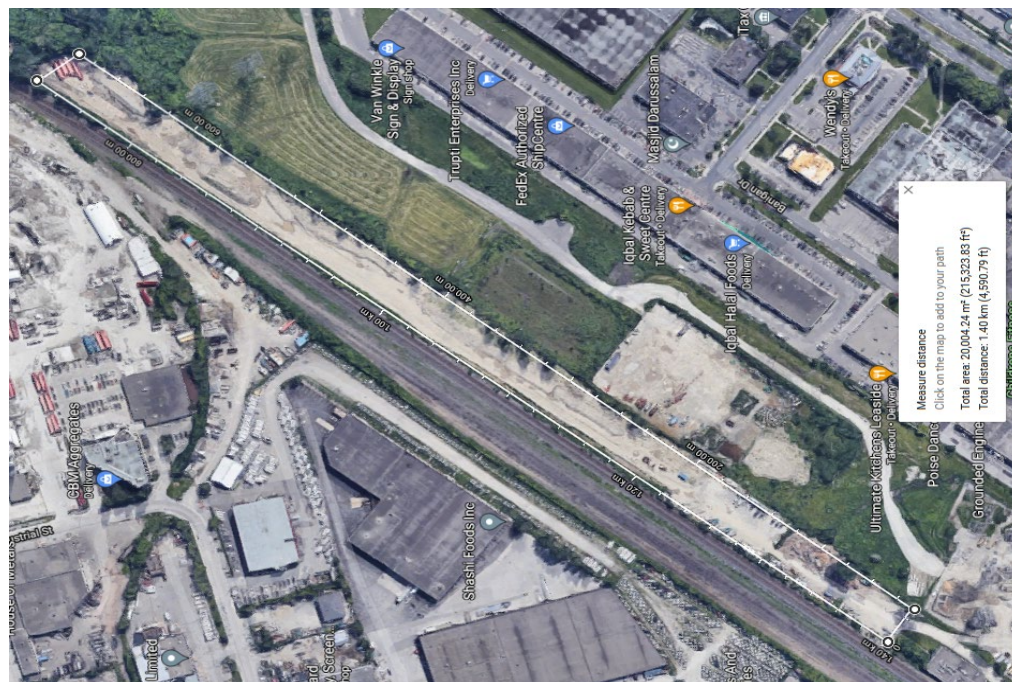
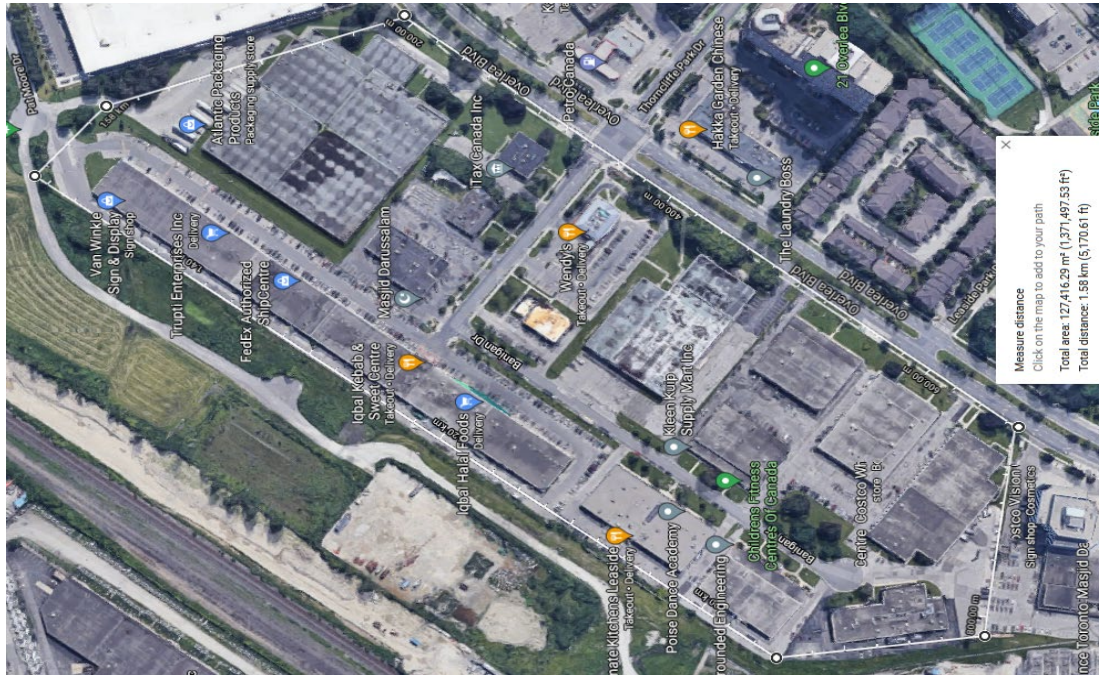
### Option 1 - Wicksteed





