

Ontario Line

**Project updates, year-end review,
and lookahead**

Agenda

- Land acknowledgement
- Safety moment
- Introduction to panel
- Presentation
 - About the Ontario Line project
 - Station overview
 - Project milestones and what's next
- Q&A

Land acknowledgement

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

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

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

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

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

Safety moment

- Hanukkah and Christmas are around the corner!
- Take the time now to discuss holiday plans with your family
- Ask what precautions will help everyone feel safe, e.g. keeping the party small



Introduction to panel



Malcolm
MacKay

Program Sponsor,
Ontario Line



Richard
Tucker

Vice President,
Subway Project
Delivery -
Ontario Line



James
Francis

Manager,
Environmental
Programs and
Assessment



Franca
Di Giovanni

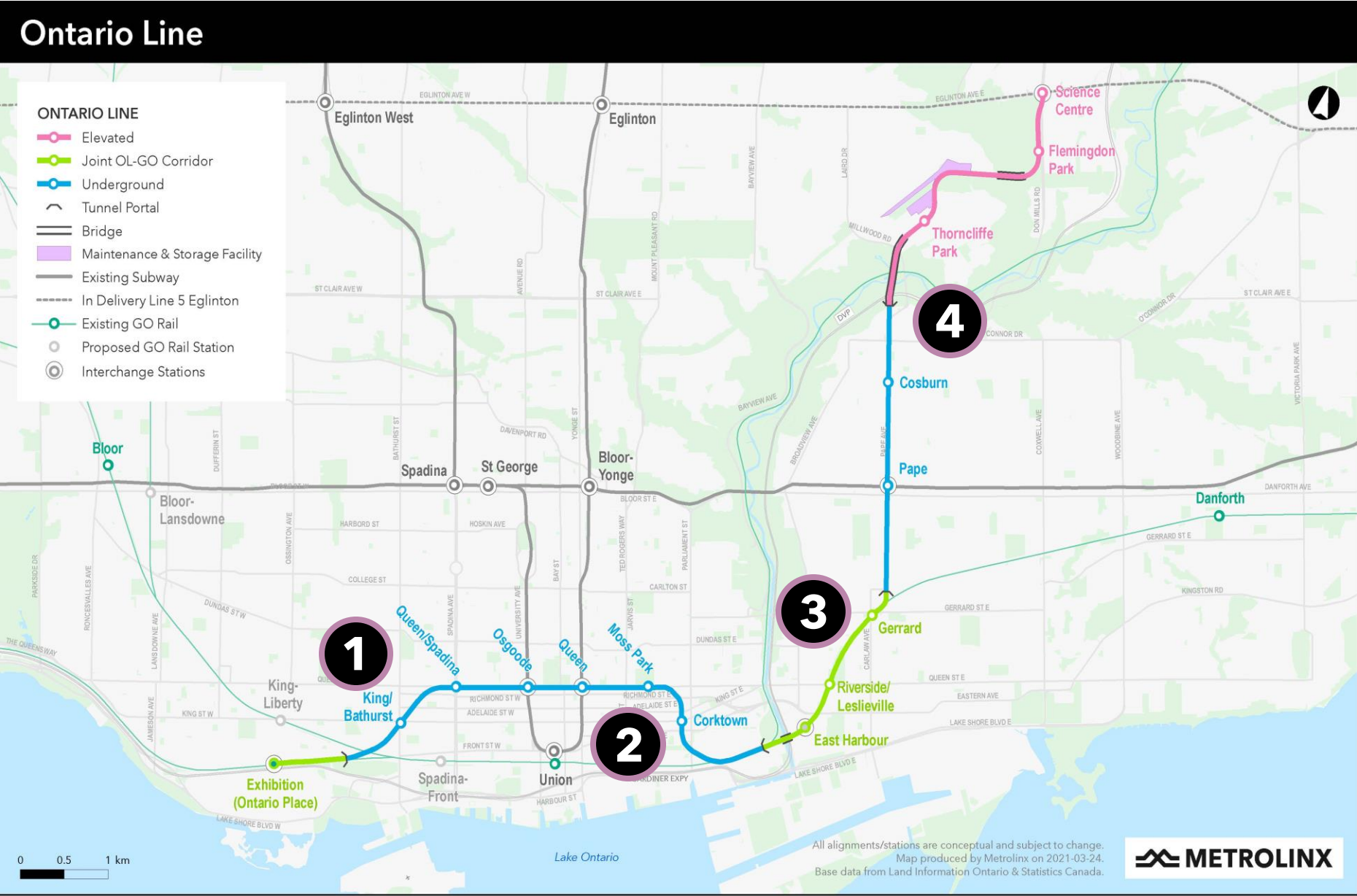
Director of
Community
Engagement,
Subways



