

## Ontario Line Open House - November 25, 2021

### What real concessions are you giving THORNCLIFFE PK?

Anonymous  
Nov 23, 2021 - 20:22

Given that you are imposing the maintenance yard AND refusing to put the alignment either on Banigan or underground to completely avoid residential homes on Overlea Blvd. (despite alternate community suggestions)...what real concessions are you giving the Thorncliffe Community given that it is bearing the worst consequences of this Ontario Line?!

 31  8

### Reply

Metrolinx  
Dec 9, 2021 - 14:57

We have thoroughly looked at all the impacts associated with locating the MSF in numerous locations across the city and in Thorncliffe Park, with the aim of minimizing impacts to jobs, local businesses and organizations. The site we chose met all the technical requirements while having the fewest such impacts and, better still, we were confident that we would be able to work closely with impacted businesses and organizations in the area to relocate them within the community and protect jobs. We are fully engaged in that work now and we remain committed to ensuring the businesses and services people rely on remain as staples in the community.

We also moved the alignment from the centre of Overlea Blvd to the north side because of residents' feedback. We're working with community members to understand their needs and how this new transit in the community can support those goals.

We recently engaged the community on design options for design options for the public-facing perimeter walls, fences and landscaping around the Ontario Line maintenance and storage facility site, as well as the public spaces below the elevated guideways where the trains will run. This survey was one step in a longer design and engagement process, during which the community will have more opportunities to provide input and guidance as plans come together. Discussions will continue well into the future as the project moves forward.

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### How will you prevent environmental damage to the Don River area?

Anonymous  
Nov 15, 2021 - 08:51

A major staging, storage and repair facility is planned for the southwest corner of Don Mills and Eglinton, ostensibly in the Don River Valley parkland (adjacent northwest of Ontario Science Centre). Can this facility be moved? If not, what is planned to protect this sensitive area?

 29  7

### Reply

Metrolinx  
Dec 9, 2021 - 16:05

Please note that no such facility planned for the southwest corner of Don Mills and Eglinton. The maintenance and storage facility (MSF) will not be built on parkland and is located further away in the Leaside Business Park. You can learn more about the MSF, the site selection process, and the chosen location here on our website.

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### What other options are available other than noise barrier walls?

Tyler  
Nov 25, 2021 - 06:54

The Joint Corridor between Don Valley and Gerrard will have more traffic than anywhere else on the line 150 trains - 1500 trains. The community does not support this uptake in traffic above ground. The noise barrier walls protect up to 6 stories, any new development is over 8, East Harbour 50. Why not encase the line above ground? Park above track.

 26  4

### Reply

Metrolinx  
Dec 9, 2021 - 16:09

The noise solutions we'll be putting in place will result in noise levels that are lower than they are today in most locations along the rail corridor. That said, we will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

Rubber bases below the rail tracks, which will be continuously welded with no joints, will also significantly reduce noise and vibrations during operations.

The Lakeshore East Joint Corridor Early Works Report has also comprehensively assessed the potential impacts during construction and once the Ontario Line opens.

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### When will tunneling begin on Pape

Anonymous  
Nov 24, 2021 - 11:04

When will the construction and tunneling begin on Pape (specifically I am inquiring about the area north of Danforth, south of O'Connor). My house is on Pape and I am wondering what the issues will be for tunneling under my house.

Also, where (exactly) will Cosburn station be located?

 23  4

### Reply

Metrolinx  
Dec 9, 2021 - 16:10

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Pape and Cosburn station areas are still in the design phases, and plans have not been finalized. As soon

as we know more about the location of the station building, we will share that information on our website, through public events, and in our e-newsletter.

The tunnel will be about 30-metres deep underneath Pape Avenue and will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes.

We expect to release our Environmental Impact Assessment for the project in January 2022, and this will include a thorough analysis of environmental impacts anticipated from the project, such as noise and vibration. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

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### 👤 Can you enclose the line above ground in the Joint Corridor?

Tj  
Nov 25, 2021 - 07:14

Metrolinx is saving a lot of money by going above ground despite the overwhelming opposition from the community. The transparent walls have not been well received. Light from the trains will be seen passing by early in the morning until 2 am. Please propose an option to enclose the line above ground, with proper ventilation and adding to our parks.

👍 21 🗨️ 3

### 🚇 Reply

Metrolinx  
Dec 14, 2021 - 15:59

The Lakeshore East Joint Corridor Early Works Report comprehensively assesses the noise and vibration impacts and determined a noise barrier with a minimum height of 5 metres will maintain and reduce noise in many areas of Riverside and Leslieville.

Exploring this proposal would take significant resources to understand the technical and cost implications. In addition, building any roof over the corridor would create a significant visual impact and shadow effect in the beloved neighbourhood parks such as Jimmie Simpson, Bruce Mackey, McClearly Playground, Tiverton Parkette and Gerrard Carlaw Parkette.

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### 👤 Height Difference

Anonymous  
Nov 25, 2021 - 07:34

Subway tunnels diameter are 6.5 meters, the sound barrier wall is 5 M. If adding 1.5 M to build a roof over the track in the Joint Corridor why aren't we exploring this option for sound, visual and park space. Above the Go it would be at most 10 M, an extra 5 M. In parks we could embank it, connect to other roof tops, have hanging foliage. why not?

👍 19 🗨️ 3

### 🚇 Reply

Metrolinx  
Dec 14, 2021 - 15:58

The Lakeshore East Joint Corridor Early Works Report comprehensively assesses the noise and vibration impacts and determined a noise barrier with a minimum height of 5 metres will maintain and reduce noise in many areas of Riverside and Leslieville.

Exploring this proposal would take significant resources to understand the technical and cost implications. In addition, building any roof over the corridor would create a significant visual impact and shadow effect in the beloved neighbourhood parks such as Jimmie Simpson, Bruce Mackey, McClearly Playground, Tiverton Parkette and Gerrard Carlaw Parkette.

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### 👤 Staging Storing & Repair Facility @ DM & EG

Anonymous  
Nov 17, 2021 - 13:23

A staging, storage & repair facility is planned for SW corner of DM & EG (adjacent NW of OSC). Can u provide info? an exact location & perhaps a map of where this will be? From when till when this site will be used & what will happen on this site once its done being used. Will you be using the housing now property? or more west on the greenland?

👍 18 🗨️ 4

### 🚇 Reply

Metrolinx  
Dec 9, 2021 - 16:14

Please note that no such facility planned for the southwest corner of Don Mills and Eglinton. The maintenance and storage facility (MSF) is located further away in the Leaside Business Park. You can learn more about the MSF, the site selection process, and the chosen location here on our website.

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### 👤 Why is this line not underground?

Anonymous  
Nov 25, 2021 - 08:40

There has been an overwhelming community response to place this line underground, why has this not had a real effect on planning? What's the point of community consultations then. The likely result is further delays to this whole project after next June's provincial election.

👍 23 🗨️ 9

### 🚇 Reply

Metrolinx  
Dec 9, 2021 - 15:00

A result of community feedback, plans have been adjusted so that the line runs on less of Overlea Boulevard, avoiding potential impacts to community spaces like the Valley park Middle School and its neighbouring cricket pitch, along with several houses of worship.

In Thorncliffe Park, plans were updated to move much of the line off Overlea Boulevard. Instead of the original plan to proceed along Overlea after reaching Thorncliffe Park Station, the alignment will instead curve to the north to run next to the nearby hydro corridor, reducing community impacts and creating a better fit for the neighbourhood. Metrolinx will continue to work with communities to ensure designs are sensitive and respectful of the neighbourhoods the Ontario Line runs through and that measures are in place to address noise or vibration impacts, where necessary.

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## Your Timeline is missing North Construction Begins

Anonymous  
Nov 17, 2021 - 13:48

Metrolinx, your timeline (see link below) has the South & RSSOM construction begins in 2023 however the North construction circle is missing in your timeline. Can u update ur timeline & tell us when that will be? Would it be in 24 or 25?

<https://www.metrolinx.com/images/greaterregion/projects/ontario-line/ont...>

18 5

## Reply

Metrolinx  
Dec 9, 2021 - 16:15

The North section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. The delivery timeline for both the South and the North will be confirmed through their respective procurements.

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## How will you support & encourage safe CYCLING to/from stations?

Anonymous  
Nov 23, 2021 - 20:54

What specific measures are planned to support and encourage safe CYCLING to/from the 15 Ontario Line stations? How much and what types of bike parking will you provide? What proportion of your ridership are expected to be cyclists? Active transportation users? Multi-modal users? How will your planned infrastructure support all of these users?

Decision-Making Public Consultation Stations

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## Reply

Metrolinx  
Dec 14, 2021 - 15:59

Active transportation yields economic, social and environmental benefits, such as increasing the amount of physical activity a person undertakes, reducing the number of road traffic accidents and improving air quality. The introduction of the Ontario Line will support active transportation, improve local air quality and reduce the number of fatalities as a result of car accidents by encouraging mode shift to sustainable transit options.

We are pleased to share that all Ontario Line stations will include bicycle parking. Detailed designs for stations are still underway, and we look forward to sharing more specifics about the location of bicycle parking and other amenities in the future as plans progress.