## Appendix 2: Measurement of Long Listed Site Options Presented by Metrolinx

### Option 2 - Overlea Blvd



127416
20004
<hr/> 147420



## Appendix 2: Measurement of Long Listed Site Options Presented by Metrolinx

### Option 3 - Leaside



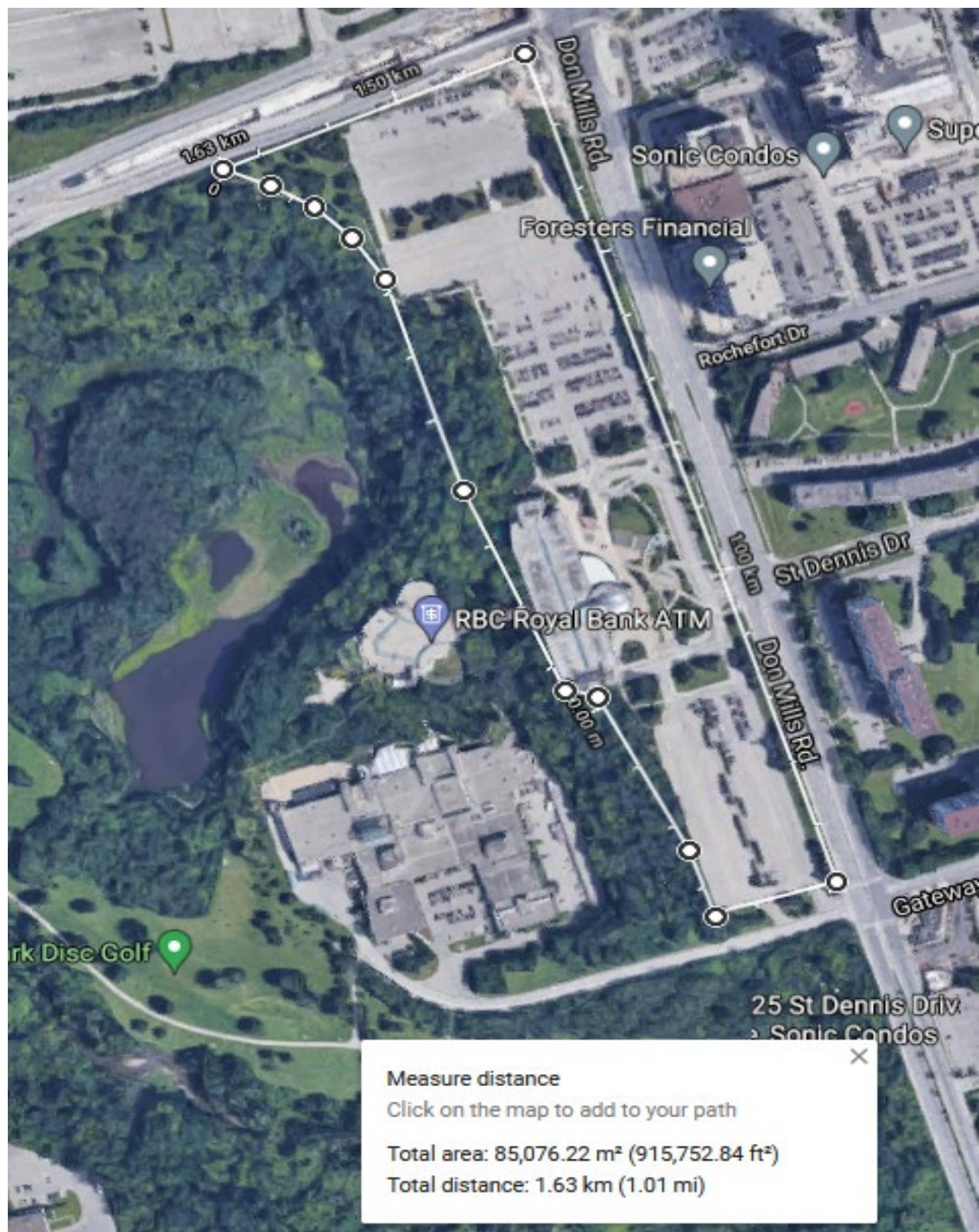


## Appendix 2: Measurement of Long Listed Site Options Presented by Metrolinx

### Option 4 - Flemington Hydro Corridor



### Option 5 - Science Centre





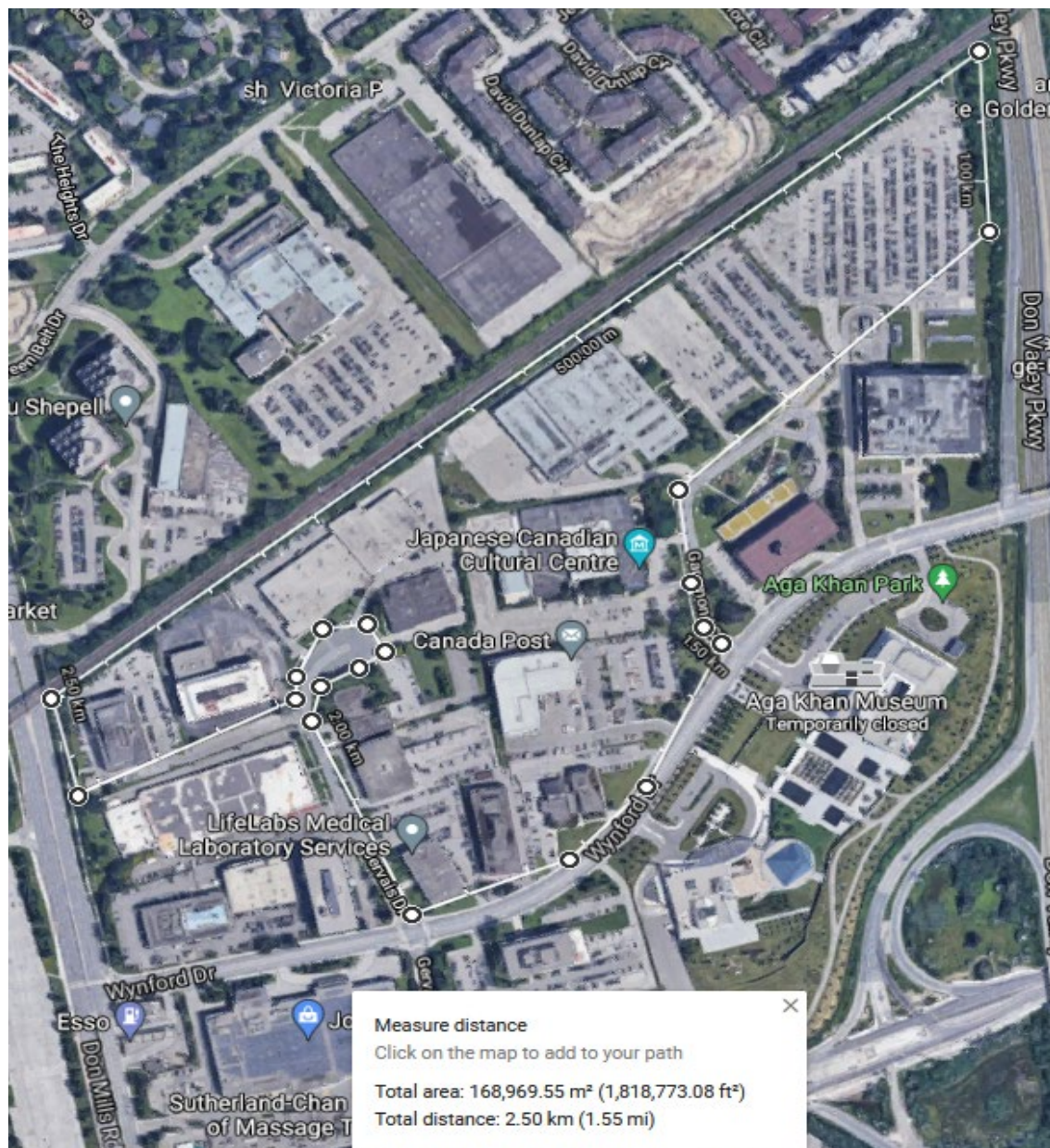
## Option 6 - Celestica





## Appendix 2: Measurement of Long Listed Site Options Presented by Metrolinx

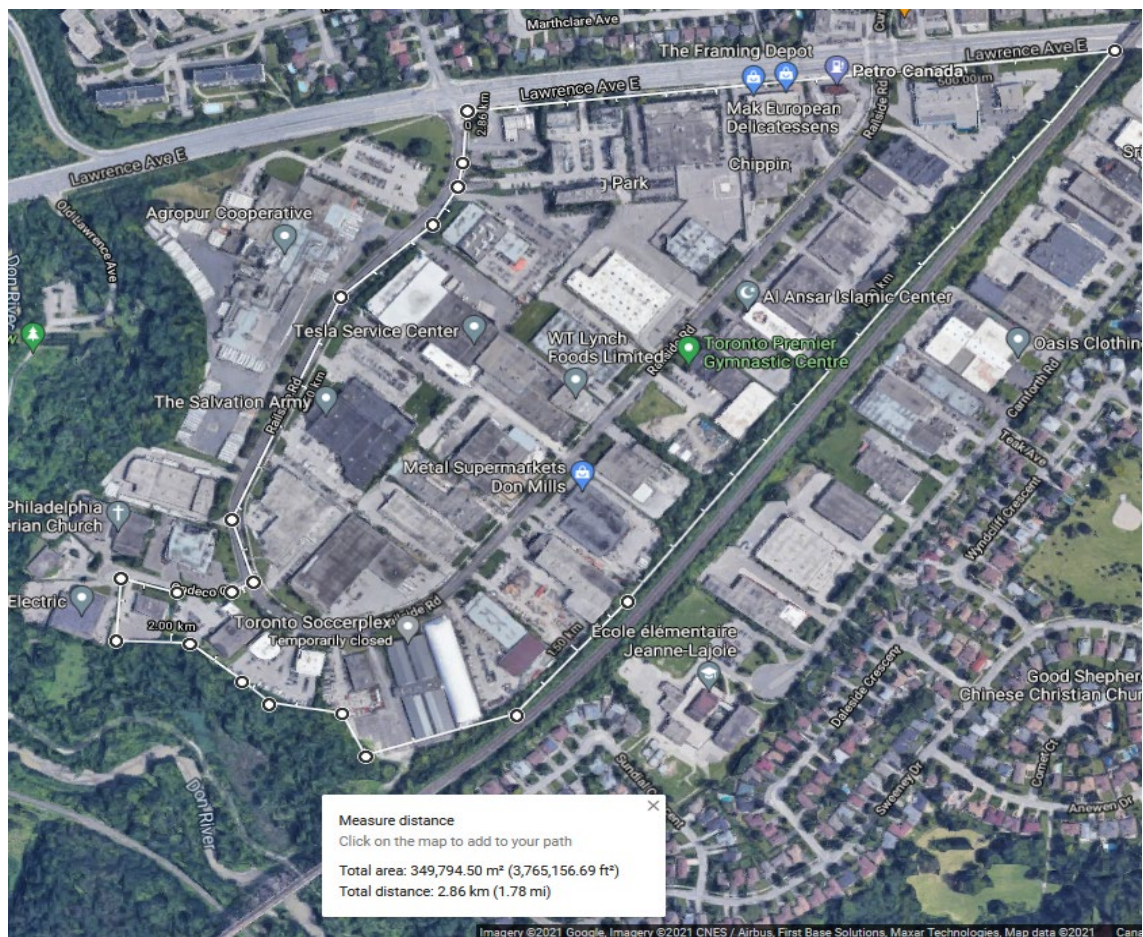
### Option 7 - Wynford





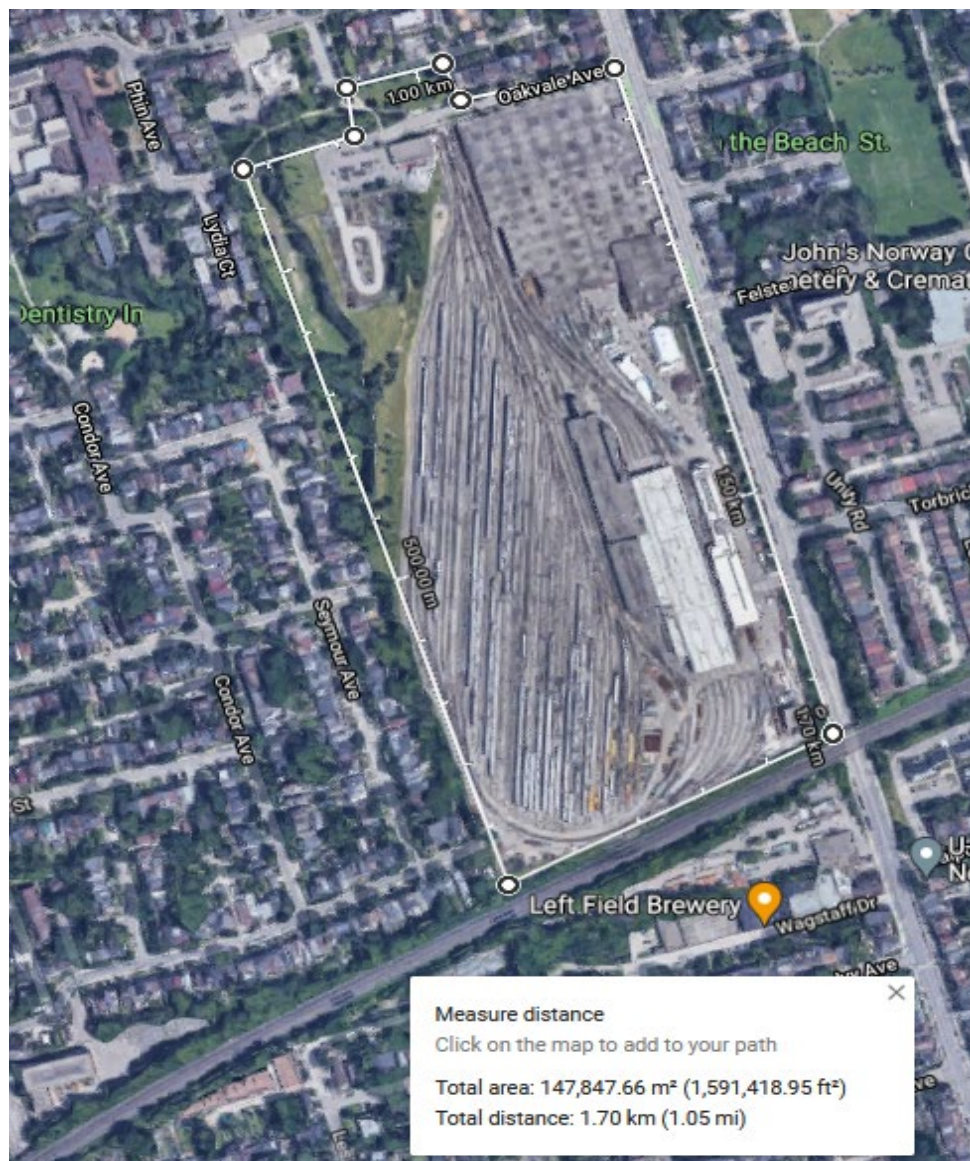
## Appendix 2: Measurement of Long Listed Site Options Presented by Metrolinx

### Option 8 - Railside



## Appendix 2: Measurement of Long Listed Site Options Presented by Metrolinx

### Option 9 - Greenwood Yard



### **Appendix 3:**

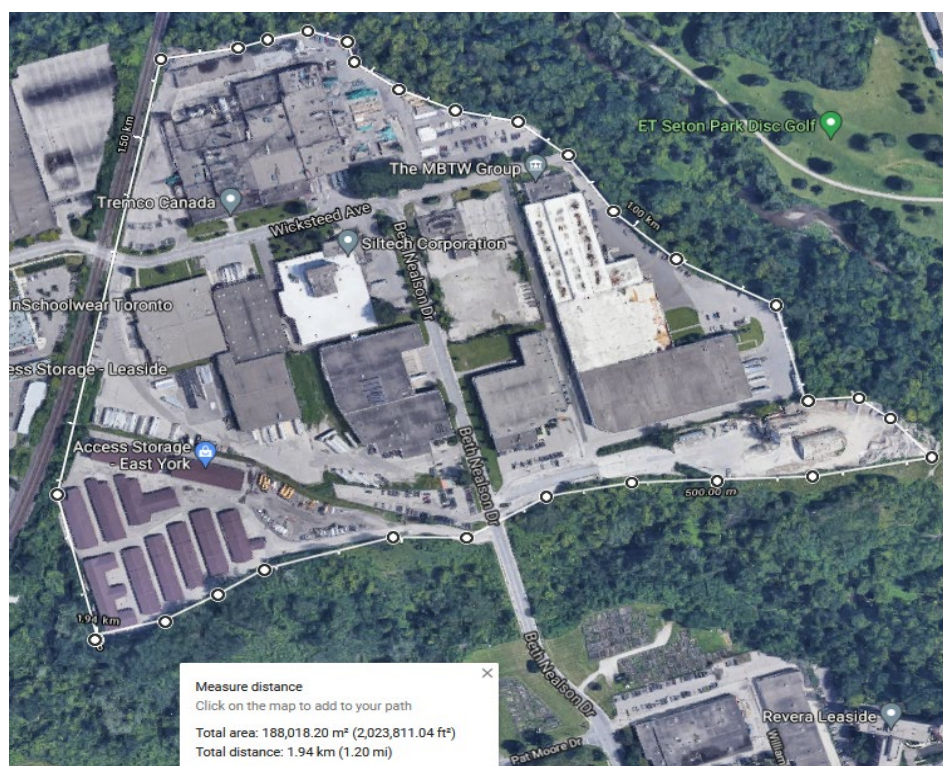
## **Measurement of Revised Site Options Presented by Metrolinx**

Measurement approximated based on Metrolinx's geographical depiction for each Option.  
Site area measured using the Google Maps measuring tool.



### Appendix 3: Measurement of Revised Site Options Presented by Metrolinx

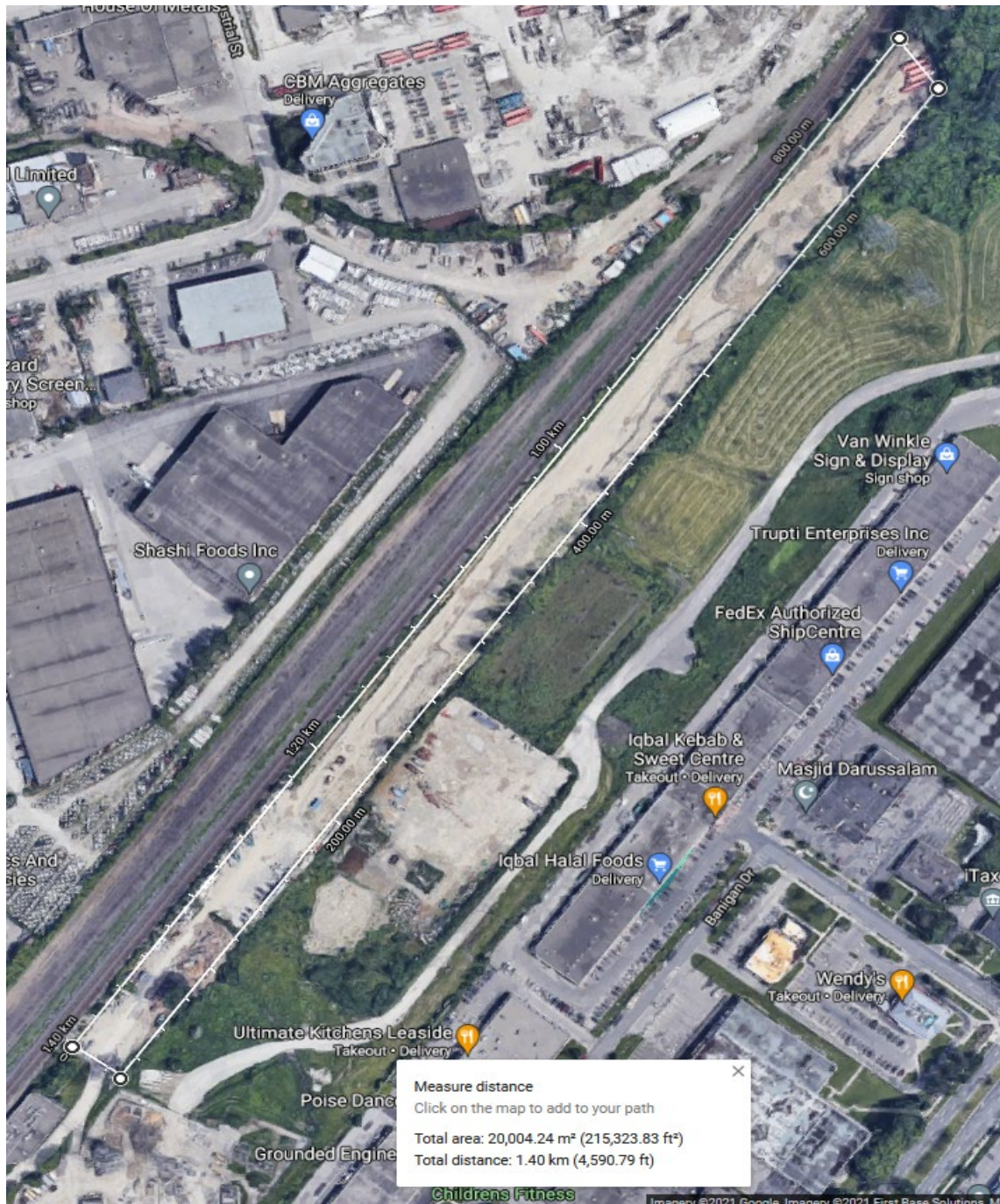
#### Option 10 - Revised Wicksteed Option