Natasha
Jailal

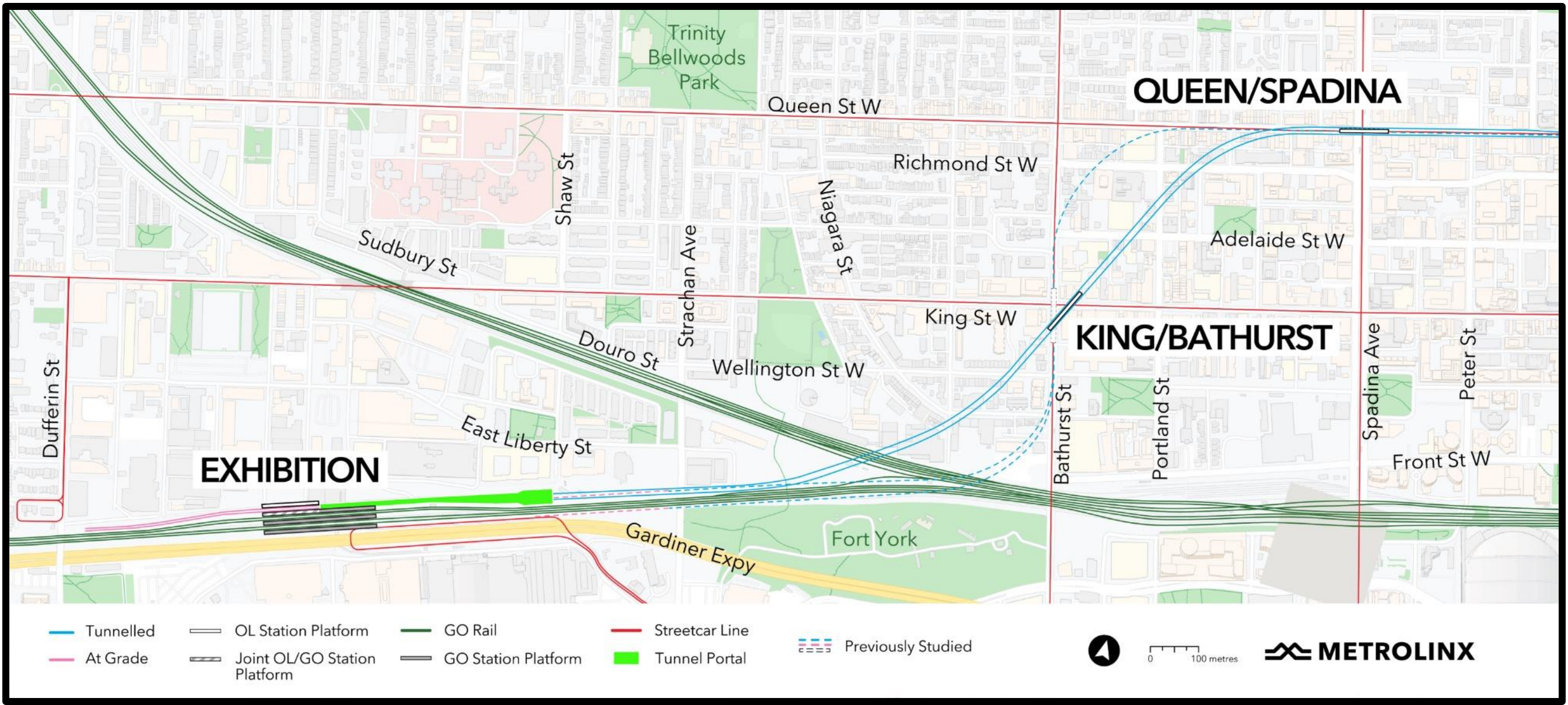
Senior Manager,
Property
Acquisition

The Ontario Line



EXHIBITION TO QUEEN/SPADINA (West Segment)

Exhibition to Queen/Spadina (West segment)



