Ontario Line LIVE - March 3, 2022



When will property interest acquisitions begin?

Feb 22, 2022 - 17:47







Mar 20, 2022 - 14:41

We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case.

After that, Metrolinx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owners have the information and support they need.







Anonymous Feb 28, 2022 - 21:29

This tunnel will run south from Corktown Station, through Parliament Square park up to an existing apartment building, then cross Parliament St.

Will tunnel boring machines be used? How long will that stretch of tunnel take to dig? Will there be permanent vibration and noise once the tunnel finished and the subway runs?

Noise and Vibration Public Consultation







Mar 20, 2022 - 14:39

The tunnel will travel south towards the rail corridor and then turns east to reach the surface. The exact means of accomplishing this are up to the contractors, which is currently still in the bidding process. The entire process will be through rock until the Don Yard, where a portal will be built. The tunnel will not be close to the surface until it reached the existing GO tracks, where it will still be 10-12 metres below ground.

As noted in the draft Environmental Impact Assessment Report (EIAR), the noise levels generated during operation will be below perceptible level. A variety of mitigation methods are being put in place to assist reaching the target of imperceptible sound and vibration during Ontario Line normal operation







Anonymous Mar 3, 2022 - 17:53

I would like clarification about the noise level of the trains on the joint corridor in the East. If I understood correctly, the electrified trains will be 10 decibels quieter than the current diesel GO trains, which sounds good.

But currently, with 150 trains per day, there is considerable time where there are zero decibels of sound. If we go up to 1500 trains per day, even if they are softer, won't there be a net increase in the overall sound for residents who live and work close by? So maybe not a loud train here and there but a more constant hum?

For overall quality of life, this is very concerning to me.







When studying noise levels, we looked at maximum planned daily GO and Ontario Line service levels, and this was all modeled as part of the Joint Corridor Early Works Report

It is important to note that Ontario Line trains will be significantly quieter than vehicles using the corridor today.

There are a few additional factors to keep in mind, such as future GO electrification and the fact that we are installing noise walls at a minimum of 5 metres tall along the joint rail corridor. All of these factors will help mitigate potential increased noise levels in the joint corridor, compared to the levels we hear today.

You can hear the expected difference in noise levels in our immersive sound demonstration for the joint corridor here on our website.







Feb 24, 2022 - 19:10

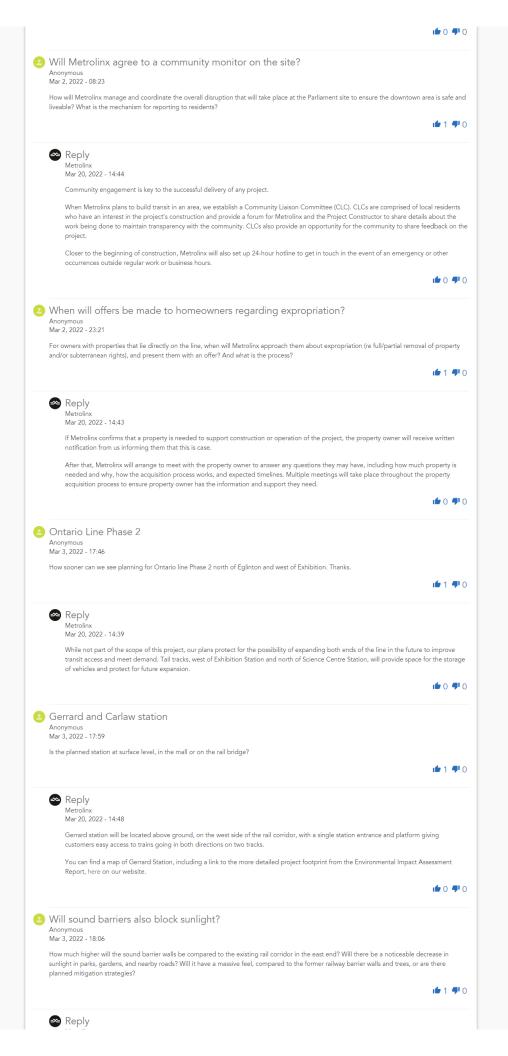
In today's heated housing market, fair market value based on historical sales is not reflective of current pricing. How will Metrolinx account for that in its offer on acquired properties?







Fair market value is determined by all available factors at the time of the sale. Metrolinx is using accredited independent appraisers to assist in determining the fair market value for any one property and is happy to discuss this matter further with any homeowners



Apr 11, 2022 - 19:27

Sound barriers and retaining walls are a topic of continued discussion with the respective communities to develop principles for design. Options include transparent noise barrier panels, translucent, or opaque panels. The objective is to specify panels that will allow light to pass through and reduce the visual impact of the noise barriers, amount of light through. The consultation with the community will continue over the next few months to noise barrier specifications

Presentations on the retaining wall systems and noise barrier panel specifications have been shared with members of the community. You can find these presentations and learn more under the Joint Corridor Design Excellence Working Group page on our website.





Mar 3, 2022 - 18:23

Will there be future provisions/planning for a station at Cherry street on the Ontario line?





Mar 20, 2022 - 14:38

When looking at the possibility of a station on Cherry Street, one of the important factors we considered was the distance between stations. If we located a station in this area, it would be very close to both Corktown and East Harbour Stations. As a result, the trains may not have enough time or distance to fully accelerate, impacting the overall time savings for travellers.