### Appendix 3: Measurement of Revised Site Options Presented by Metrolinx

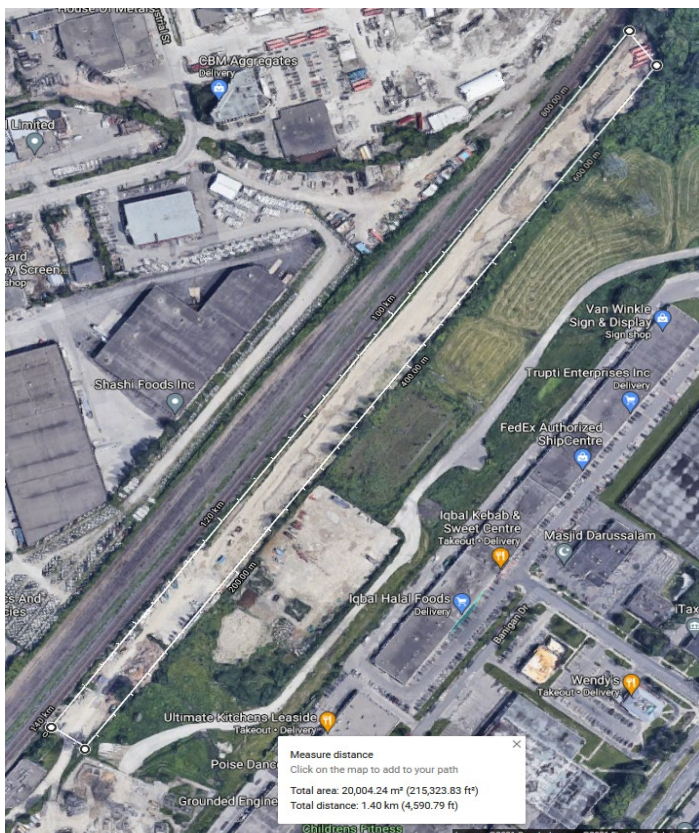
#### Option 10 - Revised Wicksteed Option - Continued



19,875
188,018
20,004
<u>227,897</u>



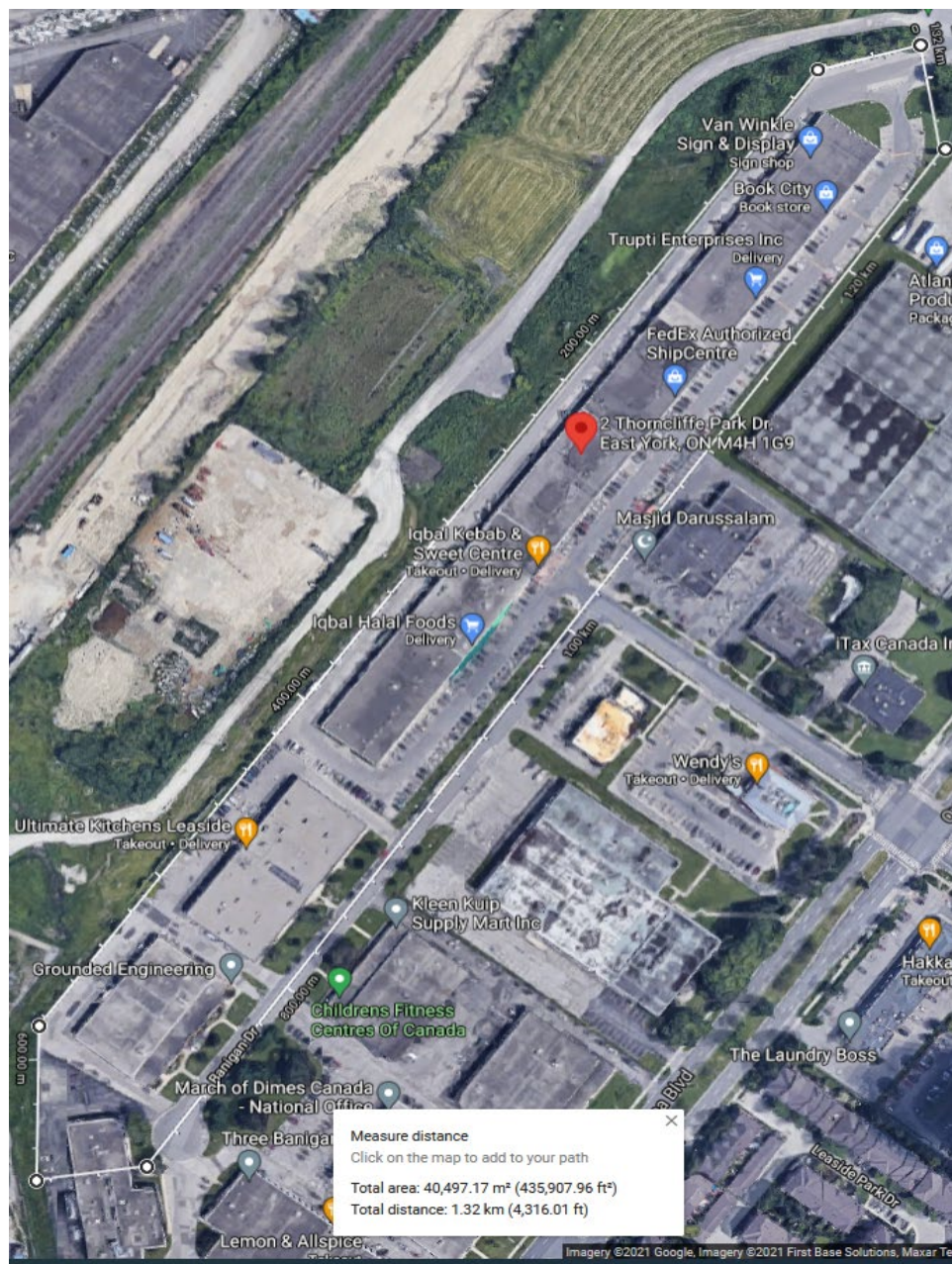
### Option 11 - "Hybrid" Option





### Appendix 3: Measurement of Revised Site Options Presented by Metrolinx

#### Option 11 - "Hybrid" Option - Continued



36,811

20,004

40,497

97,312



## **Appendix 4:**

### **Measurement of Hybrid Option Selected Presented by Metrolinx**

Measurement approximated based on Metrolinx's geographical depiction of Option.  
Site area measured using the Google Maps measuring tool.

## Appendix 4: Measurement of Hybrid Option Selected Presented by Metrolinx

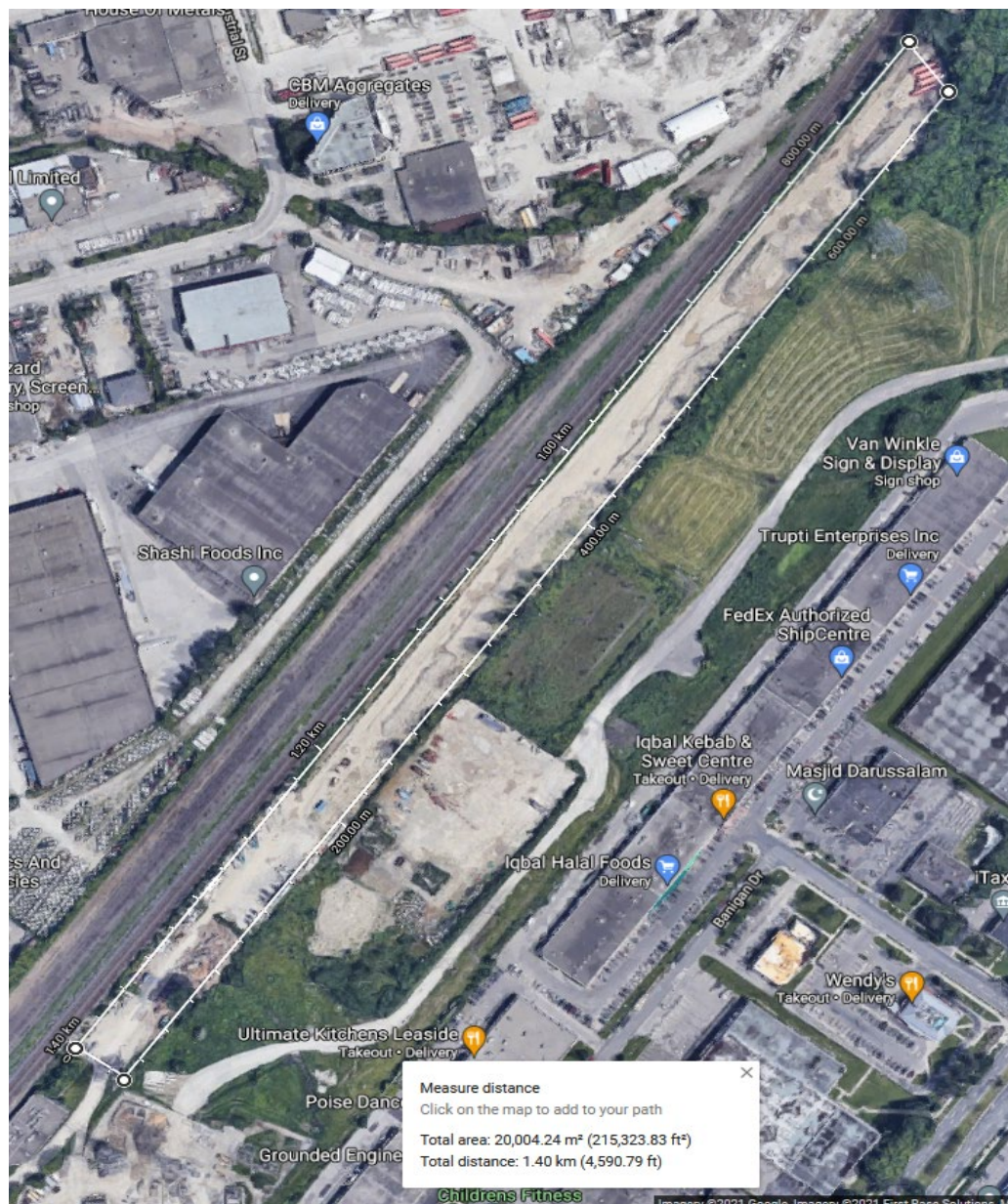
### Option 12 - Hybrid Option Selected





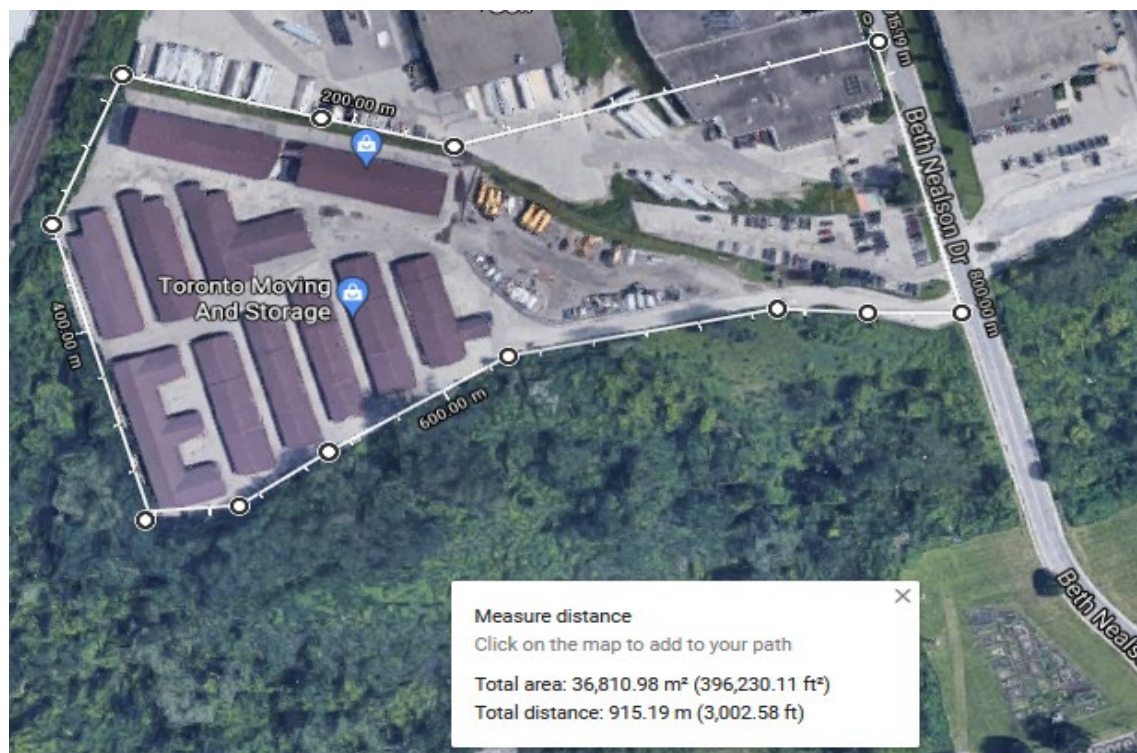
#### Appendix 4: Measurement of Hybrid Option Selected Presented by Metrolinx

##### Option 12 - Hybrid Option Selected - Continued



Appendix 4: Measurement of Hybrid Option Selected Presented by Metrolinx

Option 12 - Hybrid Option Selected - Continued



54547
20004
36810
<hr/>
111361
<hr/>

The lands and bridge used to traverse between 40 Beth Neilson Dr and Thorncliffe Park was not included as these were only necessary because of the layout chosen.