Exhibition

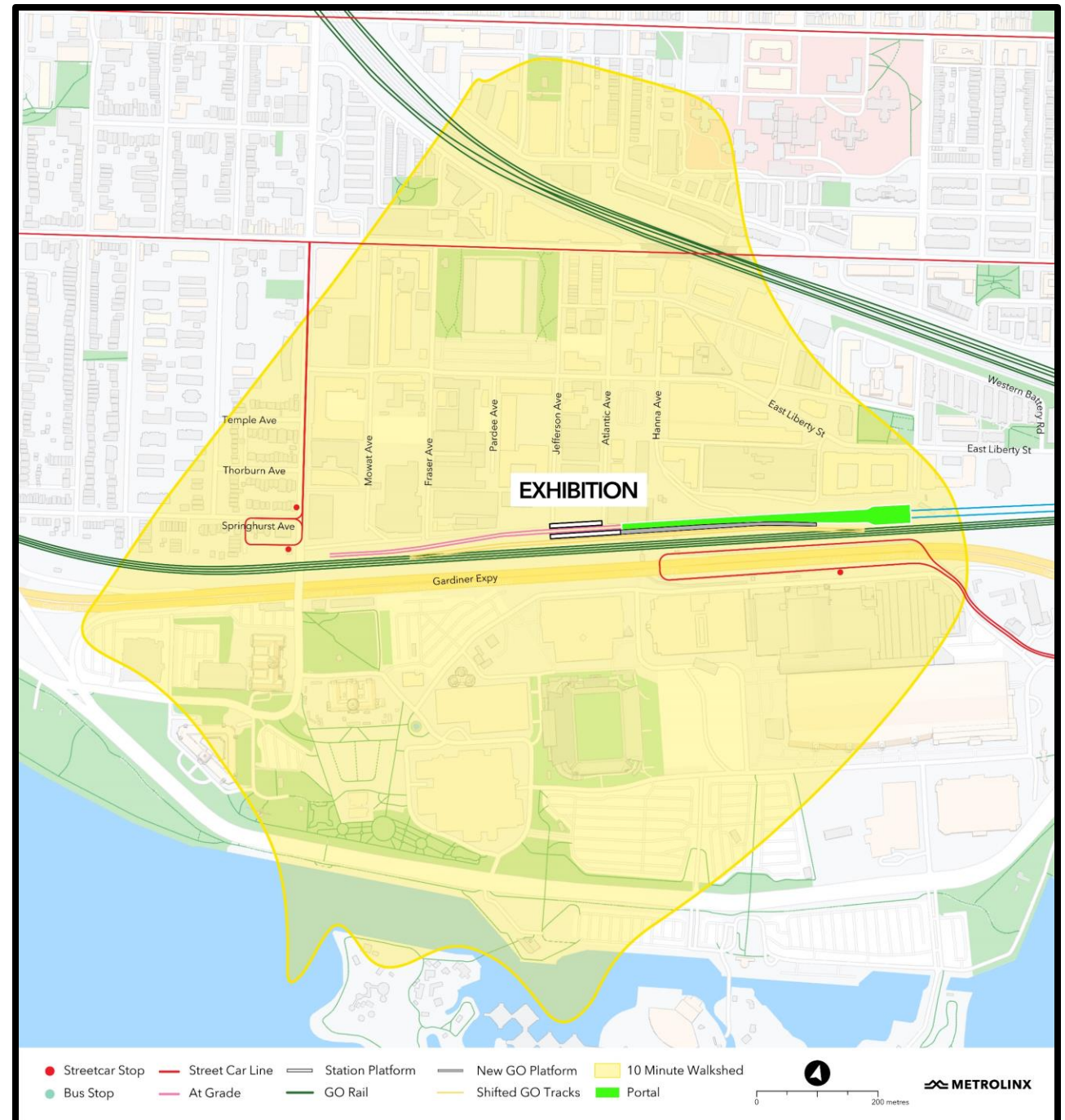
Estimated peak-hour (AM) ridership

- 12,100 total
- 8,400 boardings
- 3,700 alightings
- 6,300 transfers to/from Lakeshore West GO