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## Ontario Line - start date of shoveling

Anonymous  
Nov 25, 2021 - 11:07

Is it possible the Ontario Line construction project will be delayed indefinitely or cancelled

13 2

## Reply

Metrolinx  
Dec 9, 2021 - 17:41

Construction will begin shortly and will include rail corridor expansion and other modifications at Exhibition Station.

The overall schedule and completion dates will be determined through the procurement process for the project. We expect to reach financial close with a preferred project company by fall 2022.

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## Don Mills & Eglinton Intersection - Provide more info & details

Anonymous  
Nov 17, 2021 - 14:19

Can u provide more information & timeline of what construction will look like on & around DM&EG? When will b the earliest/latest construction here?

There will also be a staging, storage & repair facility?

As you know the SW&SE comers will have the Housing Now and NW will have the Celestica Construction. How will you all work together?

13 3

## Reply

Metrolinx  
Dec 9, 2021 - 16:04

We have hosted virtual open houses for the Ontario Line's North segment previously, which includes the future Science Centre Station in the Don Mills and Eglinton area, and we look forward to hosting more area-specific sessions in the future.

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Science Centre Station is still in the design phases, and plans have not been finalized. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

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## Will the OL connect to Pape station at Pape or Muriel?

Anonymous  
Nov 25, 2021 - 10:01

Metrolinx quietly updated the map showing the OL running south into Pape station veering east and it now appears to run under (residential) Muriel Ave instead of Pape Ave. Please confirm the plans for how the OL will connect with Pape station, and whether the line will run under the east or west side of Muriel.



Reply

Metrolinx

Dec 9, 2021 - 16:28

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Pape Station is still in the design phases, and plans have not been finalized. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

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### What impact will construction/operation have on older homes?

Anonymous

Nov 22, 2021 - 17:58

Many of the homes along Pape Avenue are over 100 years old and built very close to the road, and I am concerned about the impact large boring machines, construction vibrations, and operational vibrations will have on the structural integrity of these homes. What are your plans to guarantee this will not negatively impact the buildings in the area?

14 5



Reply

Metrolinx

Jan 24, 2022 - 19:10

Thank you for your question, and please accept our apology for the delay in responding.

The tunnel will be about 20-30 metres deep underneath Pape Avenue (for context, most home basements and foundations are about 3 metres deep), and it will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes.

During operation, our aim is to make sure there will be no significant difference in noise and vibration levels compared to what people are experiencing today. The whole line will feature continuously welded rail with no joints, resulting in a smoother, quieter ride as trains pass over the tracks. We'll also be using modern, electric, automated trains.

A more detailed understanding of impacts and proposed solutions will be part of the Environmental Impact Assessment Report, which we anticipate releasing for review and comment in February 2022. This builds off the findings of the Environmental Conditions Report, which we consulted on and finalized in November 2020.

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### Meaningful Community Engagement?

Anonymous

Nov 24, 2021 - 15:56

Why would I receive a flyer November 24th advising of meetings scheduled for November 23rd and 25th?

The last session I attended, despite its description, punted any discussion on the plans for the new Pape station. What strategy is now in place and when will the holds Metrolinx has on neighbouring properties be lifted?

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Reply

Metrolinx

Dec 9, 2021 - 16:42

You can find more information about Pape Station and a map of the station area here on our website.

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Pape Station is still in the design phases, and plans have not been finalized. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

Regarding the transit corridor lands, these represent the areas where we may need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. The notice on title for properties within the transit corridor lands will be removed once construction is complete. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

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### Is the Corktown station necessary when King station is so close?

Anonymous

Nov 25, 2021 - 17:51

Corktown station will be at Front & Berkley. Yet King station is a 20-minute walk or a short ride away via 24-hour King streetcars. Wouldn't a better location be by the Go tracks to serve nearby Corus Quay/George Brown campus & all the new condos that are built/being built in the area all along Queen Quay?

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Reply

Metrolinx

Dec 9, 2021 - 16:10

During the planning process, we studied station locations with a focus on bringing several benefits to our customers, including 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 43-45 provide an overview and rationale for stations in this area).

The Corktown Station is intended to serve the Corktown, St. Lawrence Market and the West Don Lands neighbourhoods, as well as provide relief to the busy 504 King streetcar. If you ride the busy Line 1 subway, which includes the King Station, crowding will go down by 14 per cent overall with the introduction of the Ontario Line.

By 2041, we project that 26,400 people will be within a comfortable 10-minute walk from Corktown Station, and about 4,100 people will use the station during the peak morning hour.

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### Meaningful community consultation?

Anonymous

Nov 19, 2021 - 19:30



Our community has presented an (HIA) Health Impact Assessment examining the environmental and health impact associated with the above ground Ontario Line in the Riverside / Leslieville and comparing it to an alternative underground option. Will Metrolinx consider these findings in the preparation of the OL final design and HOW?

Environmental Reports

18 10



### Reply

Metrolinx  
Dec 9, 2021 - 16:17

Our environmental team has reviewed the Save Jimmie Simpson commissioned Health Impact Assessment and responded the community group directly. If there are any further questions, we are happy to continue the conversation with them.

The Lakeshore East Joint Corridor Early Works Report addresses the concerns raised in the commissioned report and identifies proven solutions. Metrolinx is advancing the current plan which runs the Ontario Line in the existing rail corridor because it means less community impacts, less private property requirement, a significantly shorter construction schedule, streamlined construction with GO Expansion and a better customer experience.

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### How are new stations encouraging walking & biking?

Anonymous  
Nov 24, 2021 - 08:49

What measures are being taken to make it easier for cyclists to make longer trips, overcome barriers and connect easily to transit stations? Are separated bike lanes and ample bike parking planned? How is the first- and last-mile of commuters and striving to double the number of walking and cycling trips being achieved?

Alignment Stations

15 7



### Reply

Metrolinx  
Dec 9, 2021 - 16:22

The Ontario Line will bring 227,500 more people within walking distance to transit and take about 28,00 cars off the road.

We are also pleased to share that all Ontario Line stations will include bicycle parking. Detailed designs for stations are still underway, and we look forward to sharing more specifics about bicycle parking and other amenities in the future as plans progress.

Cycling infrastructure is planned by the City of Toronto, but we are working with them to coordinate with their work and follow their guidelines for Complete Streets.

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### Pedestrian and cycling across Don Valley

W. K. Lis  
Nov 24, 2021 - 11:54

The current setup for pedestrians and cycling using Millwood Road (Leaside Bridge) is terrible. It has narrow sidewalks and just painted lines for a cycling lane.

Could a pedestrian section and cycling section be included as part of the Ontario Line bridge over the Don Valley? Maybe be wide enough for emergency vehicles to use, just in case.

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### Reply

Metrolinx  
Dec 9, 2021 - 16:15

Thank you for sharing your suggestion! We will pass it on to our project teams.

We are committed to ensuring Ontario Line infrastructure fit with the community it will serve. Using modern bridge construction techniques and design principles, the visual and environmental impacts of the structure will be minimized.

Exact designs and renderings will be available following the selection of the project company who be delivering the work, which is tracking for 2024.

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### Launch shafts locations

Anonymous  
Nov 25, 2021 - 13:48

What are the locations of the launch shafts for the tunnel in the west segment? What years will they be in use? What will happen/what is planned for these locations once the project is completed?

Tunnelling

10 2



### Reply

Metrolinx  
Dec 9, 2021 - 16:14

In the West segment, the tunnel boring machine will launch just east of Exhibition Station (you can see the location of where the tunnel will begin, known as a tunnel portal, on our Exhibition map). We will mine the tunnel underground as it heads east and then curves north toward the next station stop at King/Bathurst.

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### See details below;

Anonymous  
Nov 19, 2021 - 18:57

When can we expect groundbreaking to commence from the new Cosburn Station, including the northward construction towards Minton Place where bridging over the DVP will take place eventually connecting Overlea?

Please also comment on what the north end of Pape including Hopedale Ave & Minton Place will look like with est. completion timeline.

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### Reply

Metrolinx  
Dec 9, 2021 - 16:21

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Cosburn Station and Minton Place areas are still in the design phases, and plans have not been finalized.

You can find all available information about these areas on the Cosburn Station and Don Valley Crossing pages on our website.

As soon as we know more, we will share that information on our website, through public events, and in our e-newsletter.

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### Ontario Line Timeline - Needs Update & Missing North Constructio

Anonymous  
Nov 22, 2021 - 17:28

Your timeline on your site isn't updated. Can u update the "we are here" mark so we have a better idea of where we are? North Construction start is missing too. UPDATE!

<https://www.metrolinx.com/images/greaterregion/projects/ontario-line/ont...>  
<https://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

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### Reply

Metrolinx  
Dec 9, 2021 - 16:38

Thank you for bringing this to our attention. We have updated the project timeline map on our website here.

The North section of the Ontario Line route is on a later construction timeline than the South section and will likely begin construction closer to 2024 or 2025. This is why the North construction start date is not represented on the timeline yet, as this will be confirmed through the procurement process. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

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### Shouldn't meeting like this has a longer lead notice time?