**Appendix 5:**  
**Thornccliffe Park Community Table - MSF Site Selection - Metrolinx**

# MSF Site Selection

## Thorncliffe Park Community Table

May 27, 2021



Infrastructure  
Ontario

# Site Selection

# Decision History | Summary

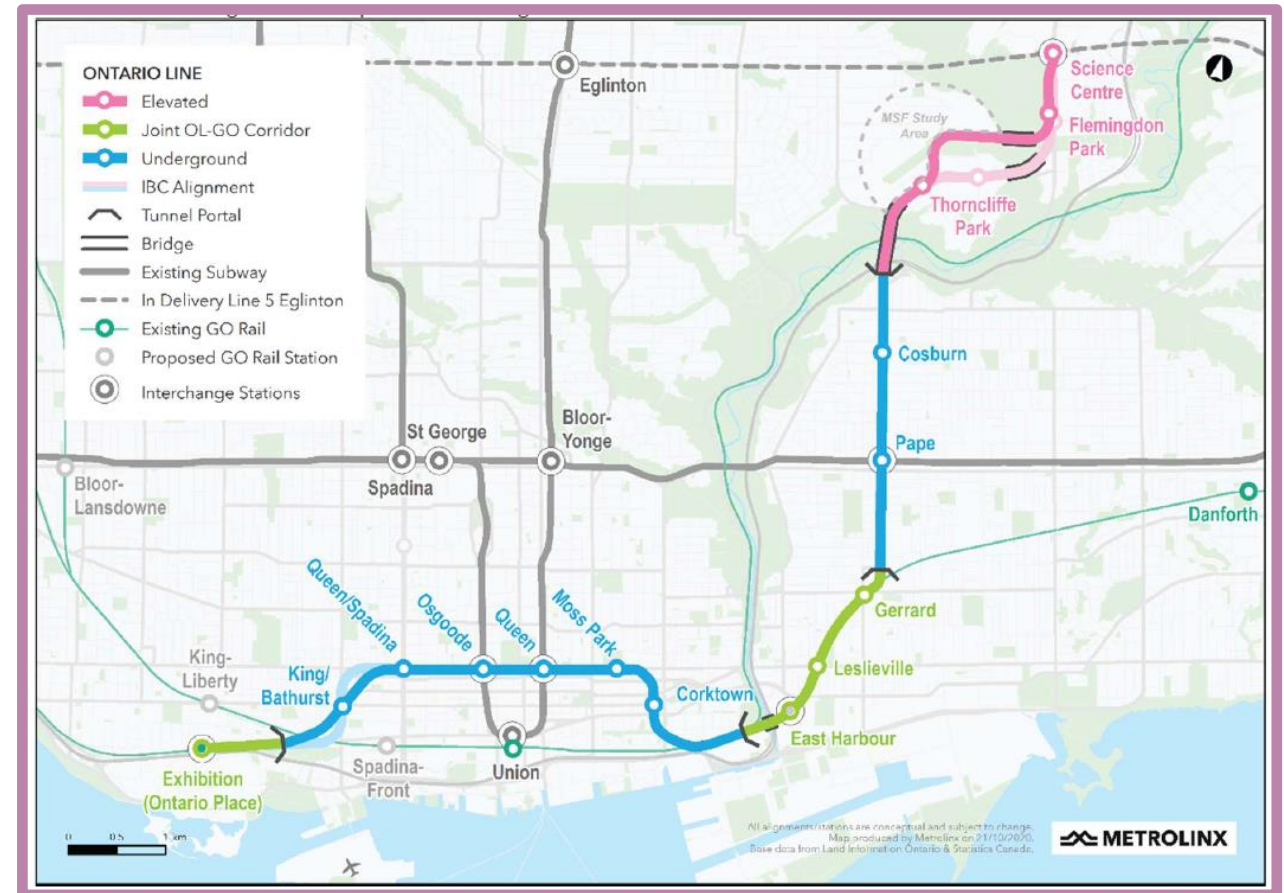
<b>July 2019</b>	<ul style="list-style-type: none"> <li>Identify 'representative MSF site location' to assess potential cost, impacts, deliverability, and operations.*</li> </ul>
<b>August 2019 to February 2020</b>	<ul style="list-style-type: none"> <li>Site selection process: long list of sites (9 sites) ➡ shortlist of sites (2 sites) ➡ preferred site</li> <li>Evaluate alternative Thorncliffe alignments in parallel</li> </ul>
<b>February 2020</b>	<ul style="list-style-type: none"> <li>Evaluation confirms decision to place the MSF at Wicksteed and Beth Nealson (Site 1)</li> <li>Alignment shifted north to follow the hydro corridor; Thorncliffe Station moved to west leg of Thorncliffe Park Drive and Overlea Blvd</li> </ul>
<b>Winter/Spring 2020</b>	<ul style="list-style-type: none"> <li>Advance design for preferred MSF site</li> </ul>
<b>Spring/Summer 2020</b>	<ul style="list-style-type: none"> <li>Following consultation with the City and with large employers in the area, Metrolinx/City/Province agreed that job losses would be too severe if Wicksteed site is used. Reached agreement to re-assess former long list of sites with a greater focus on potential impact on existing/planned employment</li> </ul>
<b>August 2020</b>	<ul style="list-style-type: none"> <li>Review site selection process for sites on long list, developing cost, and selecting a new shortlist of sites</li> </ul>
<b>September 2020</b>	<ul style="list-style-type: none"> <li>Further refine shortlist to options 1 and 2, including hybrids of the two options</li> </ul>
<b>Winter 2020/2021</b>	<ul style="list-style-type: none"> <li>Select a hybrid option consisting of sites 1 and 2</li> </ul>
<b>April 2021</b>	<ul style="list-style-type: none"> <li>Present MSF location to the public</li> </ul>

\*Representative site considers the proposed site boundary, immediate surroundings and orientation, site access, proposed development, use and height of buildings, landscape, and site character.



# Determining the MSF Study Area

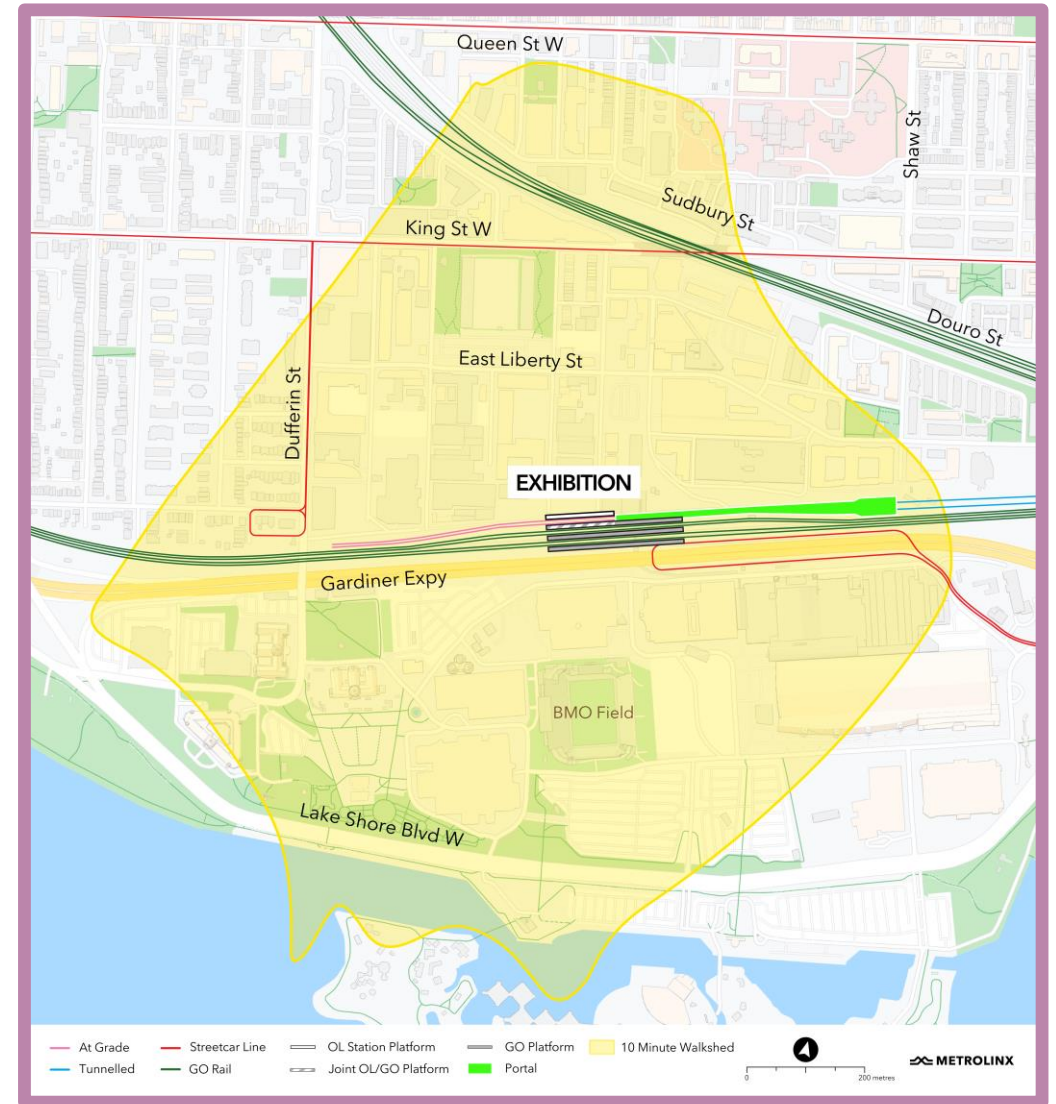
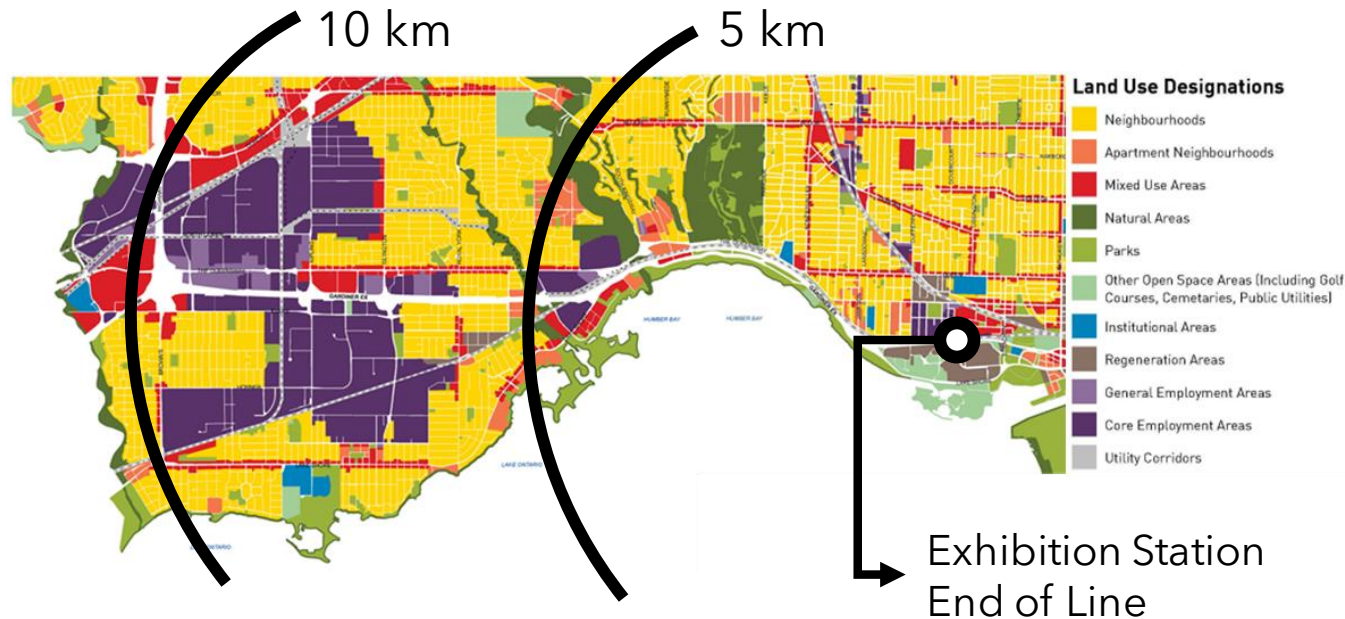
- **Size and shape** – a single site that can accommodate train storage requirements now and into the future
- **Track connection** - constructability, length, and cost of non-revenue access track
- **Land use\*** – compatibility with existing and planned land uses (i.e., avoids impacts to planned residential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



\*The Don Mills Crossing Secondary Plan, adopted by City Council in April 2019 - examine ways to focus and shape anticipated growth around the intersection of Don Mills Road and Eglinton Avenue East ; the Laird in Focus Site and Area Specific Policy.