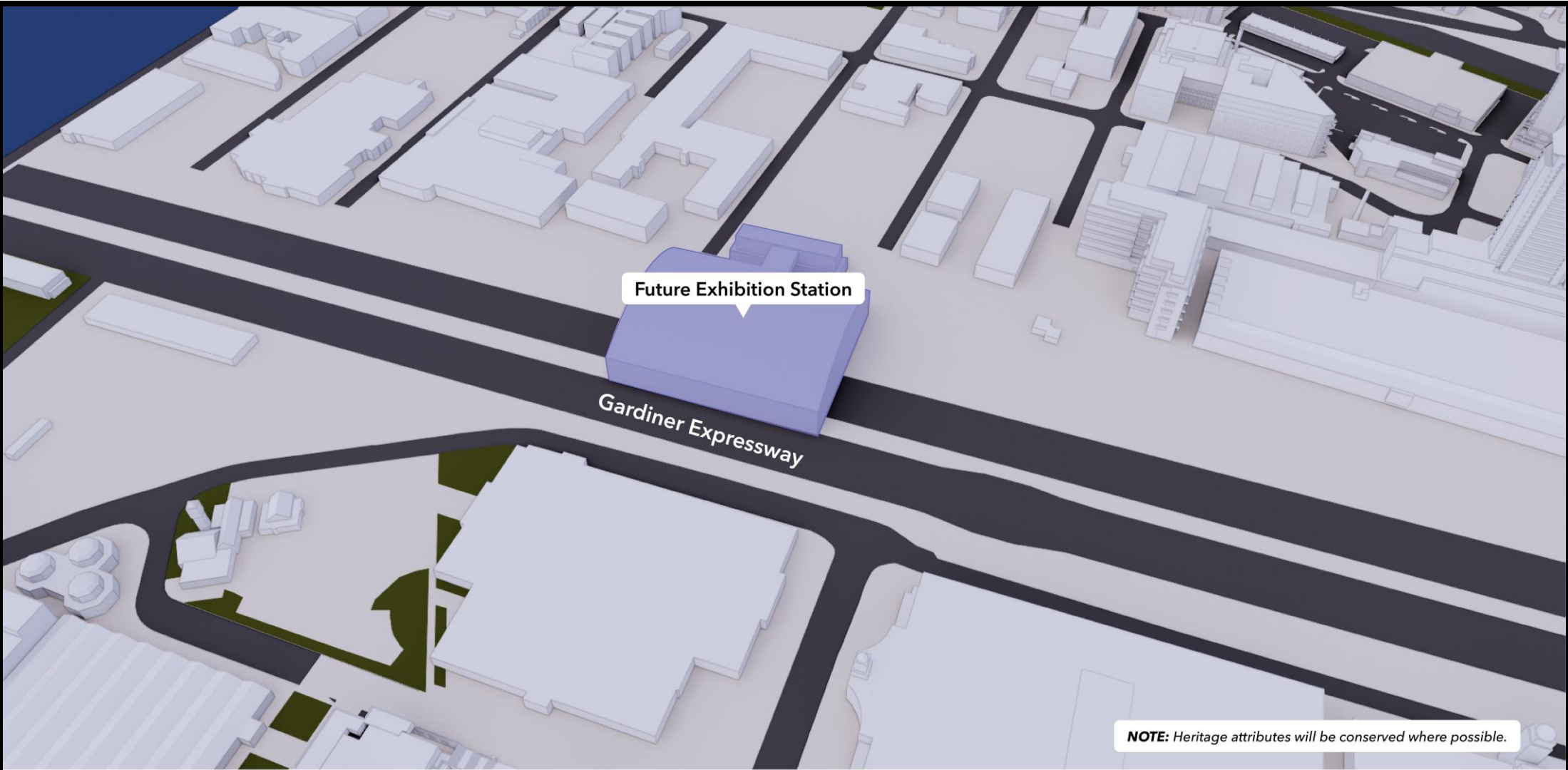


Serving Liberty Village, South Parkdale and Niagara, 12,100 residents and 17,600 jobs will be within a comfortable 10-minute walk.

Metrolinx is coordinating with the City of Toronto, TTC, Exhibition Place and other community partners to coordinate plans with other projects in this area.




Exhibition Station



NOTE: Heritage attributes will be conserved where possible.

Exhibition Station

 = Future Station Building

 0 200 Metres

 **METROLINX**

What are we building as part of early construction works?

Existing Unopened Passenger Tunnel Extension and Tunnel Entrance Building

An existing out of service passenger tunnel extension and station entrance will be opened - this tunnel and entrance with a walkway to Atlantic Avenue will be open until the new north entrance is completed.

New North Entrance

The existing passenger tunnel will be extended north, and the new north entrance will be constructed to provide continuous access to the station throughout construction, including future Ontario Line work.

Platforms and GO Tracks

- Removing the existing north platform to allow for a new Ontario Line platform to the north of the existing rail corridor in future works
- Temporarily shifting the GO platform to the east to allow for continued access to GO services
- Shifting two existing GO tracks to make room for a new GO centre platform to support GO Expansion plans.

Pedestrian Bridge

Installation of a temporary pedestrian bridge spanning the rail corridor will provide additional access to reach station platforms and improve cross-corridor access for trips to and from Exhibition Place and Liberty Village. The bridge will stay in place until the Ontario Line is in operation.



Existing unopened tunnel entrance building - view from the east

What will early construction works look like at Exhibition?

Concept rendering of Exhibition Station during early works construction, including a temporary pedestrian bridge that will give customers another way to reach station platforms and travel across the rail corridor for trips to and from Liberty Village and Exhibition Place.