Anonymous  
Nov 25, 2021 - 17:01

I received the notice for this meeting just a couple of hours ago.

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### Reply

Metrolinx  
Dec 14, 2021 - 16:04

We understand there were some delivery issues with the notices we sent out to community members across the project inviting them to the two virtual open houses on November 23 and 25. We truly apologize for any inconvenience caused by the late arrival.

Our goal with distributing the notices was truly to engage as many people as possible who live near the future Ontario Line. We understand the delayed arrival in mailboxes means that not all who are interested will be able to participate on short notice. We will work to improve our process in the future to minimize the chance of this happening again.

We always have the video recordings of the virtual open houses available on the event webpages after the event, so anyone who is interested can watch them at their convenience. The opportunity to submit questions also remains open for some time after the open house, so residents can continue to submit questions. We respond to questions on the event page in the coming weeks following the open houses.

We also have a Book a Meeting feature on our website, where residents can book a one-on-one meeting with a member of our Community Relations team at a date and time that works for them.

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### How are you mitigating environmental impact?

Anonymous  
Nov 23, 2021 - 21:46

How are you mitigating impact on nature and the environment, including Don Valley wetlands, the Don River, trees, and wildlife?

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### Reply

Metrolinx  
Dec 9, 2021 - 16:44

We are currently doing detailed studies, and these findings will be detailed in a comprehensive Environmental Impact Assessment Report (EIAR) that we expect to release for review and comment in January 2022. The EIAR will comprehensively assess potential impacts, including a study on nature, wildlife, and the natural environment.

The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

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### Cost of above line option

Anonymous  
Nov 24, 2021 - 17:43

Is the 800M figure you say you are saving with the above ground scheme still true for the Riverside/Gerrard section even after you are raising the bridges by 1.6 m? Also did you take into account the cost of expropriation for the many private lots that will be affected? Please show us a detailed cost comparison of both options.

13 7



### Reply

Metrolinx  
Dec 9, 2021 - 16:03

Tunneling will always be more expensive but it also means more community impacts since it leads to additional property requirements and increases the construction schedule. In addition, GO Expansion construction is required in this rail corridor and by streamlining and integrating Ontario Line construction, we can reduce overall impacts to the community.

Refurbishing the bridges and raising the elevation of the corridor is factored into the approved budget for the Ontario Line project. We are replacing the bridges based on modern standards which will prevent the need for costly, frequent and disruptive repair.

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### why is line not going underground Don Valley to Science centre?

Anonymous  
Nov 25, 2021 - 08:57

North end of line seems to cut through our building and/or three building development (each 48 stories) to be built directly in front of our building (SE corner Don Mills/ Eglinton). No room on SE corner. Will it be elevated and cross at 45 degrees Don Mills/ Eglinton? It will be an eye sore don't say cost and speed: build for the ages.

👍 10 🗨️ 4



### Reply

Metrolinx  
Dec 9, 2021 - 16:40

The Ontario Line elevated guideway (tracks) will cross Don Mills, and then Eglinton to get to the Science Centre Station. We will share more detailed maps of the route as designs progress.

We are committed to creating a structure that is elegant and complements the character of the neighbourhood. Metrolinx is working closely with the City of Toronto to coordinate the design and construction of the Ontario Line with the City's development in the area so that the public spaces underneath the guideway can be used as a community asset.

We also recently engaged the community on design options for the public-facing perimeter walls, fences and landscaping around the Ontario Line maintenance and storage facility site, as well as the public spaces below the elevated guideways where the trains will run. This survey was one step in a longer design and engagement process, during which the community will have more opportunities to provide input and guidance as plans come together. Discussions will continue well into the future as the project moves forward.

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### Noise Disturbance

Anonymous  
Nov 25, 2021 - 13:37

My condo is currently located next to the proposed Ontario Line. With majority of people working from home, and on top of the already heavy noise pollution from the many nearby condo developments, how much of a disruption will this construction be on people? And how long will the noise be expected to take place?

Construction Impacts

👍 10 🗨️ 4



### Reply

Metrolinx  
Dec 9, 2021 - 15:36

The first steps in reducing impacts from noise and vibration starts at the source – with the train and track. When the Ontario Line trains are running, they will be electrified, which means they will be quiet, in addition to clean and fast. The trains will also be automated, or driverless, which will eliminate a lot of the noises that result from human error, like when brakes are applied too heavily or vehicles accelerate too quickly.

During construction, we'll have options including construction equipment silencers and muffling devices and other methods that minimize vibrations. We'll confirm the exact solutions we'll put in place once we have a project partner on board for the Northern Civil, Stations and Tunnel project and we complete detailed designs for this work.

We also expect to release our Environmental Impact Assessment for the project in January 2022, and this will include a thorough analysis of environmental impacts anticipated from the project, such as noise. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

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### What other locations will cars be stored?

Anonymous  
Nov 25, 2021 - 19:09

If there is a track problem at the egress of the storage yard, there won't be any trains running. This has happened to the TTC at Leslie street barns for the streetcars. Line 2 has trains stored at Kennedy, Kipling, Keele over night. Line 1 has two different yards. You don't.

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### Reply

Metrolinx  
Dec 9, 2021 - 15:54

Cars will be stored at the maintenance and storage facility, which is a vital organ of any public transit operation. An estimated 200 train cars will be needed to meet Toronto's needs when the Ontario Line opens, and the fleet will grow by as many as 50 more vehicles to meet demand for service in the future. We need a site of 175,000 square metres to house and maintain the trains and this amount of vacant land just isn't available in the city.

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### Don Mills & Eglinton Intersection

Anonymous  
Nov 17, 2021 - 14:28

Can u give an update on this section? Can u spend more time talking & doing a focused presentation for this area of the Ontario Line. U have spent a lot of time & resources on other sections of the line however our community at DM/EG feel like you have left us out and not focused on us. Can you commit to doing a session for this area exclusively?

👍 13 🗨️ 8



### Reply

Metrolinx

Dec 9, 2021 - 16:16

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Science Centre Station is still in the design phases, and plans have not been finalized. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

You can find more details about the maintenance and storage facility here on our website.

Our teams are aware of the Housing Now planned development at Don Mills and Eglinton under CreateTO. We are coordinating with CreateTO to ensure developments are integrated between CreateTO and the Ontario Line to avoid impact on both organizations' work and to build infrastructure that will best serve the community. We are committed to collaborating with our communities, municipalities and developers to create transit-oriented communities for the benefit of all individuals, families and businesses in the GTA.

👍 1 🗨️ 0



### Impact on the South Asian community in Thorncliff

Anonymous

Nov 25, 2021 - 13:12

Iqbal Halal is the heart of the South Asian community in Thorncliff Park. What are you doing to save the beating heart of this community?

Where exactly will the station at Pape and Cosburn be located? When will it be inaugurated for use?

I fully support increasing our public transportation infrastructure. But keep TP walkable to Iqbal Halal.

👍 10 🗨️ 5



### Reply

Metrolinx

Dec 9, 2021 - 15:16

We have thoroughly looked at all the impacts associated with locating the MSF in numerous locations across the city and in Thorncliffe Park, with the aim of minimizing impacts to jobs, local businesses and organizations. The site we chose met all the technical requirements while having the fewest such impacts and, better still, we were confident that we would be able to work closely with impacted businesses and organizations in the area to relocate them within the community and protect jobs. We are fully engaged in that work now and we remain committed to ensuring the businesses and services people rely on remain as staples in the community.

👍 0 🗨️ 0



### Reply

Metrolinx

Dec 9, 2021 - 15:56

The Ontario Line's Pape Station will align with the TTC's current Pape Station location on Line 2.

Detailed design and planning work is underway to determine the exact locations for the station entrance building(s) at Pape and Cosburn stations. You can learn more and find maps of the current plans for Pape Station and Cosburn Station on our website. We will also be providing updates on our plans for these areas in the new year.

The overall schedule and completion date will be determined through the procurement process for the project.

👍 1 🗨️ 4



### Noise

Anonymous

Nov 25, 2021 - 15:30

How much noise is this going to create in Thorncliffe Park

👍 8 🗨️ 3



### Reply

Metrolinx

Dec 9, 2021 - 17:34

The Ontario Line trains will be fully automated and not require train operators, thus eliminating the possible noise from excessive operator initiated braking and acceleration. Being fully automated, trains will be controlled by the signalling system to accelerate, brake and run at optimal speeds with minimal noise and vibration. Further, the Ontario Line trains will feature the most recent designs and technology on the market and will be built to meet our robust noise and vibration criteria.

Our preliminary analysis is showing that the change in noise levels will be near imperceptible. We are also considering the addition of attractive side walls to the guideway that can further reduce noise, along with the noise and vibration mitigating measures already planned for the track.

We also expect to release our Environmental Impact Assessment for the project in January 2022, and this will include a thorough analysis of environmental impacts anticipated from the project, such as noise. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

👍 0 🗨️ 0



### Shouldn't the Ontario Line be using Warden Ave instead?

Anonymous

Nov 25, 2021 - 17:13

Since Ontario Line will most likely be extended to Markham/New Market eventually, I believe using Warden avenue will produce many more "re-development or profit" opportunities. Construction on Don Mills road / Pape would be way TOO congested and accident prone and delay. If you want this done on time / on budget, Warden is a much better choice.