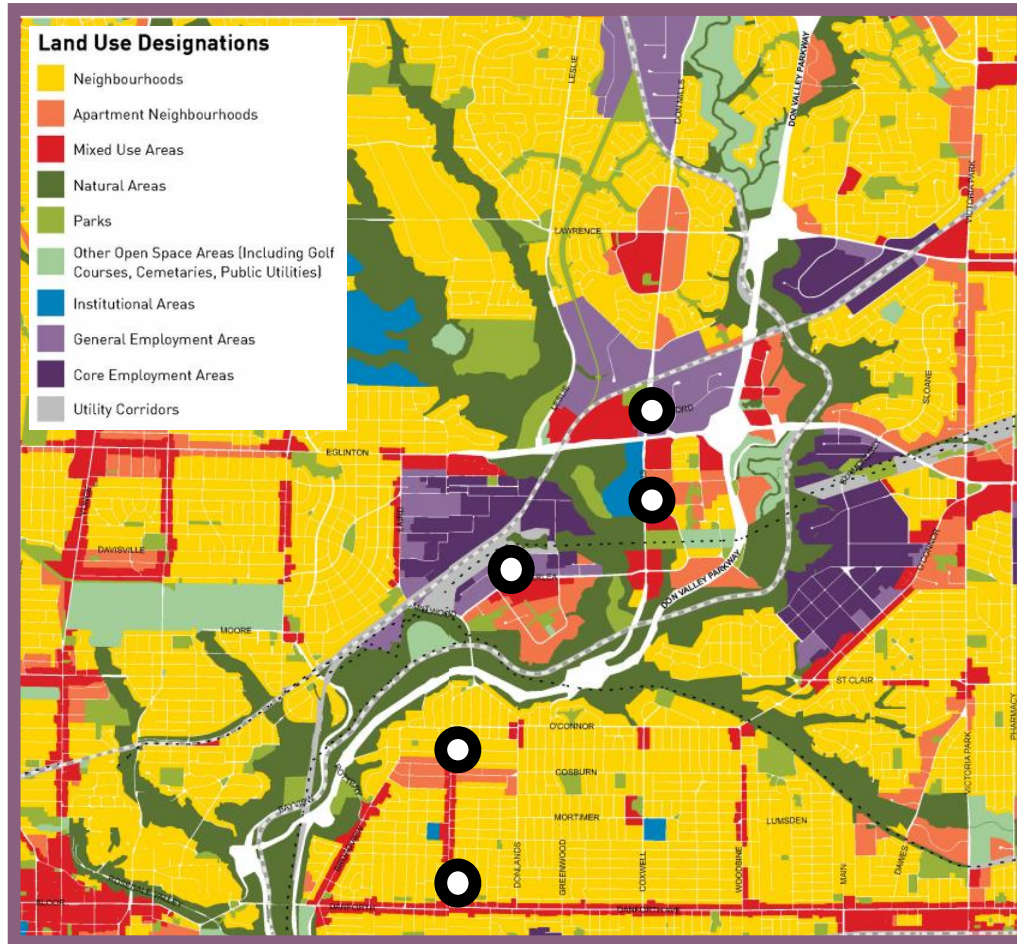
# Why not the West End?

- **Exhibition Grounds was not advanced** – Canada's largest event and business destination
- **Nearest suitable site is 5-10 km away, west of the Humber River** – would require a connection track that is an extra 30% to 60% of mainline length; significant costs and construction challenges
- Already densely developed area



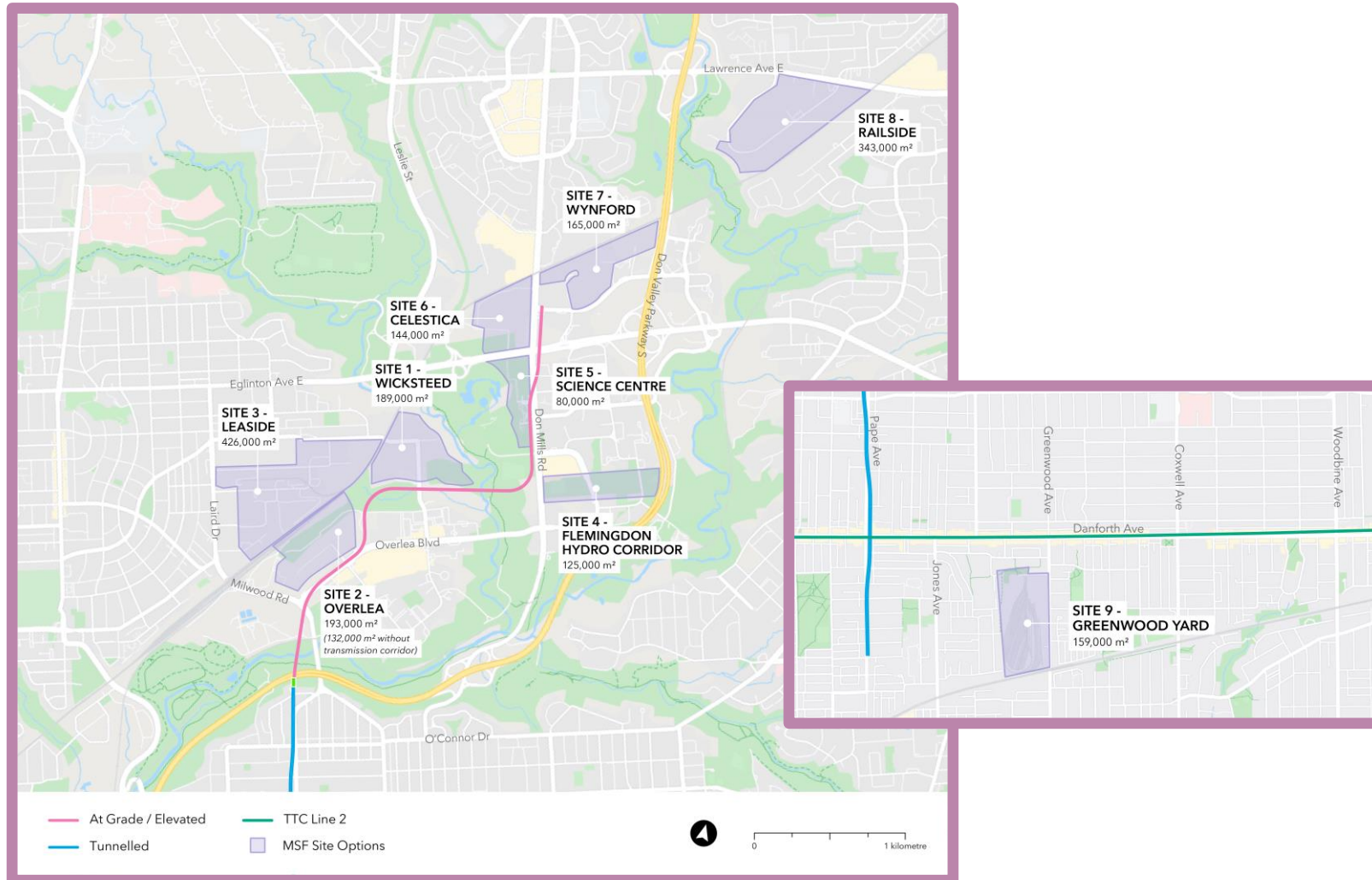


# Why the North End?



- Large tracts of land near the mainline zoned for employment and compatible with MSF
- Existing use is low density
- Adjacent large properties that can be easily assembled
- Opportunity to construct connection track on the surface or elevated, reducing costs

# Sites assessed for size and nearness to new subway line



## Assumptions:

- MSF will require storage capacity for **44 trains** (4 –5 train cars per train) to achieve a 90-second service frequency
- Projection for up to **10 additional trains** for future growth

# Option 1 - Wicksteed



Land Use	<b>Industrial / manufacturing</b>
Employment	<b>800 - 900 *</b>

## Pros

- Near to Ontario Line alignment - reduces construction, operating and maintenance costs
- Large enough for immediate and future train storage needs
- Site isolated and does not directly impact adjacent neighbourhoods, except for removal of road connection between Thorncliffe and Leaside

## Cons

- Impacts several large industrial employers and conflicts with City's goal to establish area as a core employment area as identified in the City's *Official Plan* and *Laird in Focus Site and Area Specific Policy*
- Impact on TRCA environmentally sensitive areas
- Impact to goods movement corridor and rail crossing, as well as active transportation connection, Eglinton traffic

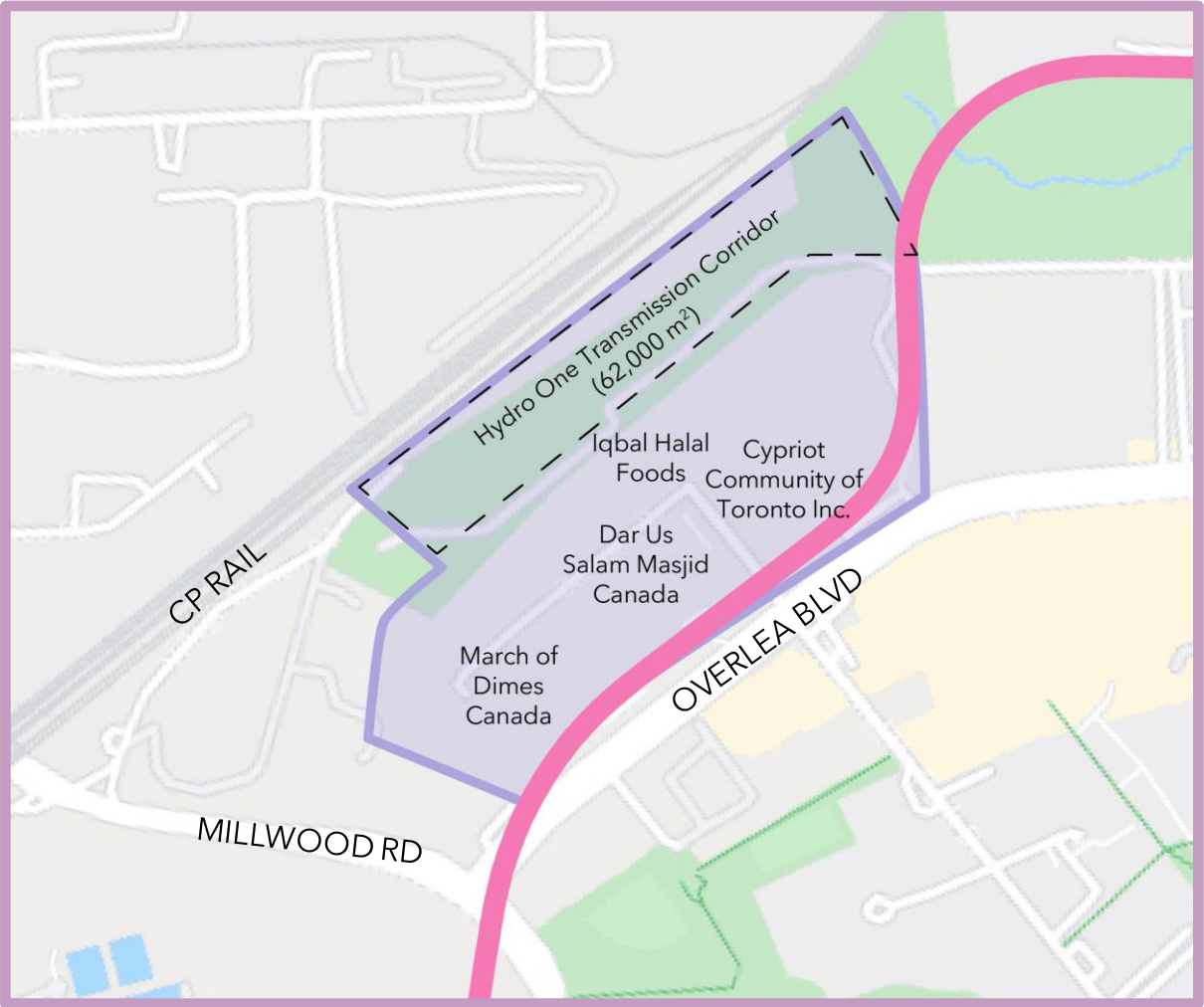
## Result

- **Carried forward**

\* City of Toronto Employment Survey, 2019



# Option 2 - Overlea Blvd.



Land Use	Commercial, light industrial, religious/institutional
Employment	700 - 1100 *

**Pros**

- Large enough for immediate and future train storage needs
- Near to Ontario Line alignment - reduces construction, operating and maintenance costs

**Cons**

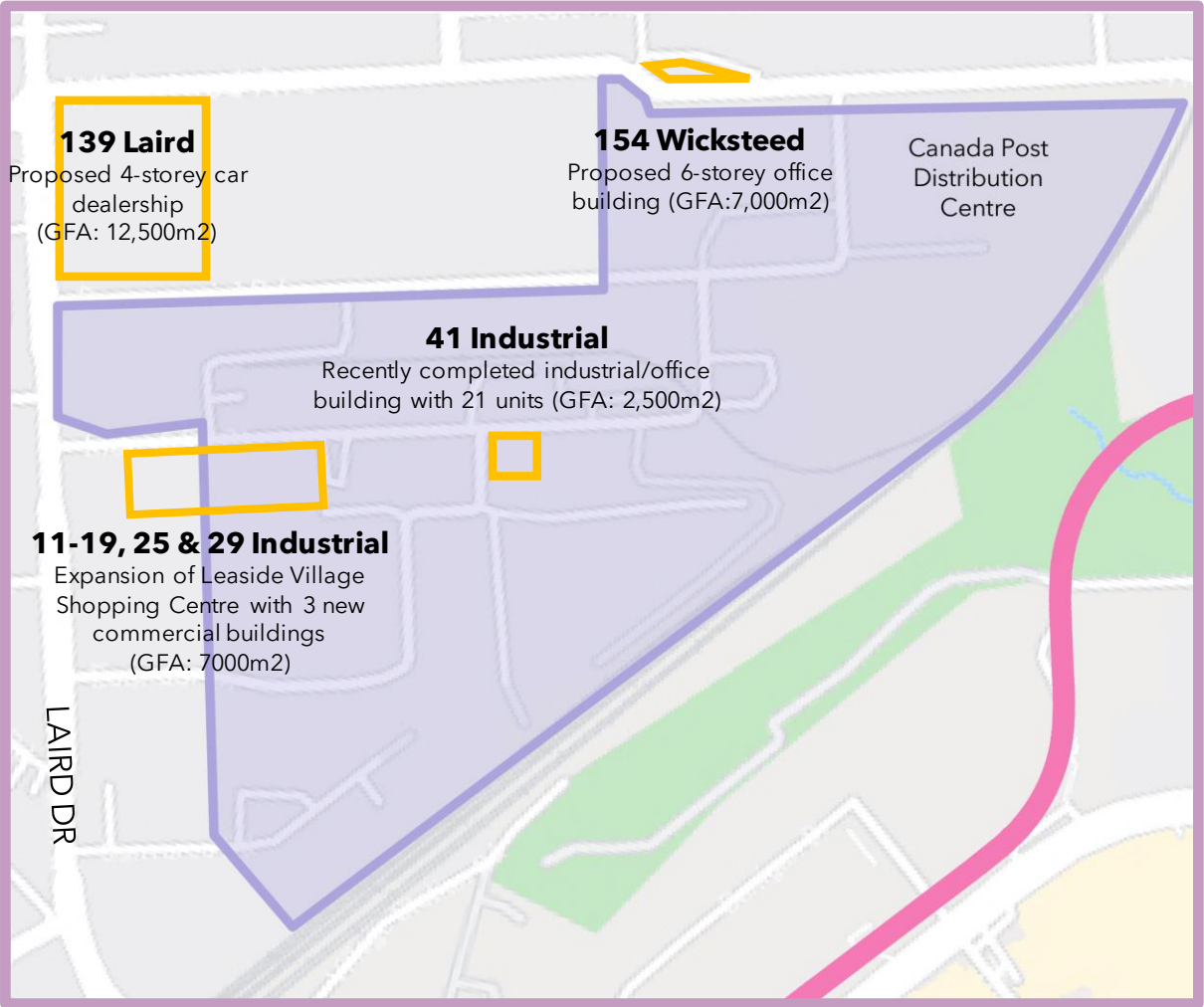
- Neighbourhood, commercial, institutional and industrial impacts
- Expansion opportunities may be limited by restrictions on Hydro Corridor lands
- May neutralize north side of Overlea Blvd for future commercial/residential development