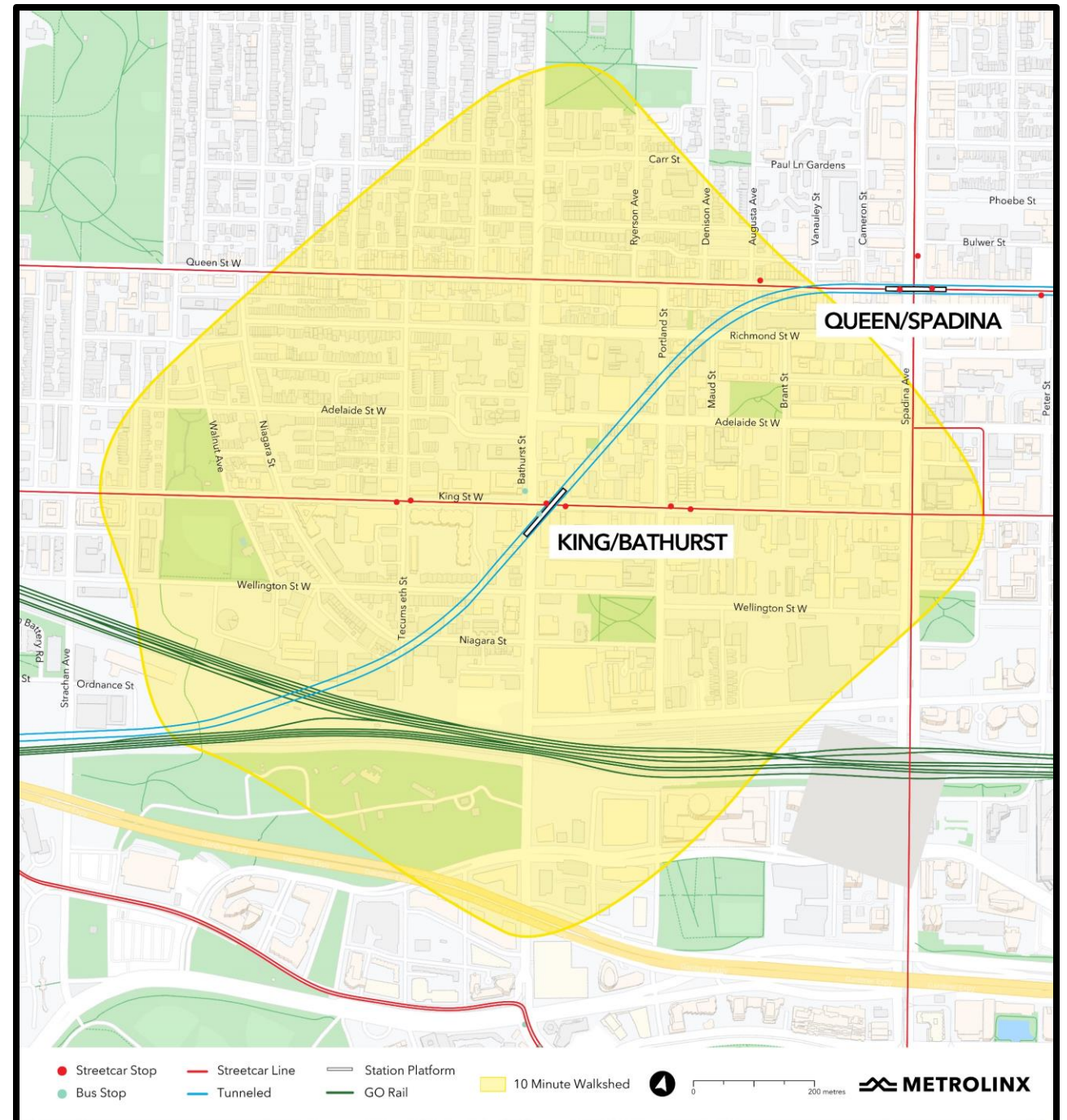
King/Bathurst

Estimated peak-hour (AM) ridership

- 5,100 total
- 3,000 boardings
- 2,100 alightings
- 2,400 transfers to/from surface transit



From Queen's Quay to Alexandra Park, passengers are within a comfortable 10-minute walk to King/Bathurst Station, including the King West, CityPlace, Fort York, Niagara and Fashion District neighbourhoods with 27,000 residents and 24,200 jobs.