👍 12 🗨️ 7



### Reply

Metrolinx

Dec 9, 2021 - 16:41

Thank you for sharing your suggestion. Our plans protect for the possibility of expanding the line in the future to improve transit access and meet demand, but this is not part of the current project's scope. Tail tracks, north of the Science Centre Station, will provide space for the storage of vehicles and protect for future expansion.

👍 1 🗨️ 0

 Have you accounted for HousingNow Project Don Mills/Eglinton?

Anonymous  
Nov 25, 2021 - 18:11

This line will be isolating the neighbour hood from accessing the Don Valley. In addition this will be going through the HousingNow area (with multiple buildings and a school). This excessive closeness is both a security and a safety issue for the school being built.

 11  6

 Reply

Metrolinx  
Dec 9, 2021 - 15:08

Our teams are aware of the Housing Now planned development at Don Mills and Eglinton under CreateTO.

We are coordinating with CreateTO to ensure developments are integrated between CreateTO and the Ontario Line to avoid impact on both organizations' work and to build infrastructure that will best serve the community. We are committed to collaborating with our communities, municipalities and developers to create transit-oriented communities for the benefit of all individuals, families and businesses in the GTA.


 1  2

 Steve Monroe underground Riverdale option

Anonymous  
Nov 25, 2021 - 18:31

Including offsetting the cost of Riverdale underground by putting the Etobicoke section above ground

 7  2


 Correction-What's the wooden structure over James' left shoulder

Anonymous  
Nov 25, 2021 - 19:43

Not Malcolm, but James! Sorry for mixing the two of you up.

[Property Impacts](#)

 7  2

 How will vibration/noise impact below-grade residents?

Anonymous  
Nov 22, 2021 - 18:05

How will the construction and operational vibrations/noises impact the many below-grade residents (eg. basement apartments) that live near planned underground tunnels running LRTs? And what steps will you take to minimize negative impacts on such residents?

 7  3

 Reply

Metrolinx  
Dec 9, 2021 - 15:33

The tunnel will be about 30-metres deep underneath Pape Avenue and will be constructed using tunnel borers deep underground. For context, the average basement is about 3-4 metres deep with an additional 2 metres of foundation underneath. We expect that the significant depth of the tunnel will reduce impacts to homes.

We expect to release our Environmental Impact Assessment for the project in January 2022, and this will include a thorough analysis of environmental impacts anticipated from the project during both construction and operations, such as noise and vibration. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.


 0  1

 Good forecasting of local area working schedule and good communi

Anonymous  
Nov 22, 2021 - 21:49

Please ensure us all that Metrolinx will provide good, clear, advance details of any work within the section area that will be being done...and good advance expectations of work, notice, temp equipment storage and road closures etc.  
If this is to happen to max benefit of all...we all need to receive good info to keep the process as positive!

 9  5

 Have you made an impact study ?

Anonymous  
Nov 23, 2021 - 07:10

Is there any study on how more than 10 years of construction will impact the lives of those living and working in the areas affected? Either way, are there plans to mitigate the destructive potential on the community, and what are those plans?

 9  5

 Reply

Metrolinx  
Dec 9, 2021 - 15:30

Although construction comes with disruption, Metrolinx carefully refines project plans and explores opportunities to minimize impacts wherever possible.

We are currently doing detailed studies on potential impacts, and these findings will be detailed in a comprehensive Environmental Impact Assessment Report that we expect to release for review and comment in January 2022. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

 1  2

 Still No Details for Cosburn Station and Pape Village



### Still No Details for Cosburn Station and Pape Village

Anonymous  
Nov 24, 2021 - 17:15

There are still virtually no details in the presentation on the impact of this project and Cosburn Station on Pape Village. What is the plan? Rumour is you are tearing down all of our shops!

Also, the flyer for these events on November 23 and 25 was delivered on November 24. Not exactly timely notice. Please do better next time.

10 6

### Reply

MetroLinx  
Dec 9, 2021 - 16:44

Details for Cosburn Station are still in the process of being finalized. This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

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 owner has the information and support they need.

0 0

### How will this and other planned lines ease crowding?

Anonymous  
Nov 25, 2021 - 12:26

An objective of the original relief line was to ease crowding on the Yonge Line and at Bloor/Yonge Station. Despite the changes, is this still an objective? How many people arrive at Bloor/Yonge in the rush hour, how many from each direction and how many from the east will divert? And how many new people will the extension of the Yonge Line add?

5 1

### Reply

MetroLinx  
Dec 9, 2021 - 17:43

Providing relief to crowding on existing transit lines remains a top priority for the Ontario Line.

If you ride the busy Line 1 subway, crowding will go down by 14 per cent overall, with critical relief on the way for major interchange stations. There will up to 14 per cent fewer people using Union Station, up to 16 per cent fewer using Eglinton Station, and up to 22 per cent fewer using Bloor-Yonge Station.

Regarding the Yonge North Extension, you can find more information about that project and anticipated ridership here on their website. Please note that the Yonge extension will not be in service until the Ontario Line is up and running to ensure robust capacity.

1 1

### (1) Will there be three lanes after the line is constructed ?

Anonymous  
Nov 25, 2021 - 18:36

In each direction  
On Don mills road.  
I assume the elevated line is at the center of Don Mills Road.

6 2

### Would MetroLinx consider a Code of considerate Construction?

Anonymous  
Nov 25, 2021 - 18:38

MetroLinx construction is going to have profound effects on many communities in the city core over many years. This creates not just inconvenience but also serious safety concerns. Would MetroLinx consider negotiating a Code of Considerate Construction practices along the line of <https://www.ccscheme.org.uk/ccs-ldt/code-of-considerate-practice-2/>

6 2

### Reply

MetroLinx  
Dec 9, 2021 - 17:40

Thank you for sharing this suggestion with us. MetroLinx is committed to minimizing and managing the effects of Ontario Line construction on our neighbours as much as possible.

As a part of our Environmental Impact Assessment Report (forthcoming in January 2022), a detailed assessment will be completed for the Ontario Line to ensure that potential impacts are identified, and appropriate site-specific mitigation measures are in place. You can learn more about our environmental assessment process for the Ontario Line here on our website.

0 0

### How about putting the 501 Streetcar underground for a portion

Anonymous  
Nov 25, 2021 - 19:03

between Victoria and University? You are closing Queen in this area for construction anyway. There is a lot of traffic congestion in this section. Giving streetcars the ability to move through here unimpeded as well as making the transfers between subway, Ontario Line and streetcar seamless will move people faster as well.

6 2

### Reply

MetroLinx  
Dec 9, 2021 - 15:57

Please note that the Ontario Line and its stations will not feature an underground streetcar connection. However, many of the stations will

Please note that the Ontario Line and its stations will not feature an underground structure. However, many of the stations will quickly and easily connect with the existing surface transit network, including streetcar routes.

👍 0 🗨️ 1

### Why Exhibition Place Rather than Queen Street West?

Anonymous  
Nov 24, 2021 - 15:25

Did you consider running the new Ontario Line along Queen Street West rather than to the Ex, to say Roncesvalles (after which the Queen car has a dedicated right-of-way)? Alternatively, are you considering adding that capability later by incorporating a switch-out like at St George Station?

👍 5 🗨️ 2

#### Reply

Metrolinx  
Dec 9, 2021 - 16:32

During the planning process, we studied station locations with a focus on bringing several benefits to our customers, including increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs.

We chose Exhibition Station to be the western terminus for the Ontario Line because it provides the best connection to the GO network in addition to TTC's surface transit options. According to our modelling projections, this will also be the third-busiest station on the Ontario Line, serving over 12,100 people during the peak morning hour.

You can find more details about planning considerations in this area on page 42 of the Ontario Line's Preliminary Design Business Case.

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 expansion.

👍 0 🗨️ 1

### Maintaining Heritage and Other Buildings for Stations

Anonymous  
Nov 25, 2021 - 13:43

How will heritage buildings and other buildings proposed as subway stations be impacted? Will they be inkeeping with the neighbourhood or will they stand out? This city has done a very poor job in maintaining and integrating our original buildings. Please do not knock down original buildings to make way for your stations.

Construction Impacts Heritage Considerations Stations

👍 7 🗨️ 4

#### Reply

Metrolinx  
Dec 9, 2021 - 17:37

Metrolinx will work with our heritage partners to ensure the character of each neighbourhoods is retained.

Heritage properties are unique - depending on the recognition status, there are different requirements that we must meet to acquire and alter those properties in any way. If impacts to a heritage property cannot be avoided, Metrolinx will work with cultural heritage specialists to explore options to minimize impacts to the property and its heritage attributes and, where appropriate, to reuse some or all of the property's heritage attributes, which may include building façades and structures. Where appropriate, we can incorporate commemorative signage in consultation with the City of Toronto's Heritage Preservation Services.