**Result**

- **Carried forward**

\* City of Toronto Employment Survey, 2019

# Option 3 - Leaside



Land Use	Commercial, employment, adjacent to residential
Employment	400 - 1,850 *

Pros

- Large enough for immediate and future train storage needs
- Limited impact to adjacent neighbourhoods

Cons

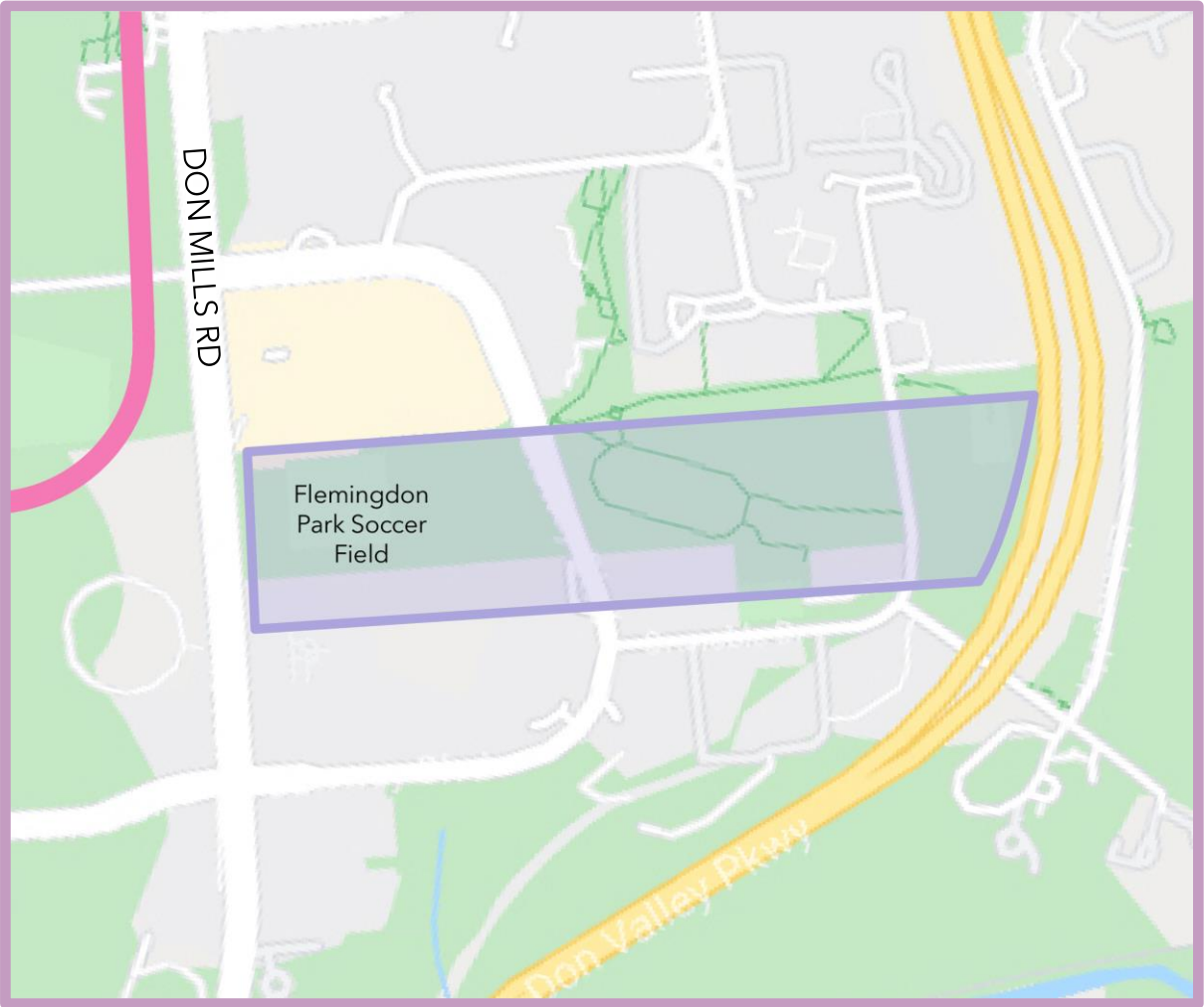
- Displaces existing commercial and employment uses and conflicts with City vision for area (*Laird in Focus*)
- Feasibility challenges crossing the CP rail corridor
- May impact City vision for future multi-use trail crossing
- Irregular shaped parcels may lead to less ideal layout for train operations
- Potential impacts to Canada Post distribution site

Result

- **Carried forward**

\* City of Toronto Employment Survey, 2019

# Option 4 - Flemington Hydro Corridor



Land Use	Parks / Hydro-One corridor
Employment	0

**Pros**

- Near to Ontario Line alignment - reduces construction, operating and maintenance costs
- Publicly owned lands

**Cons**

- Not large enough
- Removal of existing greenspace and parkland
- Significant impacts on Flemington Park community
- Would require extensive negotiation and potential relocation of Hydro One infrastructure

**Result**

- **Screened out**



# Option 5 - Science Centre

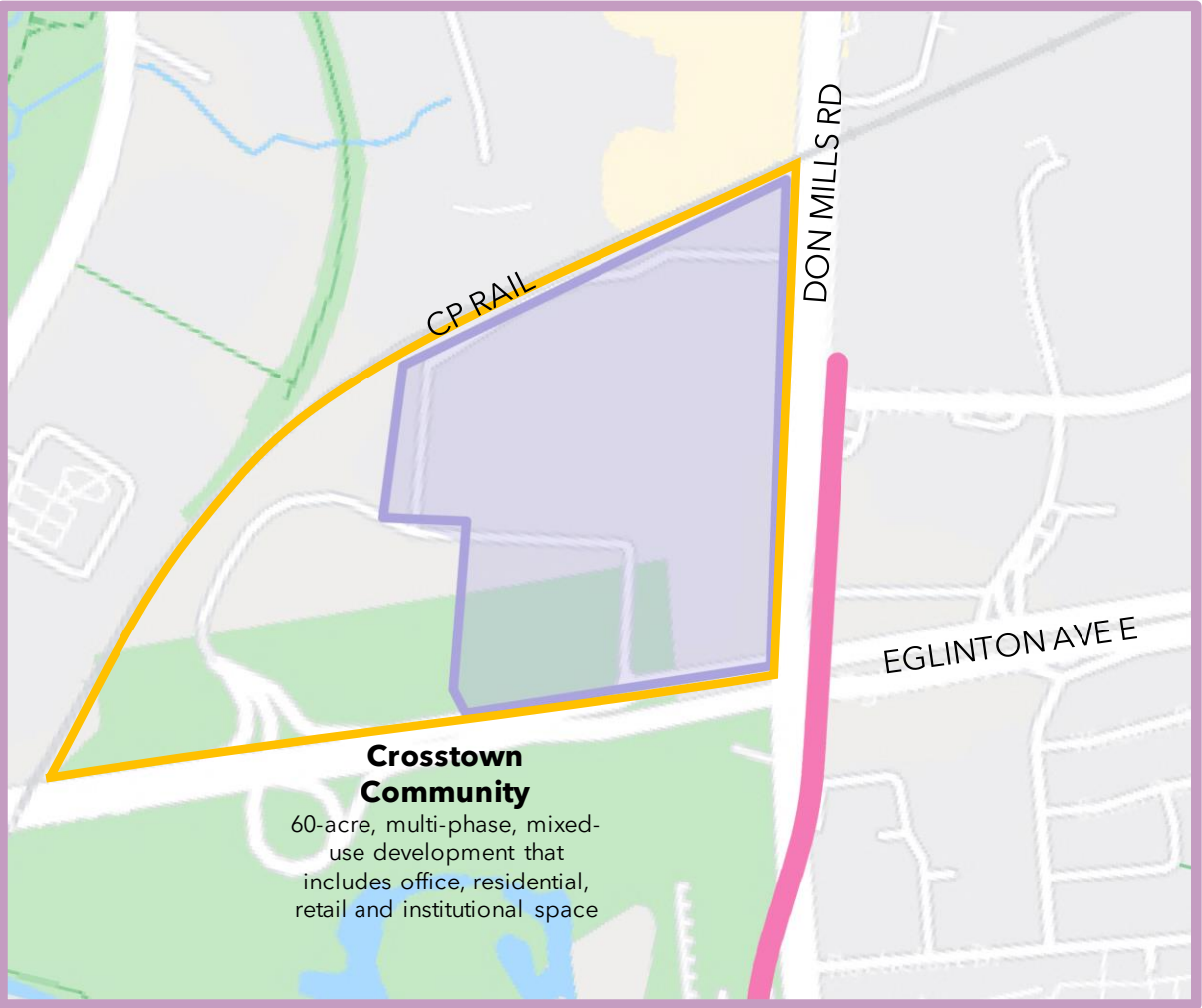


Land Use	Institutional
Employment	350 *
Pros	
<ul style="list-style-type: none"> <li>Near to Ontario Line alignment - reduces construction, operating and maintenance costs</li> <li>Publicly owned lands</li> </ul>	
Cons	
<ul style="list-style-type: none"> <li>Not large enough</li> <li>Impact to Science Centre</li> <li>Impacts to West Don River valley</li> <li>May conflict with plans for affordable housing and school</li> </ul>	
Result	
<ul style="list-style-type: none"> <li><b>Screened out</b></li> </ul>	

\* City of Toronto Employment Survey, 2019

\* Data obtained from City of Toronto Employment Survey, 2019

# Option 6 - Celestica



Land Use	Large scale mixed-use development
Employment	n/a (proposed development)

**Pros**

- Near to Ontario Line alignment - reduces construction, operating and maintenance costs