King/Bathurst Station



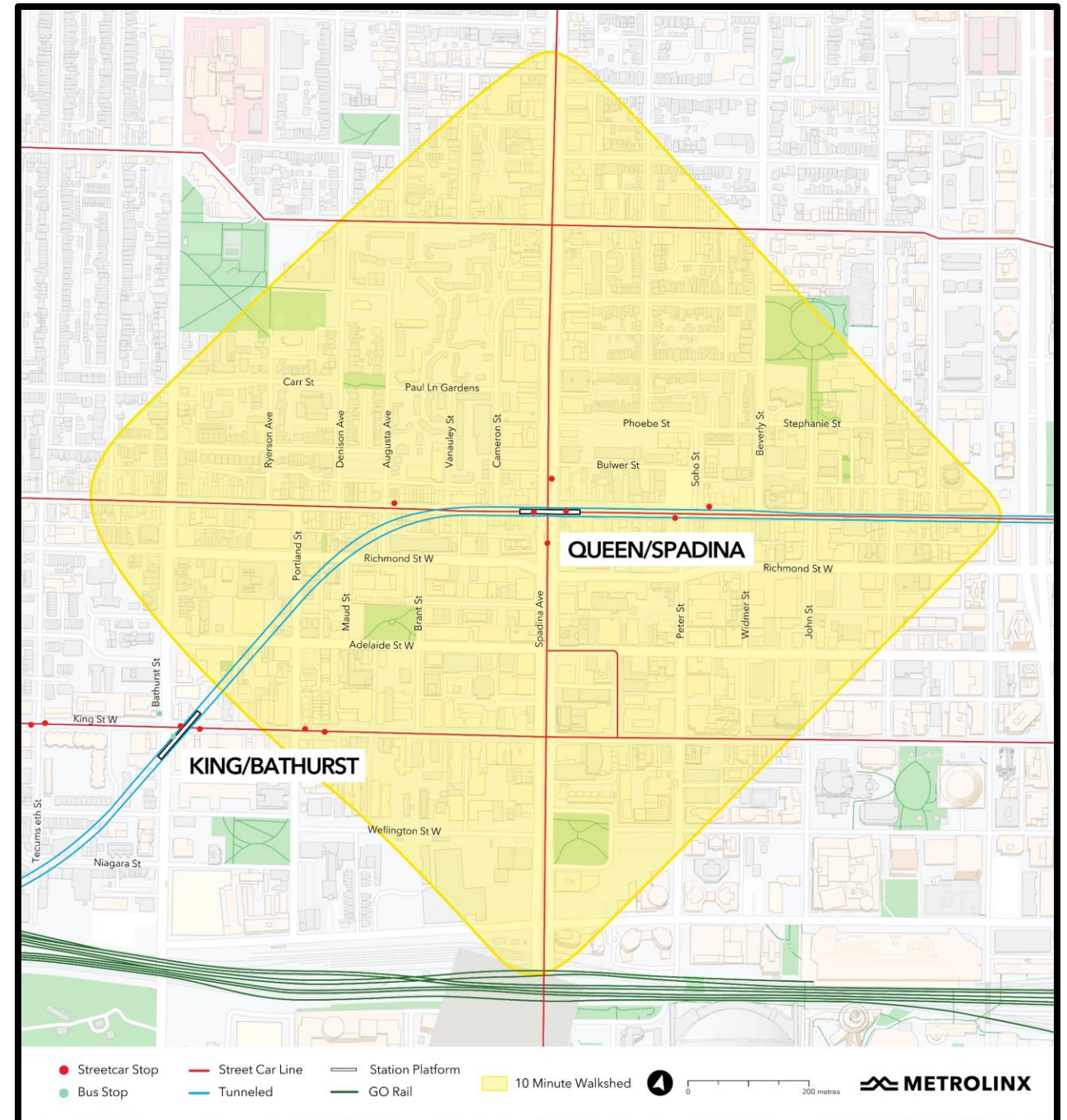
Queen/Spadina

Estimated peak-hour (AM) ridership

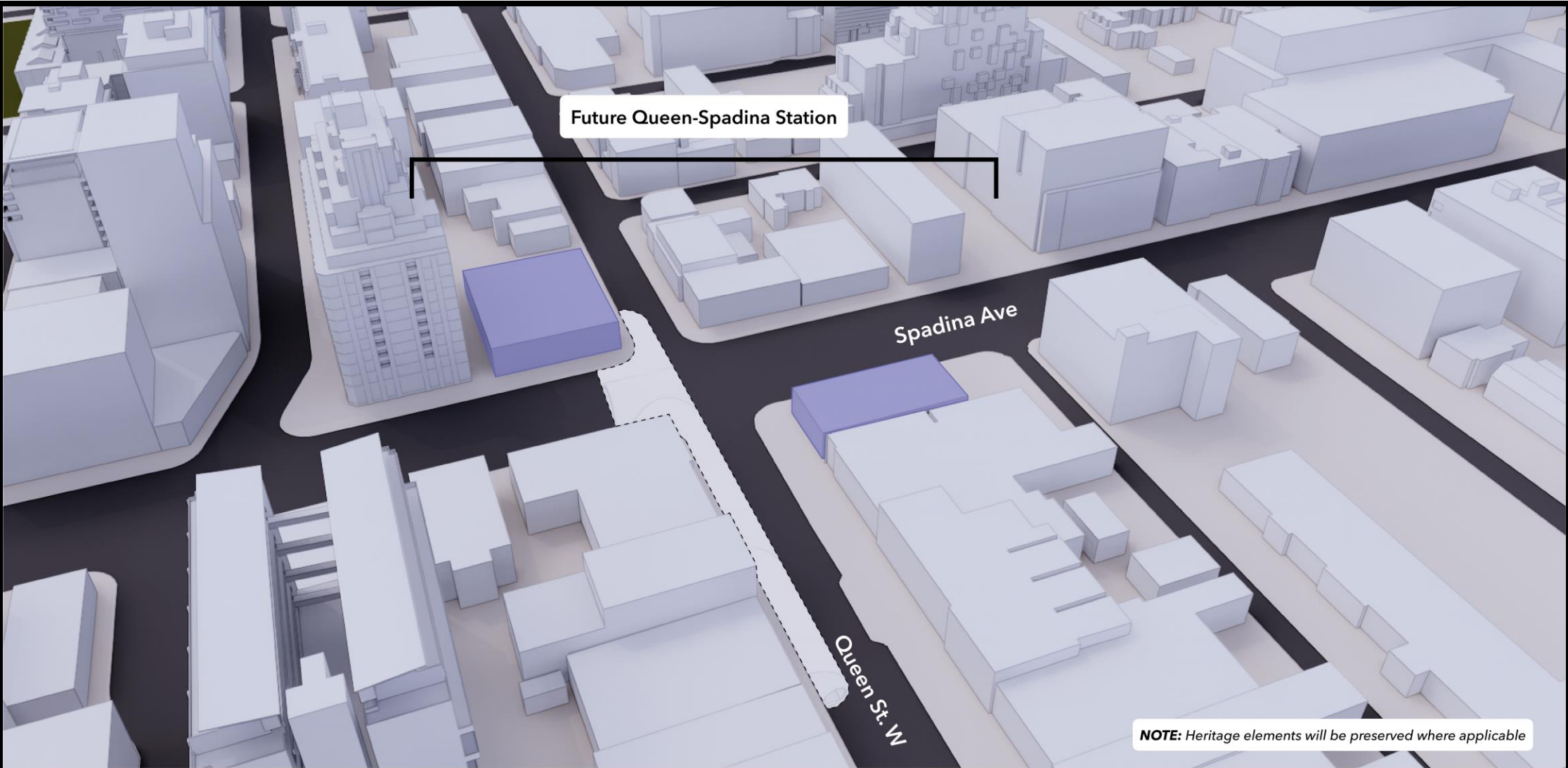
- 7,200 total
- 2,300 boardings
- 4,900 alightings
- 3,800 transfers to/from surface transit