To provide some more details on the planning process, we studied station locations with a focus on increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. If you want to learn more, you can read the Preliminary Design Business Case (pages 40-42 provide the overview and rationale for west stations and pages 43-45 provide an overview and rationale for downtown stations)



Puture Western Extension

Mar 3, 2022 - 18:50

How is the western segment of the line being planned for a future extension possibly up Dufferin street or along the rail corridor to Roncesvalles





Mar 20, 2022 - 14:38

While not part of the scope of the project, our plans protect for the possibility of expanding both ends of the line in the future to improve transit access and meet demand.

Tail tracks, west of Exhibition Station and north of Science Centre Station, will provide space for the storage of vehicles and protect for future





Expropriation

Feb 24, 2022 - 19:07

If I want to retain my own appraiser, what is a "reasonable" cost for which Metrolinx will reimburse payment?





Mar 21, 2022 - 15:50

We encourage property owners to contact us directly to discuss obtaining an appraisal. You can reach us directly at 416-202-5100 or OntarioLine@metrolinx.com, and we are happy to investigate further. Please note the cost per appraisal can vary based on multiple factors.



Expropriation

Feb 24, 2022 - 19:08

What is the timing that expropriated houses must be vacant by? What if I cannot find alternative housing?





Mar 20, 2022 - 14:42

Metrolinx will reach out to affected homeowners as soon as possible with as much information as possible. Some conversations with homeowners are currently ongoing, and these discussions are expected to continue into 2024.

Each conversation is handled on a per-case basis, specific to the property in question. Depending on the property (residential, commercial, etc.), Metrolinx will provide specialized support to assist in that transition process.



Where do we find info about subway air vent locations?

Mar 2, 2022 - 23:33

What are the locations/addresses of the subway air vents between the stops of King/Bathurst & Queen/Spadina? Or, where can we find this information?





Mar 20, 2022 - 14:41

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option for the entrance building location. However, the University Park proposal is still in the conceptual phase, and the timeline for delivering the project is unknown at this time.

We also looked at various other location options for the Ontario Line Osgoode Station entrance buildings in this area, including 250 University Avenue. Please note that the existing foundation at 250 University does not allow for the station entrance structure to be constructed at this site. The proposed locations are the only ones where we can construct the station entrances and meet the necessary safety requirements

We understand the Osgoode Hall location has local, provincial and national heritage significance. We are working closely with the City of Toronto, Osgoode Hall tenants, and other key stakeholders to reduce impacts and mitigate those that are unavoidable through sensitive design and minimization of the staging area and construction footprint.



bridge over Don River by East Harbour

Is there a pedestrian/ bike bridge planned here too? How is the bridge going to impact the Don River eco system?





Apr 11, 2022 - 19:28

This is a signature bridge for this project. It will be a tied-arch bridge, similar to a bridge going over the Humber River at the west end of the city, creating a bookend. The bridge spans the entire river, meaning minimal impact to the Don River. The abutments will be on land. There is a desire to create a multi-use bridge in this area which will be part of the overall project to be delivered by the developer and the East Harbour development team.





Anonymous Mar 3, 2022 - 19:03

You mentioned that the "vast majority of GO trips will be electric" on the Joint Corridor. When will this happen? What minister is committing to this electrification and what happens if these plans change? According to what I've read, the GO traffic will mostly be diesel for at least another 15 years. How are residents supposed to cope with the sound of the increased number of loud trains until this electrification happens?









Apr 11, 2022 - 19:28

Electrification is required to reach the planned level of service for the GO Expansion program. The Ontario Line will be electrified on opening day. The plans for a mixed vehicle fleet were proposed from the outset of the project until the Electrification process is completed, this means both electric and diesel trains initially.



How will the function of noise barriers be modelled?

Mar 3, 2022 - 19:16

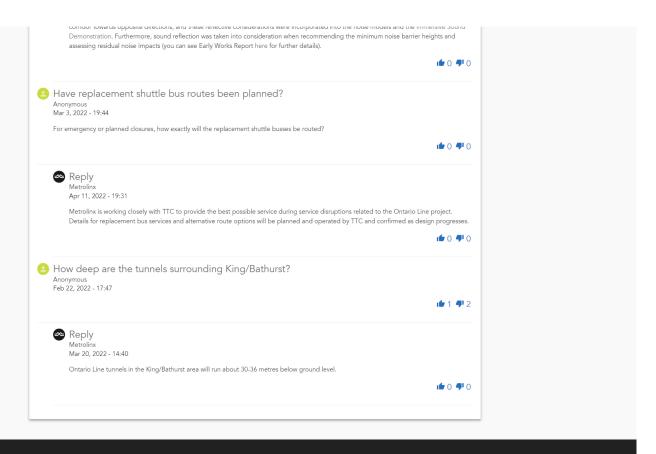
You have provided the immersive sound demonstration of noise levels adjacent to the joint corridor. Will you be able to model the effect and predict possible impacts where the barriers reflect sound and converge on areas that may be some distance away from the corridor? example, a curved noise barrier could concentrate noise at a focal point some distance away?

Noise and Vibration





The Noise and Vibration Assessment from the Early Works Report takes into account sound reflected from barriers on both sides of the



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