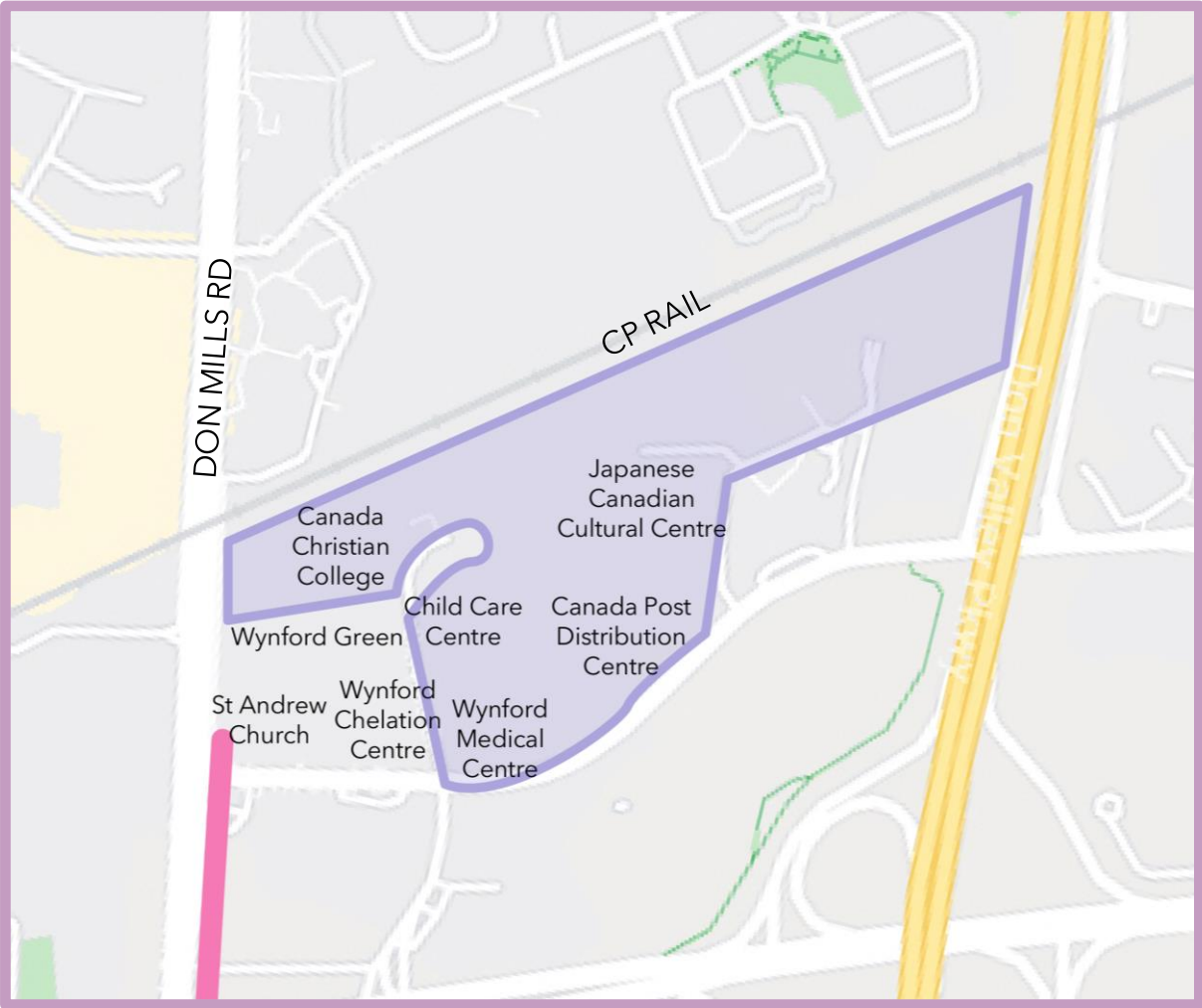
**Cons**

- Not large enough for future train storage needs
- Impact to area already approved for *Celestica/Crosstown Community* residential project (4,982 units, including a seniors facility), municipal community centre, and *Don Mills Crossing Secondary Plan*
- Neutralizes Don Mills-Eglinton development potential

**Result**

- **Screened out**

# Option 7 - Wynford



Land Use	Low-density (under 3 storeys) commercial, institutional, office
Employment	2,100 *

Pros

- Compatible with land use designation (employment)
- Separated from residential uses by CP rail and the DVP
- Near to Ontario Line

Cons

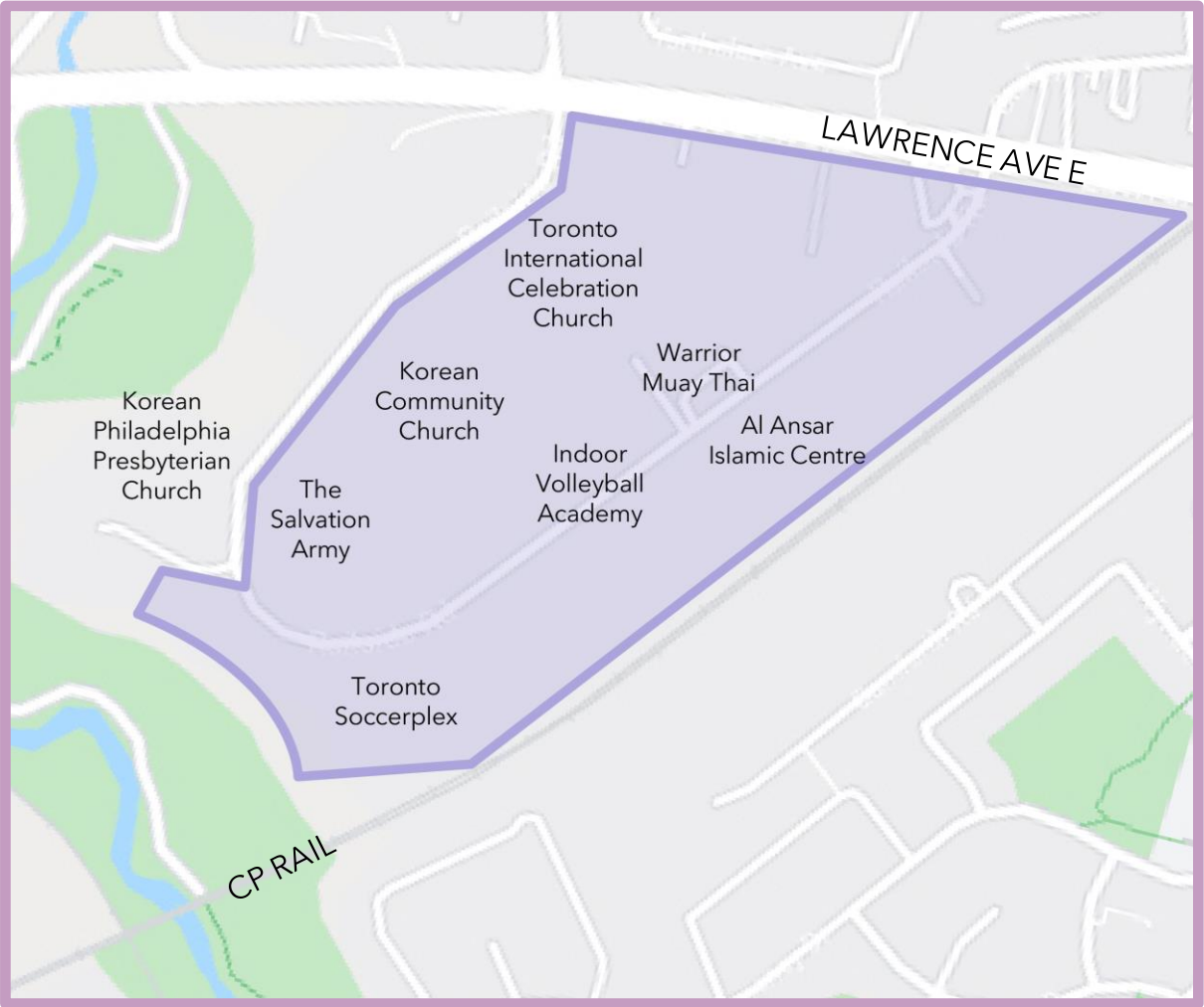
- Not large enough for train storage needs
- Impacts to cultural, educational, and health care destinations
- Impacts to Canada Post distribution site requiring negotiation with Federal Government

Result

- **Screened out**

\* City of Toronto Employment Survey, 2019

# Option 8 - Railside



Land Use	Low-density manufacturing / industrial (distribution centres), institutional, recreational
Employment	1,600 *

**Pros**

- Large enough for immediate and future train storage needs

**Cons**

- Far from mainline (approx. 2 km) resulting in higher construction and operating costs
- Additional river crossing and impact to valleys
- Impact to commercial, industrial, institutional, and recreational uses, including non-profit and religious uses
- Neutralizes development potential along Lawrence Avenue and “core employment” area

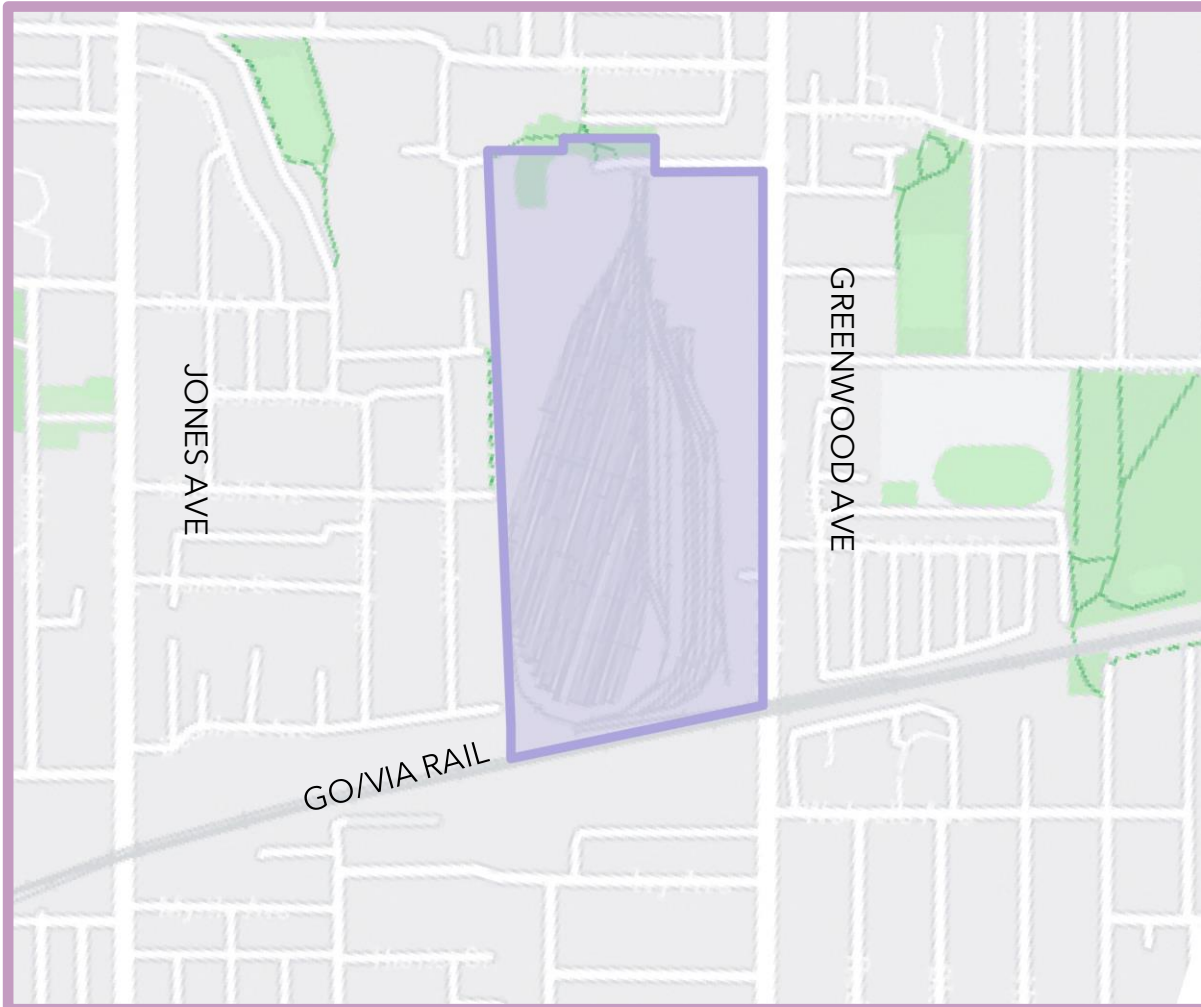
**Result**

- **Carried forward**

\* City of Toronto Employment Survey, 2019

\* Data obtained from City of Toronto Employment Survey, 2019

## Option 9 - Greenwood Yard



Land Use	Existing TTC yard
Employment	Estimated 300-400 TTC employees

### Pros

- Existing TTC yard, no change in land use
- Adjacent community adapted to living beside a rail yard

### Cons

- High cost and schedule uncertainty/risk moving TTC subway yard
- Challenging and costly track connection - underground or via GO corridor
- Constrained for future expansion