In some cases, where a property may be, or has been, identified as being provincially significant, and where any building, structure or heritage attributes on the property will be removed or demolished, Metrolinx is required to seek MHSTCI Minister's Consent. Demolition or removal will be considered as a last resort after all other alternatives have been considered and determined not to be feasible.

👍 0 🗨️ 3

### Is there any point to these meetings?

Anonymous  
Nov 25, 2021 - 16:24

Is this just a PR job? Can the above ground decision be reversed? You are destroying a community' mental health and property values. Where does one join the opposition to this madness?

👍 12 🗨️ 9

#### Reply

Metrolinx  
Dec 9, 2021 - 16:44

Metrolinx is advancing plans which runs the Ontario Line in our existing rail corridor because it means less community impacts, less private property requirement, a significantly shorter construction schedule, streamlined construction with GO Expansion and a better customer experience.

Community engagement is critical to successfully delivering the Ontario Line in Riverside and Leslieville. Metrolinx has engaged the local community groups in many virtual and in-person meetings. We will continue the conversation and note we currently operate a community office located at 770 Queen Street East.

👍 0 🗨️ 1

### Gauge and inter-operability with subway

Anonymous  
Nov 25, 2021 - 18:47

will Ontario line train cars be able to be used on the TTC subway and vis a versa?

👍 6 🗨️ 3

#### Reply

Metrolinx  
Dec 9, 2021 - 16:06

The Ontario Line subway cars will be different from those currently used by the TTC.

We expect the line to feature modern, automated and electric-powered trains like the ones used in Vancouver, London, Paris and Singapore. The exact type of train for the Ontario Line will be selected by the project company chosen to deliver the Rolling Stock, Systems, Operations

and Maintenance (RSSOM) procurement package, based on Metrolinx's requirements. We anticipate that a project company for the RSSOM package will be chosen in 2022.

👍 1 🗨️ 3

### 👤 What other options have been considered for Corktown station?

Anonymous  
Nov 25, 2021 - 18:50

According to CBC radio, the area around Corktown station will be sold to condo developers. Have other options been considered to better serve the surrounding community?

👍 5 🗨️ 2

### 🚇 Reply

Metrolinx  
Dec 9, 2021 - 15:58

Metrolinx has comprehensively analyzed many locations and configurations for the station that will serve Corktown.

King and Berkeley was chosen due to the proximity to existing transit, ability to serve the nearby residents, construction requirements, impacts to private property and many other technical requirements.

👍 1 🗨️ 3

### 👤 location of underground tracks on Pape

Anonymous  
Nov 25, 2021 - 19:02

Hello  
My question is in regards to the exact locations of the tunnels - specifically under Pape st.  
Previously the Relief Line published exact locations of the underground tunnels in comparison to the main street.  
Has the Ontario Line published this information yet?  
We would like to know how this tunneling will affect us throughout the years.

👍 6 🗨️ 3

### 🚇 Reply

Metrolinx  
Dec 9, 2021 - 16:04

At Pape Station, the top of the tunnel will be 30 metres below ground and will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes. For context, the average basement foundation is 3-4 metres deep.

👍 2 🗨️ 0

### 👤 What is the wooden structure over Malcolm's left shoulder?

Anonymous  
Nov 25, 2021 - 19:32

I hope this isn't an invasive question, but we're in a hot debate about what it could be!

👍 7 🗨️ 4

### 👤 Noise and vibration mitigation

Anonymous  
Nov 24, 2021 - 10:19

1. What are your plans for the installation of noise/sound walls between Jones and Greenwood Avenues? What other noise mitigation initiatives will be utilised, if any? What are your timelines?
2. What vibration mitigation plans will be implemented between Jones and Greenwood Avenues? Timelines?

👍 6 🗨️ 4

### 🚇 Reply

Metrolinx  
Dec 9, 2021 - 15:38

We will shield the neighbourhood from the rail corridor by adding effective, well-designed sound noise walls and by planting new trees to reduce both the sounds and sights of rail operations. The noise wall construction is part of a package of early works (preliminary construction activities) in the joint rail corridor that are planned to be finished by fall/winter 2024.

Rubber bases below the rail tracks, which will be continuously welded with no joints, will also significantly reduce noise as well as vibrations.

We expect the improvements we'll be putting in place will result in noise levels that are lower than they are today in most locations along the rail corridor. You can learn more and compare existing noise levels with predicted noise levels in a sound demonstration here on our website.

We recently engaged the community on design options for design options for noise walls along the joint rail corridor. This survey was one step in a longer design and engagement process, during which the community will have more opportunities to provide input and guidance as plans come together. Discussions will continue well into the future as the project moves forward.

👍 4 🗨️ 0

### 👤 What will be the impact at Richmond & Portland or area streets

Anonymous  
Nov 24, 2021 - 17:28

I live @ 533 Richmond St W - will tunneling be done under my building or what impact will the corner of Portland & Richmond or Portland & Queen have & for what period of time ?

👍 4 🗨️ 2

### 🚇 Reply

Metrolinx  
Dec 9, 2021 - 15:55


The Ontario Line tunnel will be about 30-36-metres deep in this area and will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes.

expect that the alignment depth of the tunnel will reduce impacts to homes.

The delivery timeline will be confirmed through the procurement process. This area falls under the South Civil, Stations and Tunnel procurement package. We currently project construction will begin in 2023 for this package of work.

For questions about impacts to specific properties, we encourage you to please reach out to our team at 416-202-5100 or OntarioLine@metrolinx.com.

👍 3 🗨️ 1

 I would like the rat question answered too.

Anonymous  
Nov 25, 2021 - 12:20

👍 6 🗨️ 4

 Reply

Metrolinx  
Jan 24, 2022 - 18:49

Thank you for the question and please accept our apology for the delay in responding.

Any active construction site may disrupt an existing stable nesting ground for rodents and as their habitat changes, they look for somewhere else to live. Because rodents live in extensive underground networks with many entrances and exits, it is difficult to control their migration. As a result, there is very little Metrolinx or its contractors can do in response to the situation. If residents have concerns with rats, we kindly recommend they visit the City of Toronto's webpage that provides more details on how to dispose of rodents found on private property.

👍 0 🗨️ 0

 What is the impact near osgoode subway?

Anonymous  
Nov 25, 2021 - 14:35

With the new link, will the station be expanded? What is the impact to the residents living nearby on Richmond st or will it not extend that far? Will the osgoode hall public park area be impacted?

👍 5 🗨️ 3

 Reply

Metrolinx  
Dec 9, 2021 - 17:39

Osgoode Station is one of the four interchange stations the Ontario Line has with the TTC subway network, providing a direct connection to Line 1 Yonge-University. It will serve an estimated 12,000 riders arriving and departing Ontario Line trains during the AM peak hour alone in 2041, making it the fourth busiest station on Ontario Line.

The passenger demand at this station means that we need to account for crowd management and efficient transfers to surface-level transit services. Two entrances, one at the west and one at the east end, of the new station, are required to accommodate the anticipated passenger volumes and to meet safety and fire code requirements.

The TTC's entrance for the existing Line 1 Osgoode Station does not provide sufficient capacity for the ridership expected when the Ontario Line is in operation. We also looked at various other location options for the Ontario Line Osgoode Station entrance buildings in this area. The proposed locations are the only ones where we can construct the station entrances and meet the necessary safety and Fire Code requirements.

We are working to minimize the footprint of Osgoode Station to the greatest extent possible. We will work with the Law Society of Ontario, the City of Toronto's Heritage Preservation Services and the Ministry of Heritage, Sport, Tourism and Culture Industries to make sure we are not impacting more than we need to here.

Learn more about Osgoode Station here on our website.

👍 0 🗨️ 0

 Local TTC Service

Anonymous  
Nov 25, 2021 - 15:24

Will we maintain our local TTC service in Thorncliffe Park ( Don Mills Bus ) (100 Flemington Park Bus) (Leaside Bus) (Thorncliffe Park Bus). Or Does this Line eliminate any of these Buses and Bus Routes. Not to say that we want this believe me No we don't want this Yard in our backyard.

👍 6 🗨️ 4

 Reply

Metrolinx  
Dec 9, 2021 - 15:32

Metrolinx has been and remains committed to continue working with the TTC to ensure the Ontario Line provides excellent transit connections to other subway, LRT, streetcar and bus routes.

Please note that determining bus routes (including stops and frequency) is done by the TTC. They will communicate if there are any changes to existing bus routes.

👍 1 🗨️ 1

 Why hasn't Mx revealed ANY illustrations of Degrassi Stn?

Anonymous  
Nov 25, 2021 - 16:45

It's clear there isn't any room for a station there so we suspect Mx will be expropriating land at yet another new cost vs tunnelling and are VERY concerned about the lack of transparency. How do u expect community to stand behind u when u don't show us your full plans?

👍 8 🗨️ 6

 Reply

Metrolinx  
Dec 9, 2021 - 15:43

The Riverside and Leslieville station is part of the North procurement contract which due to sequencing of the Ontario Line, is the last package to go through procurement and begin construction. Due to this, design is also following a similar timeline but we know we can successfully integrate the station and its associated footprint with the Queen Street East bridge.

An engineering roll plot can be found here.