Serving Chinatown, Grange, Kensington, Alexandra Park, Wellington Place, Fashion District and Entertainment District, 22,800 residents and 41,200 jobs will be within a comfortable 10-minute walk.



Queen/Spadina Station



Queen-Spadina Station

 = Future Station Building

 = Underground Tunnel

 0 200 Metres

 **METROLINX**

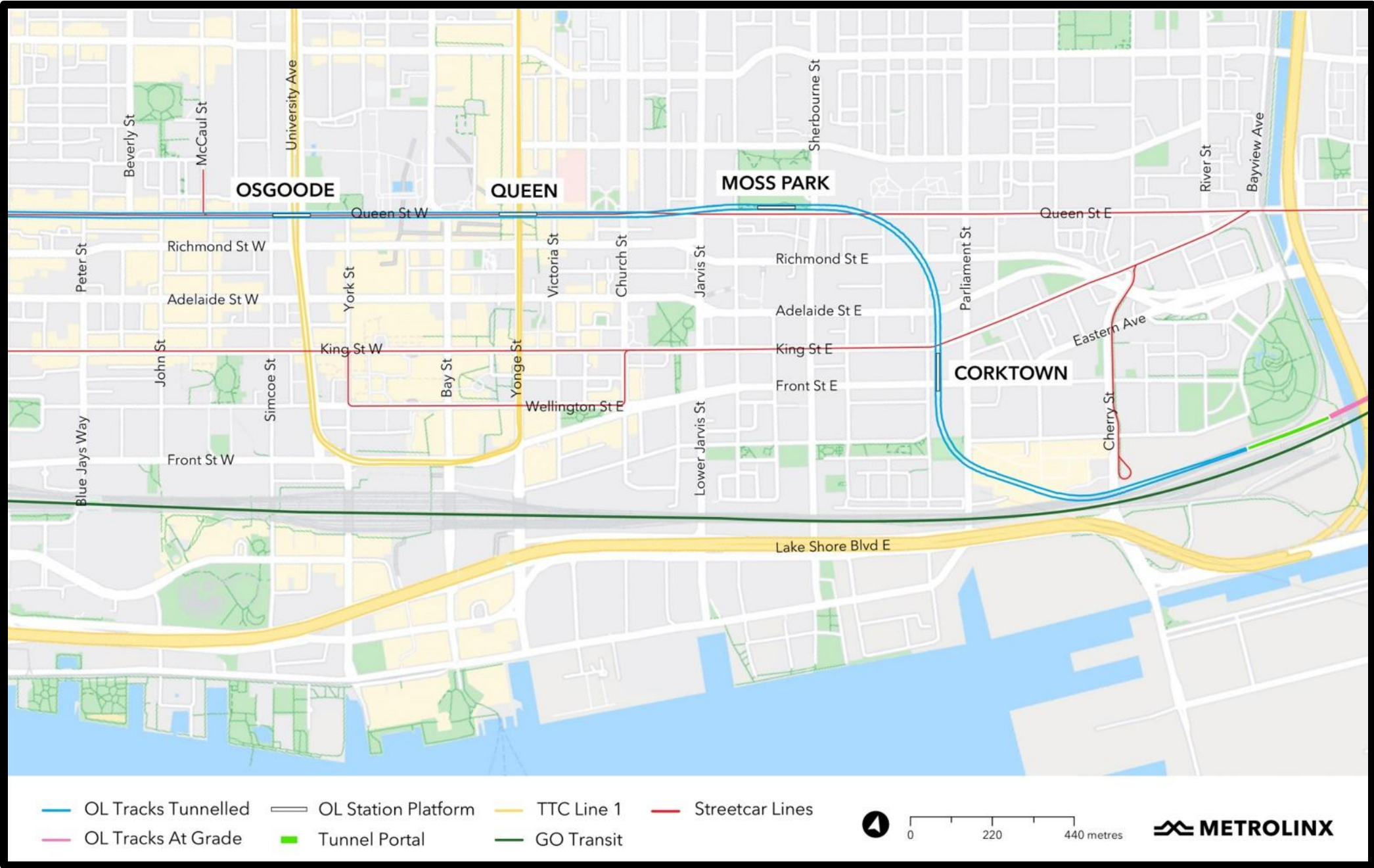
What's Next for the West Segment?