### Result

- **Carried forward**

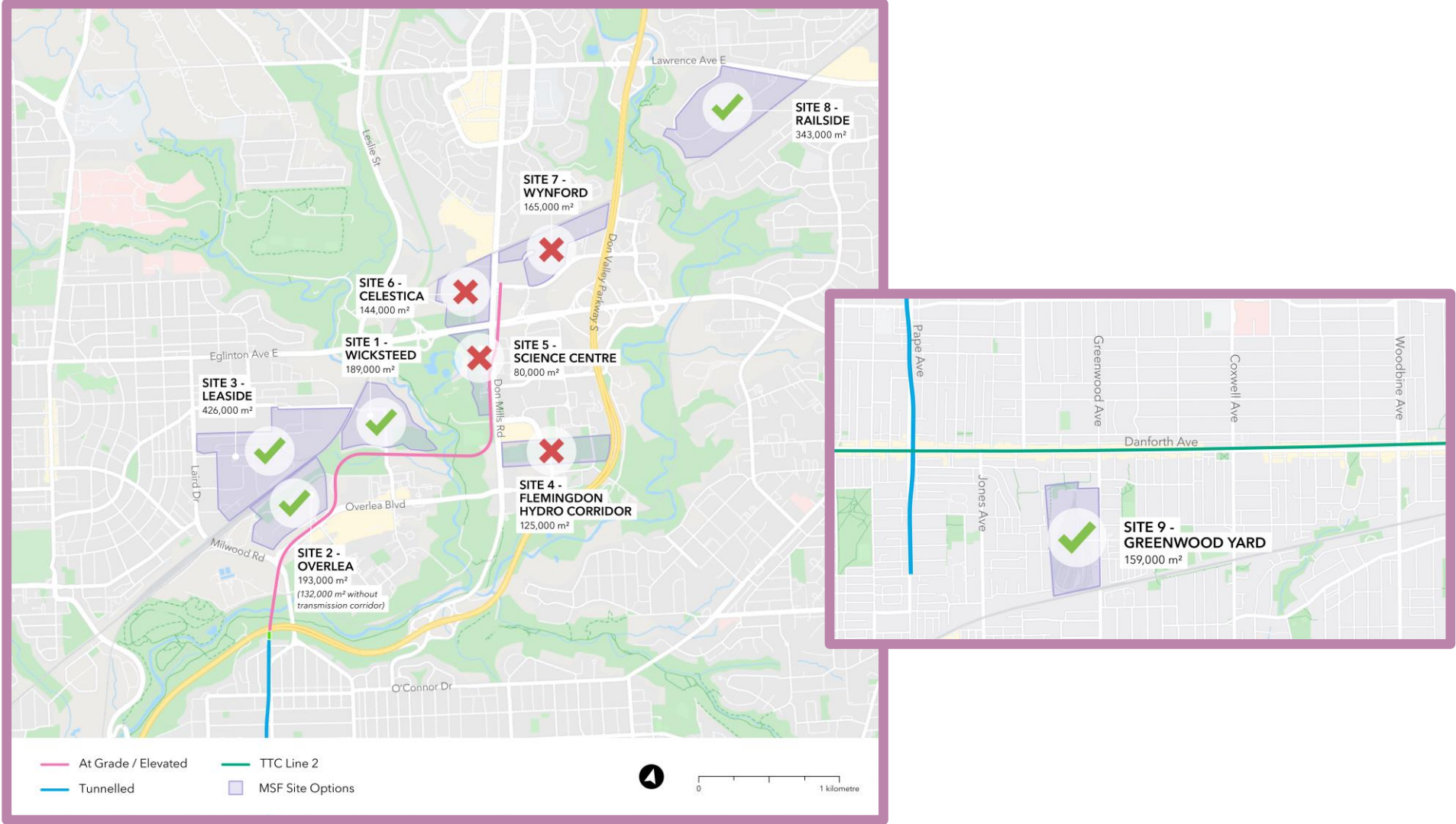


## Long-list Screening | Summary

Site	Name	Distance from Mainline <i>m</i>	Space for 44 trains	Space for 10 trains	<b>SHORT LIST</b>
1	Wicksteed	190	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
2	Overlea	Adjacent	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
3	Leaside	410	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
4	Flemingdon Hydro Corridor	Adjacent	No	No	No
5	Science Centre	Adjacent	No	No	No
6	Celestica	Adjacent	<b>Yes</b>	No	No
7	Wynford	290	<b>Yes</b>	No	No
8	Railside	1,900	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
9	Greenwood Yard	830	<b>Yes</b>	No	<b>Yes</b>

# Shortlist

# MSF Sites Shortlist



# Shortlist Evaluation | Summary

Case	Measure	Site 1 - Wicksteed	Site 2 - Overlea	Site 3 - Leaside	Site 8 - Railside	Site 9 - Greenwood
<b>Strategic</b>	Surface Transportation Impacts	Closure of Wicksteed and Beth Nealson				
	Business Impacts <sup>1</sup>	up to 900 direct jobs impacted plus up to 8 fold indirect jobs	up to 1100 direct jobs impacted	up to 1900 direct jobs impacted plus up to 8 fold indirect jobs	1600 direct jobs	-
	Community Impacts		Major impacts		Major impacts to community services	Connection track impacts
	Environmental Impacts				300 m Don Valley crossing	Former landfill site, extensive remediation
<b>Economic</b>	Passenger Benefits	Comparable				
<b>Financial</b>	Cost <sup>2</sup>			▲	▲	▲▲▲ <sup>3</sup>
<b>Deliverability &amp; Operations</b>	Constructability		Additional hydro corridor crossings	Risks crossing under CP and hydro corridor	Don Valley, DVP and CP crossings	Risk with connection tunnel and yard retrofit
	Schedule	Comparable				TTC relocation and connection track
		<b>Preferred</b>				

<sup>1</sup> Toronto Employment Survey (2019); Transportation Tomorrow Survey (2016); assumed TTC employment based on yard capacity and use

<sup>2</sup> Relative capital costs include construction, property and O&M costs based on 0-2% design - for high level comparison only

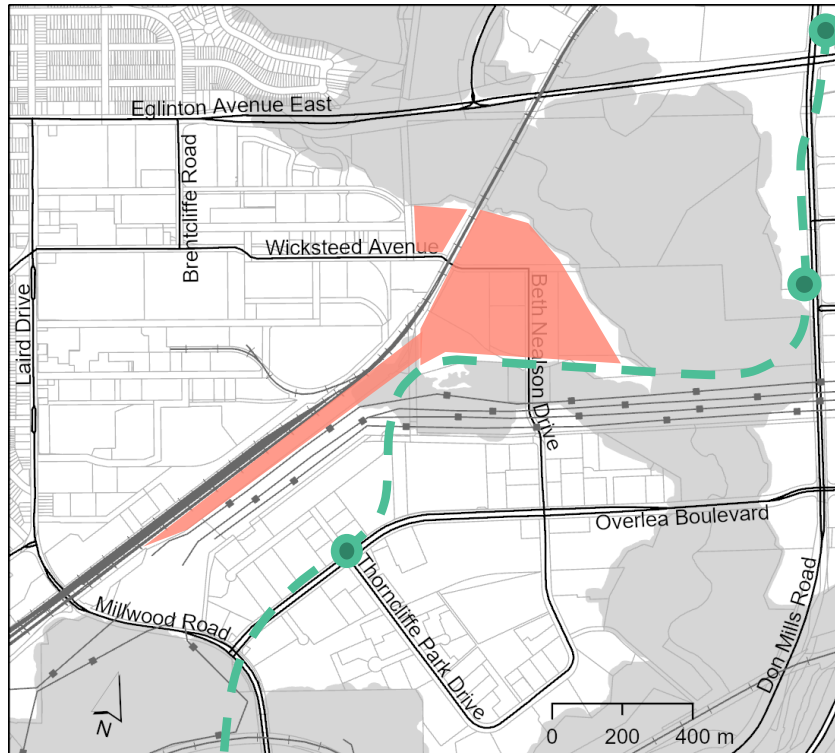
<sup>3</sup> Accounts for cost new TTC yard, per TTC 15-year Capital Investment Plan & 2020 - 2029 Capital Budget & Plan - unfunded

**NB: Evaluation based on preliminary desktop analysis of alternatives. Further design and site investigations required to confirm impacts, mitigation, cost and schedule risk.**

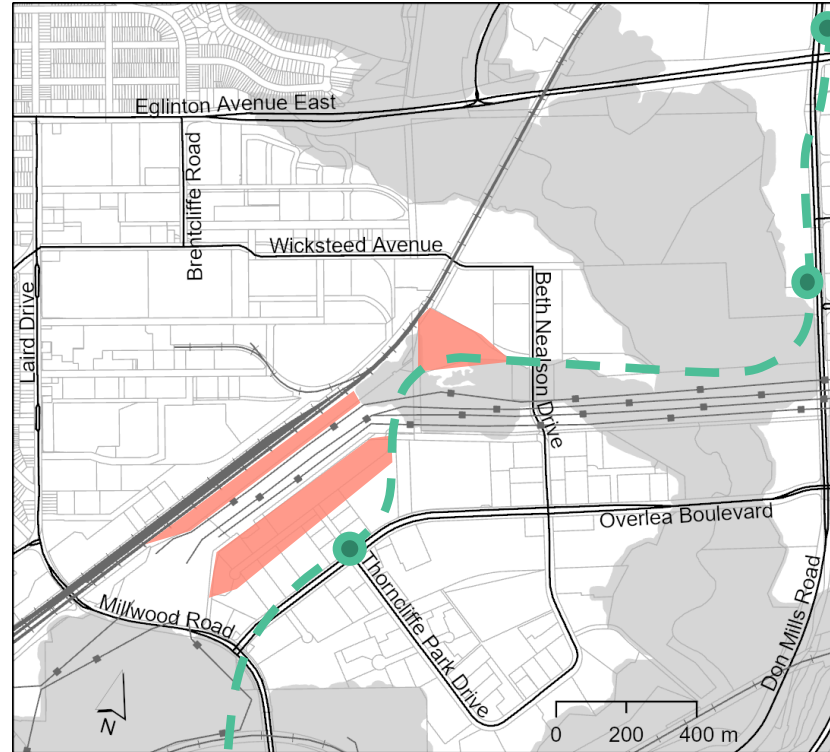


# Refined Shortlist Options

Revised Wicksteed Option



"Hybrid" Option

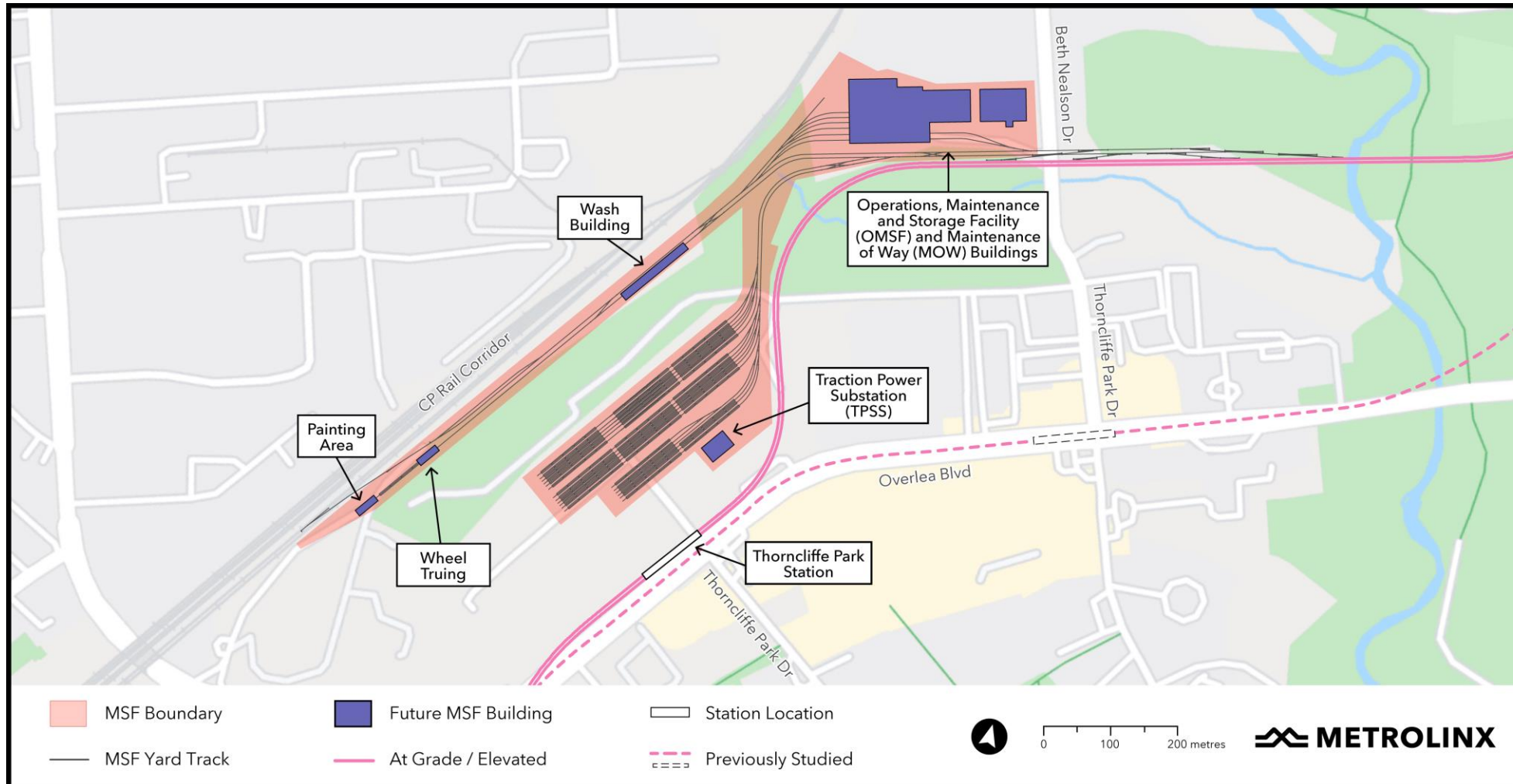


Additional design work was undertaken on the two preferred areas to minimize community and environmental impacts and confirm feasibility of layout

# Options Evaluation | Summary

	Revised Wicksteed Option	Hybrid Option
<b>Transportation Impacts</b>	Permanent closure of Beth Neilson and Wicksteed	No major road closures; Beth Neilson underpass required
<b>Business Impacts</b>	More jobs impacted (1050 jobs & 16 businesses)	Fewer jobs impacted (700 jobs & 57 businesses)
<b>Business Relocation Risks</b>	Risk of permanent job losses during relocation of primarily manufacturing uses: Tremco, Siltech, Innocon, Lincoln Electric, & Parkhurst	Majority of Wicksteed manufacturing remains; smaller Thorncliffe businesses can be relocated to avoid job losses
<b>Community Impacts</b>	Isolated site with limited impacts	Manageable disruption to local business/employment/community support as they can be relocated within Thorncliffe
<b>Noise &amp; Vibration</b>	Separated from residential	Closer to residential, additional mitigations required
<b>Natural Environment</b>	Direct loss to natural areas within the Don Valley West Branch and Walmsley riparian area	Additional crossings of natural area and valley slope
<b>Cost</b>	Comparable	
<b>Constructability</b>	Comparable	
<b>Schedule Risks</b>	Agreement on acceptable solutions to Beth Neilson and Wicksteed road closures	Complex property acquisition given number of property owners and tenants
<b>Operational Efficiency</b>	Combined site, most efficient	Split site, less efficient
		<b>Preferred</b>

# Current MSF Design



◀ Following the selection of the preferred hybrid layout, further design work was undertaken to optimize the area to limit impact to commercial area



**Infrastructure  
Ontario**