👍 4 🗨️ 0

### 👤 When Ontario Line crosses the Don Valley e bridge near Mi

Anonymous  
Nov 25, 2021 - 18:01

near the Millwood Bridge, then continues over Millwood Rd. where does the line pass by the existing Salvation Army building? This would mean, which side of the existing Salvation Army building?

👍 4 🗨️ 2

### 👤 Reply

MetroInx  
Dec 9, 2021 - 16:24

After crossing the Don Valley, the Ontario Line will cross Millwood Road and run along Overlea Boulevard on elevated tracks. You can see a map of the station area according to current plans here.

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that Thorncliffe Park Station is still in the design phases, and plans have not been finalized. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

👍 4 🗨️ 0

### 👤 Given that Toronto has cold snowy winters

Anonymous  
Nov 25, 2021 - 18:33

Given that Toronto has cold snowy winters, why is MetroInx not building the complete "subway" line underground?

👍 4 🗨️ 2

### 👤 Reply

MetroInx  
Dec 9, 2021 - 16:23

Above-ground rapid transit is already a proven solution in transit networks that serve cold-weather cities across the world, including the TTC's existing subways here in Toronto. We will review the history of proposed technology in cold weather during the procurement bidding process.

👍 0 🗨️ 0

### 👤 Use of proposed school site in the West Don Lands

Anonymous  
Nov 25, 2021 - 18:42

How long will MetroInx be occupying the site in the West Don Lands that was intended to be the location of a needed elementary school. Will it just be used for the Early works part of the Don River work? or will it also be needed for Portal construction. When will it come back to the community for school construction?

👍 6 🗨️ 4

### 👤 Reply

MetroInx  
Dec 9, 2021 - 16:07

MetroInx is in close contact with our partners at the TDSB regarding their plans for a potential school, pending approvals from the provincial government.

Although MetroInx needs some space to support Ontario Line construction, we are exploring means and methods to ensure the least impact to the TDSB property. Those discussions are still underway and no final decisions have been made.

👍 0 🗨️ 4

### 👤 Increased Park Space - Seems Like Creative Interpretation

Anonymous  
Nov 25, 2021 - 19:16

How is additional park space being provided when the total track width has increased - you are showing long slivers of barely usable land that cannot possibly add up the the numbers you are indicating.

👍 4 🗨️ 2

### 👤 Reply

MetroInx  
Dec 9, 2021 - 15:53

By keeping our work mostly within the existing rail corridor, we're also able to provide additional green space to the community following construction.

Once the Ontario Line is complete, each of the four park spaces in the area – Jimmie Simpson Park, Bruce Mackey Park, McCleary Playground and the Gerrard-Carlaw Parkette – will be larger. In total, there will be nearly 2,600 square metres of added green space lining these parks. You can learn more about increasing park space here.

It is possible to fit six tracks in the rail corridor by shifting and lifting the existing tracks, and we have released the engineering roll plot to demonstrate.

👍 7 🗨️ 0


### 👤 Why is there not enough time for questions?

Anonymous  
Nov 25, 2021 - 19:19

Seems like we are running far behind on the agenda tonight, so unfortunately this means less time for questions

👍 5 🗨️ 3



 How far away must houses be to not hear the subway cars passing

Anonymous  
Nov 25, 2021 - 19:49

Concerned about Pape Avenue and Mortimer

 3  1

 Reply

Metrolinx  
Dec 9, 2021 - 15:06

The noise solutions we'll be putting in place will result in noise levels that are lower than they are today in most locations along the rail corridor. That said, we will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts and to ensure designs are sensitive and respectful of communities.

Rubber bases below the rail tracks, which will be continuously welded with no joints, will also significantly reduce noise and vibrations during operations.

 2  1

 How close to street level will trains run along Pape when finish

Anonymous  
Nov 25, 2021 - 19:57

I am not referring to the boring which will be 30 metres below ground. I am referring to when the line is finished, from Pape Stn going north.

 10  8

 Reply

Metrolinx  
Dec 9, 2021 - 15:48

At Pape Station, the top of the tunnel will be 30 metres underground. For context, the average basement foundation is 3-4 metres deep.

 1  2

 How can Metrolinx justify tracks above grade in South Riverdale?

Anonymous  
Nov 25, 2021 - 14:00

Such an urban area with small house lots, houses close together and narrow roads should have below grade tracks, yet Metrolinx elsewhere has plans to bury LRT tracks in more suburban-style areas with very wide road allowances and less dense residential not in close proximity to the tracks if they were to have been above-grade.

[Noise and Vibration](#) [Property Impacts](#) [Tunnelling](#)

 6  5

 Reply

Metrolinx  
Dec 9, 2021 - 16:26

Running the line along the existing GO rail corridor through Riverside and Leslieville helps streamline construction work in the community. GO Expansion work was already planned along the rail corridor, and Ontario Line plans have construction fitting almost exactly within the footprint of the corridor to help avoid multiple disruptions in your community.

This means beloved institutions like the Jimmie Simpson Recreation Centre, Fontbonne Ministries' Sisters of St. Joseph charity, the Sautler Street Brewery, and the Bonjour Brioche bakery and café can remain in operations throughout construction and beyond.

The environmental report Metrolinx recently finalized (Lakeshore East Joint Corridor Early Works) also comprehensively analyzes the potential impacts of the Ontario Line and GO Expansion in this area.

The report identifies proven solutions Metrolinx will use during construction and beyond across various study areas, including noise and vibration.

In addition, Metrolinx has acted on community impact to minimize impacts to the neighbourhood parks. During construction, almost all parks will remain open (except Gerrard Carlaw dog park). After construction, Metrolinx has plans to expand the parks by covering Metrolinx property into additional green space for residents to enjoy.

 0  0

 When will construction begin at the Pape station to Cosburn

Anonymous  
Nov 25, 2021 - 14:32

section? What is the extent of the construction; please provide as much details as possible?

Please talk about people's homes that will have Metrolinx on the deed. What does this mean exactly and how long will Metrolinx be on the deed?

Thank you.

 2  1

 Reply

Metrolinx  
Dec 9, 2021 - 16:02

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Pape and Cosburn station areas are still in the design phases, and plans have not been finalized. As soon as we know more about the location of the station building, we will share that information on our website, through public events, and in our e-newsletter.

The Ontario Line tunnel will be about 30-metres deep underneath Pape Avenue and will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes.

We expect to release our Environmental Impact Assessment for the project in January 2022, and this will include a thorough analysis of environmental impacts anticipated from the project, such as noise and vibration. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

 4  4

 when the expropriation will take place and why ?

Anonymous  
Nov 25, 2021 - 18:36

 4  3

 Reply

Metrolinx  
Dec 9, 2021 - 15:05

Metrolinx's preferred approach is to enter into direct negotiations with a property owner to reach a mutually agreed-upon purchase agreement.

If an agreement can't be reached, the backstop approach for acquiring properties that are needed for important infrastructure projects is expropriation.


Expropriation is only initiated if it becomes clear that an agreement might not be reached within the required timelines for the specific transit project. The preferred approach is always to negotiate directly with owners to reach amicable, mutually beneficial agreements.

Even when the expropriation process is initiated, Metrolinx continues to negotiate with owners in the hope of reaching an agreement.

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 the 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 owner has the information and support they need.

 1  7

 Why is there an additional Go Track?

Anonymous  
Nov 25, 2021 - 12:48

Why is the current Go Train track number increasing? If there is an incident on the EB or WB Ontario Line tracks are the trains stuck with no additional track to alleviate congestion or can the trains switch tracks? If this service is meant to benefit our neighbourhood, it should be catering to it, not adding additional Go capacity.

Decision-Making

 6  6

 Reply


Metrolinx  
Dec 14, 2021 - 15:54

The additional GO tracks being constructed are part of the GO Expansion program. Please note that these additional tracks would be required regardless of the Ontario Line.

Regarding the ability to switch tracks, we are currently planning to have crossovers between the following stations/facilities: Queen and Moss Park, Corktown and East Harbour, Pape and Cosburn and at the maintenance and storage facility.

We hold ourselves to the highest standards when it comes to safety, and we know the community rightly views safety as a top priority as well. Our plan to run the Ontario Line through the joint rail corridor in Riverside and Leslieville is no exception, which is why it is subject to an evaluation conducted with an Independent Safety Assessor to ensure the utmost safety standards are in place for customers, workers, and communities. This evaluation will follow the highly respected, well established and widely adopted European Common Safety Method for Risk Evaluation and Assessment.

 0  0

 What is the specific plan the entrance to the tunnel on Pape?

Anonymous  
Nov 25, 2021 - 15:07

What is the specific plan for the tunnel for the Ontario Line to emerge from underground to join the above ground tracks? Where will the tunnel be placed? What will the angle of the tracks be coming up to the tunnel? What will the impact be to the houses on Pape ave in that section? What is the timeline to create this section of the Ontario Line?

 7  7

 Reply

Metrolinx  
Dec 9, 2021 - 16:34


Tunnel depths will vary along the entire alignment. The depth is determined in part by the depth required for new stations as well as existing infrastructure such as deep large sewers. For example, the tunnel will be deeper at interchange stations where the new platforms are underneath the existing stations.

At Pape Station, the top of the tunnel will be 30 metres underground. At Cosburn the top of the tunnel will be about 20 metres underground and as the track comes up to the portal at Minton Place it will be about 14 metres below. We expect that the significant depth of the tunnel will reduce impacts to homes. For context, the average basement foundation is 3-4 metres deep.

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that Pape Station still in the design phases, and plans have not been finalized. As soon as we know more about the location of the station building, we will share that information on our website, through public events, and in our e-newsletter.

We expect to release our Environmental Impact Assessment for the project in January 2022, and this will include a thorough analysis of environmental impacts anticipated from the project, such as noise and vibration. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

 0  2

 The future of Francis Beavis Manor (369 Pape), north of tracks.

Anonymous  
Nov 25, 2021 - 15:40

There are some rumours circulating.. such as, the building at 369 Pape, (south of Riverdale ave., just north of the tracks) might be torn down, as well as the houses south of Pape Avenue School.


 3  3

 Reply  
Metrolinx  
Dec 9, 2021 - 15:42

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.


We will know more about precise environmental and community impacts as the project moves through further design stages, which are currently underway. We expect to provide more information on the Gerrard tunnel portal and the north Ontario Line segment in early 2022.

 0  1

 What has Metrolinx done in preparation for the big influx of  
Anonymous  
Nov 12, 2021 - 18:17

rats after their dens are disturbed during construction? We all know there are rats in all big cities, Toronto is no exception. I have asked my Metrolinx area rep this question months ago and have gotten zero response. She told me that no one at Metrolinx, as far as she knew, has even thought about this issue. This seems ridiculous.


 19  20

 Reply  
Metrolinx  
Jan 24, 2022 - 18:48

Thank you for the question and please accept our apology for the delay in responding.

Any active construction site may disrupt an existing stable nesting ground for rodents and as their habitat changes, they look for somewhere else to live. Because rodents live in extensive underground networks with many entrances and exits, it is difficult to control their migration. As a result, there is very little Metrolinx or its contractors can do in response to the situation. If residents have concerns with rats, we kindly recommend they visit the City of Toronto's webpage that provides more details on how to dispose of rodents found on private property.

 0  0

 System electrification and vehicle construction; Riverside Stn.  
Anonymous  
Nov 23, 2021 - 18:35

To minimize tunneling costs will the Ontario Line be a third rail system like the London Docklands Light Rail? Will the vehicles have a crash energy management system? Will the Metrolinx tracks at Riverside be positioned on a curve and what will be the associated track cant? Is this likely to influence the boarding of the Bi-level vehicles?


 4  5

 Reply  
Metrolinx  
Dec 9, 2021 - 16:01

Ontario Line trains will be powered through an overhead catenary system that will ensure our rolling stock is electrified to meet the sustainability and demand requirements we have set in the procurement contracts. More details will be shared once the contract has been awarded.

The engineering roll plot for the rail corridor serving Riverside and Leslieville can be found here

 2  2

 why my home will be expropriation and when ?  
Anonymous  
Nov 25, 2021 - 15:04

 5  6

 Reply  
Metrolinx  
Dec 9, 2021 - 15:05

Metrolinx's preferred approach is to enter into direct negotiations with a property owner to reach a mutually agreed-upon purchase agreement.

If an agreement can't be reached, the backstop approach for acquiring properties that are needed for important infrastructure projects is expropriation.

Expropriation is only initiated if it becomes clear that an agreement might not be reached within the required timelines for the specific transit project. The preferred approach is always to negotiate directly with owners to reach amicable, mutually beneficial agreements.

Even when the expropriation process is initiated, Metrolinx continues to negotiate with owners in the hope of reaching an agreement.

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 owner has the information and support they need.

 0  0

 Is the precise route of the tunnel near Bathurst/King decided?  
Anonymous  
Nov 25, 2021 - 15:49

I'm on Wellington Street just west of Bathurst. Thus, I have an interest in knowing where/when the tunnel will be constructed as it could be directly underneath me.

 4  5

 Reply  
Metrolinx  
Dec 9, 2021 - 14:13

Yes, you can see the route of the Ontario Line in the King/Bathurst Station area on our website. Please contact us if you have any further questions about the route.

👍 2 🗨️ 3

 i live at Pape/ Danforth, how will I be effected by construction

Anonymous  
Nov 25, 2021 - 16:01

👍 3 🗨️ 4

 Reply

Metrolinx  
Dec 9, 2021 - 15:41

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Pape and Cosburn station areas are still in the design phases, and plans have not been finalized. As soon as we know more about the location of the station building, we will share that information on our website, through public events, and in our e-newsletter.

The Ontario Line tunnel will be about 30-metres deep underneath Pape Avenue and will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes.

We expect to release our Environmental Impact Assessment for the project in January 2022, and this will include a thorough analysis of environmental impacts anticipated from the project, such as noise and vibration. The report will also explain the options Metrolinx and its contractors can use to mitigate those impacts. You can learn more about our environmental assessment process here.

👍 1 🗨️ 0

 Once the line leaves the surface route and moves North,

Anonymous  
Nov 25, 2021 - 16:51

towards Corktown Station what roads will be disrupted.

👍 4 🗨️ 5

 Reply


Metrolinx  
Dec 9, 2021 - 15:28

Detailed design and planning work is still underway for the Ontario Line in this area.

This area of the project falls under the Northern Civil, Stations and Tunnel procurement package, which covers the line east of the Don River. The Northern package is on a different timeline than the Southern package, which is why we have fewer details about project plans and impacts in the North. We expect construction work to start around 2024-25 for the North, compared to 2023 for the South.

Any impacts to roads, traffic or transit will be carefully planned with the City and the TTC and communicated early through a number of communications tools. We look forward to sharing more details once they are available.

👍 1 🗨️ 2

 (1) Will the elevated line be at the center of the road ?

Anonymous  
Nov 25, 2021 - 18:31

👍 2 🗨️ 3

 Reply

Metrolinx  
Dec 9, 2021 - 15:59

No, we have adjusted our plans to put the guideway on the north side of Overlea Boulevard, which is the opposite side of where residences are located and separated by a four-lane road to give residents space and privacy.

👍 0 🗨️ 0

 Why is a different vehicle being used that is not capatible with

Anonymous  
Nov 25, 2021 - 18:45

the existing subway fleet? These vehicles are smaller. When TTC L2 is ATC equipped, the relief (Ontario) line will have less capacity. With the Scarborough subway extension and North Yonge extension, there will be even a greater need for an effective relief route. From the east, the Ontario Line will not be able to provide that capacity.

👍 1 🗨️ 2

 Reply

Metrolinx  
Dec 9, 2021 - 15:47

Using modern technology that has been adopted by subway systems around the world, the Ontario Line will be able to deliver better service.

We expect the line to feature modern, automated trains like the ones used in Vancouver, Paris, London, and Singapore. We will be able to cycle these through the system faster, meaning we can run up to 40 trips an hour with as little as 90 seconds in between trains. This frequent and fast service will ensure the line has the capacity it needs for at least half a century.

The train cars are currently being designed and priced in a worldwide competition as part of the procurement process.

We expect to select a company next year to deliver the trains under the Rolling Stock, Systems, Operations and Maintenance package. You can also learn more about trains and technology on our website.

👍 1 🗨️ 2

 Why don't you consider adding a station at Cherry Street?

Anonymous  
Nov 25, 2021 - 19:09

It would be great for the waterfront. Your map shows the new areas they're building are within walking distance of Corktown Station.



Reply

Metrolinx

Dec 9, 2021 - 16:02

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.

Within a six-minute walk from the Distillery District, the Ontario Line Corktown Station is intended to serve this area, Corktown, St. Lawrence Market and the West Don Lands neighbourhoods, as well as provide relief to the busy 504 King streetcar. By 2041, we project that 26,400 people will be within a comfortable 10-minute walk from Corktown Station, and about 4,100 people will use the station during the peak morning hour.

1 0



Why is Mx not taking public feedback?

Anonymous

Nov 25, 2021 - 16:58

There are previously approved underground options that ALREADY have supported EA and community support, and Mx continues to pretend above ground costs less without revising the budget for now needed new bridges (and obvious poor planning) and still no station designs? Where can Degrassi possibly house a station? Ru guys ok?

5 7



Reply

Metrolinx

Dec 9, 2021 - 16:12

We considered whether it would be possible to bring the Ontario Line underground just east of the proposed surface station at East Harbour, where Ontario Line trains will connect seamlessly with above-ground GO trains. We looked at a number of options and planners have determined an underground alignment in this area would not be practical for a variety of reasons, most of which are related to the disruptions it would cause in the community and the benefits that would be lost with an above-ground alignment.

Residents will see obvious improvements to their neighbourhoods as aging railway bridges are replaced at Eastern Avenue, Queen Street, Dundas Street and Logan Avenue. The bridges, which currently accommodate both GO and VIA Rail services, are located within the shared rail corridor where Ontario Line tracks will also be located.

Replacing these bridges now means they will last for at least another 100 years and will avoid the need for frequent and disruptive repair work on aging infrastructure.

We are consulting with the City and building the bridges to their current standards for new bridges, with five metres between the bottom of the bridge and the roadway. By comparison, the Queen Street bridge has a clearance of only 3.9 metres.

0 0



Why does the Maintenance Facility have to be in Thorncliffe Pa

Anonymous

Nov 25, 2021 - 19:25

ark where the iqbal plaza and where muslims in thorncliffe go to shop and pray

Stations

2 4



Reply

Metrolinx

Dec 9, 2021 - 15:16

We have thoroughly looked at all the impacts associated with locating the MSF in numerous locations across the city and in Thorncliffe Park, with the aim of minimizing impacts to jobs, local businesses and organizations. The site we chose met all the technical requirements while having the fewest such impacts and, better still, we were confident that we would be able to work closely with impacted businesses and organizations in the area to relocate them within the community and protect jobs. We are fully engaged in that work now and we remain committed to ensuring the businesses and services people rely on remain as staples in the community.

0 0



Station Designs

Anonymous

Nov 22, 2021 - 01:11

Do we have an idea of what the station designs will look like at Leslieville/Riverside and Gerrard Stations?

4 7



Reply

Metrolinx

Dec 9, 2021 - 15:45

The Riverside/Leslieville Station is part of the North procurement package, which, due to sequencing of the Ontario Line, is the last package to begin construction. For this reason, design work is still underway.

Stay tuned for early concept images in 2022 – we look forward to sharing the vision for our stations, and we thank you for your interest!

1 2



How do we stop this until it is returned to an underground model

Anonymous

Nov 25, 2021 - 16:22

Unless there is a commitment to not increase the number of vehicles going along the line daily, you are increasing the noise pollution. Waking babies, preventing shift workers from their needed sleep and ensuring that all the problems of disrupted sleep that lead to depression and suicide are not addressed.

7 10




 Reply  
Metrolinx  
Dec 9, 2021 - 16:04

The previous Relief Line South proposal put forward by the City of Toronto and the TTC looked at the option of tunneling in this area, and we used their initial work to inform our decision making. By using a mix of surface track, elevated guideways and underground tunnels, we are able to bring more transit to more in-need communities sooner than previously planned.

We have also looked at community proposals to alter the alignments in Riverside/Leslieville and Thorncliffe Park, but both came with more impacts and fewer benefits to local communities than the plans we're moving forward with.

 0  0

 Subway entrances

Anonymous  
Nov 25, 2021 - 18:01

Where will the subway entrances be in the Pape and O'connor area?

Also, I live one block east from Pape, what are the expected noise levels?


 3  6

 Reply  
Metrolinx  
Dec 9, 2021 - 16:43

The closest Ontario Line station to the Pape Avenue and O'Connor Drive intersection will be Cosburn Station. The locations of the entrance buildings for Cosburn have not been finalized.

This section of the Ontario Line route is on a later construction timeline than the downtown section and will likely begin construction closer to 2024 or 2025. As planning progresses, we will share that information on our website, through public events, and in our e-newsletter.

 0  2

 Why is the line now running overground vesus underground

Anonymous  
Nov 25, 2021 - 12:29

in the east end? Parks are being destroyed and no public consultation took place.

 5  9

 Reply  
Metrolinx  
Dec 9, 2021 - 15:40

We considered whether it would be possible to bring the Ontario Line underground just east of the proposed surface station at East Harbour, where Ontario Line trains will connect seamlessly with above-ground GO trains. We looked at a number of options and planners have determined an underground alignment in this area would not be practical for a variety of reasons, most of which are related to the disruptions it would cause in the community and the benefits that would be lost with an above-ground route. You can learn more here.


If we do need to temporarily occupy some park space to support construction and avoid impacts to nearby homes and businesses, we will work with the city to ensure that it is thoughtfully restored once the project is finished. In fact, McCleary playground, Bruce Mackey Park, Jimmie Simpson Park and Gerrard-Carlaw Parkette and dog park will be larger following Ontario Line construction.

During construction, the safety of park spaces will be a top priority and regular communication and safety measures will be in place to keep the community and park visitors safe.

We will work with contractors to preserve surrounding vegetation in areas where we are working. Metrolinx's Vegetation Guideline protocol reflects a landscape science-based approach to restoring greenspace that meets or exceeds bylaws and regulations. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage.

If a tree does need to be removed from a park to ensure safety during construction and operations, our policy is to work with the City to plant three new ones in its place.

 1  0

 RE: underground options

Anonymous  
Nov 25, 2021 - 14:08

If an underground option is explored, will MetroLinx ensure this is a REAL community based option? This clearly was not the case last time around? I live within 80 meters of a proposed station and was not allowed feedback (nor were other immediate residents not on Pape). There is more population density along Carlaw and they need to weigh in.

 6  11

 Reply  
Metrolinx  
Dec 9, 2021 - 16:36

Communities are at the centre of our decision-making. Any decisions we make on alignment and station location are in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other important community considerations.

We take our responsibility to consult very seriously because we understand how connected people feel to the places they live, work, and play. Stay tuned for more consultation opportunities throughout the assessment process to gather important feedback from the communities we will serve. You can also email us anytime at OntarioLine@metrolinx.com, call us at 416-202-5100, or Book a Meeting with a Community Relations representative.

 0  1

 How will the platforms at interchange stations look like?

Anonymous  
Nov 25, 2021 - 18:33

Will the interchange stations at osgoode, queen, and pape use an island platform and two sides like the Sheppard platforms at Sheppard-Yonge. Will it look like a normal station or be something different. And if it is like a normal station why isn't more capacity being built into it to avoid crowding like what is seen at bloor yonge

 2  7

 Reply  
Metrolinx  
Dec 9, 2021 - 16:08

Detailed designs for stations are still underway, and we look forward to sharing more specifics about the location of bicycle parking and other amenities in the future as plans progress. You can find available information about each of these stations under the Neighbourhood Updates section on our website.

 0  5

 What are your plans for the First Parliament Site?

Anonymous  
Nov 25, 2021 - 19:59

Considering the City's former plans for a library and part at the First Parliament site, what public amenities are being considered as part of the OL and transit oriented development vision for the site? Sorry if I missed this in the presentation.

**Heritage Considerations**

 2  7

 Reply  
Metrolinx  
Dec 9, 2021 - 17:44

The First Parliament site was selected because not only does it connect to the popular King Street streetcar and serve growing communities, since it's a fairly underused site compared to the surrounding areas, housing mostly surface parking, we're able to minimize impacts to nearby businesses, homes and green spaces.

Using the First Parliament site will also give us the opportunity to learn more about this important piece of our shared history through archaeological work and to collaborate on a shared vision for its development after construction.

We currently have a survey open until December 17 to get feedback from the community about how to interpret and commemorate the site. We are asking for your feedback on the themes being considered for a First Parliament Heritage Interpretation and Commemoration Plan. These themes were identified in City of Toronto's First Parliament Heritage Interpretation Strategy and informed with feedback from Indigenous Nations, previous public consultation and research.

We also have an accompanying video presentation on our website that provides more detail about the site's history and themes being considered. [Learn more and take the survey here!](#)

For more information on the transit oriented community proposal at Corktown Station, please visit [Infrastructure Ontario's engageio.ca](#) site.

 0  0

 GO Transit Midtown station connections

W. K. Lis  
Nov 24, 2021 - 12:39

In the future, there maybe a GO Midtown corridor. It could pass two Ontario Line stations.

Thorncliffe Park Stn. is close to the old CPR Leaside Stn. at Millwood & Village Stn. Road. Science Centre Stn. is close to the CPR tracks at Don Mills.


Will provision be made to include possible connections to the GO Midtown corridors.

 2  9

 Reply  
Metrolinx  
Dec 9, 2021 - 17:45

The Midtown GO is identified in the 2041 Regional Transportation plan as a potential project for beyond 2041. Potential connections to the Ontario Line would be assessed if/when an extension is planned.

 0  1

 Metrolinx how will you speed up the OL

Anonymous  
Nov 17, 2021 - 13:43

Congratulations on your achievements so far however I am disappointed in the lack of speed of the project. Metrolinx has to move quicker & ignore the NIMBY crowd as they will never be satisfied and will just complain. My question is how will you move the OL faster and when is the contract for the south portion going to be signed? Month or Quarter?

 14  23

 Reply  
Metrolinx  
Dec 9, 2021 - 15:42

Thank you for your support – we're glad to hear you're excited about the Ontario Line!

Construction will begin shortly, when teams break ground on early works for the project. This work will include rail corridor expansion and other modifications at Exhibition Station, and utility relocations.

The overall schedule and completion dates will be determined through the procurement process for the project. We expect to reach financial close with a preferred project company by fall 2022.

 0  0

 I want more information, please

Anonymous  
Nov 18, 2021 - 09:47

Where can I find information on the project?

 6  15

 Reply  
Metrolinx

Dec 9, 2021 - 15:34

We'll be holding more virtual engagements all throughout the project to give you the information you need and get your input. Please confidentially share your contact information with us to receive timely updates on our work. Visit [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine) to learn more.

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