- Construction at Exhibition site expected to begin by the end of 2021
- Expected traffic impacts of future construction will be communicated as plans progress
- Preparatory utility relocations will start by spring 2022 and construction at King/Bathurst and Queen/Spadina is expected to begin in late 2022/early 2023
- Visit Infrastructure Ontario's **[engageO.ca](https://engageo.ca)** site to learn more about Transit-Oriented Communities in this area

OSGOODE TO LOWER DON BRIDGES

(Downtown Segment)

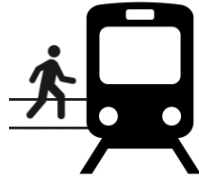
Osgoode to Lower Don Bridges (Downtown Segment)



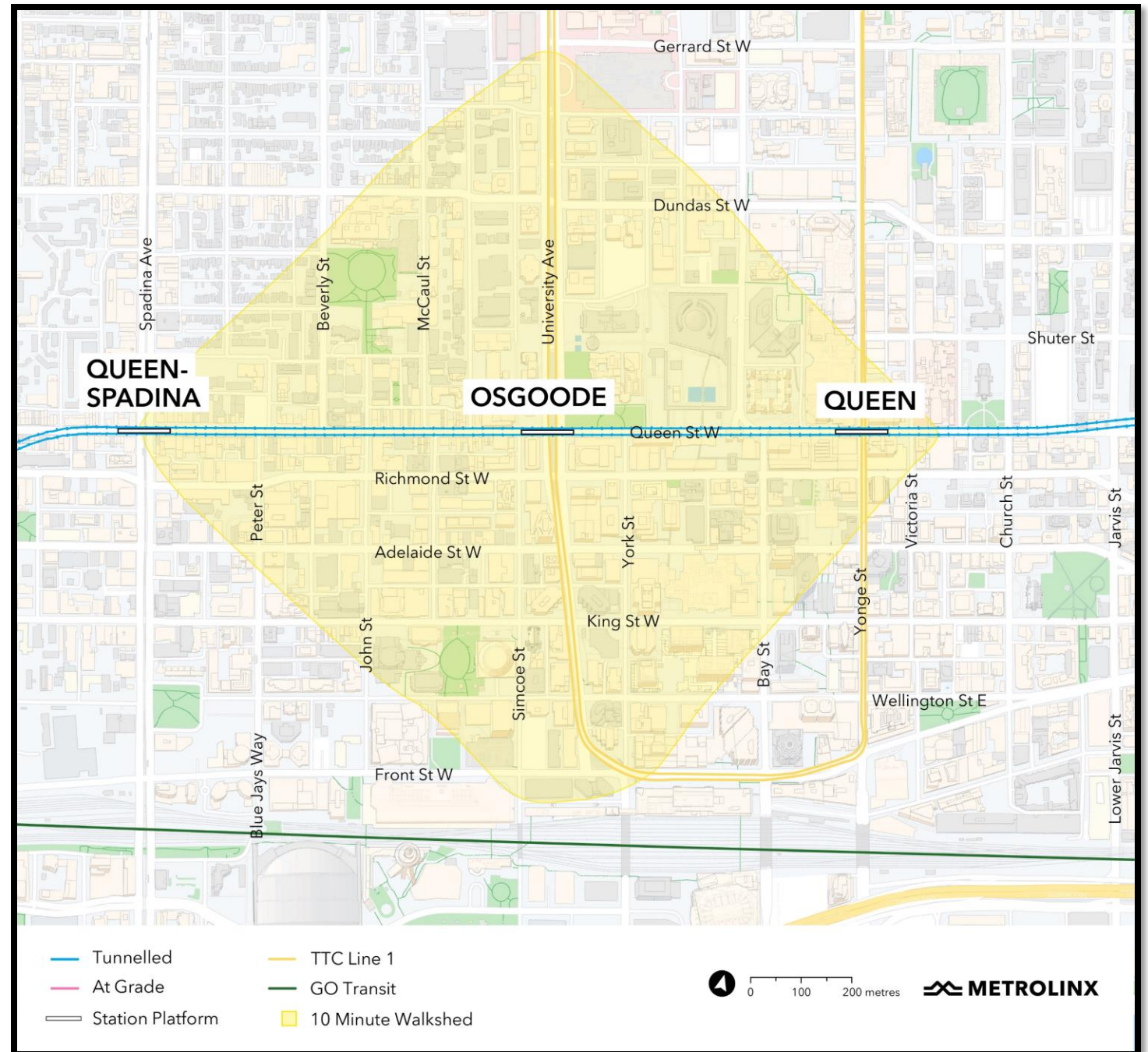
Osgoode

Estimated peak-hour (AM) ridership

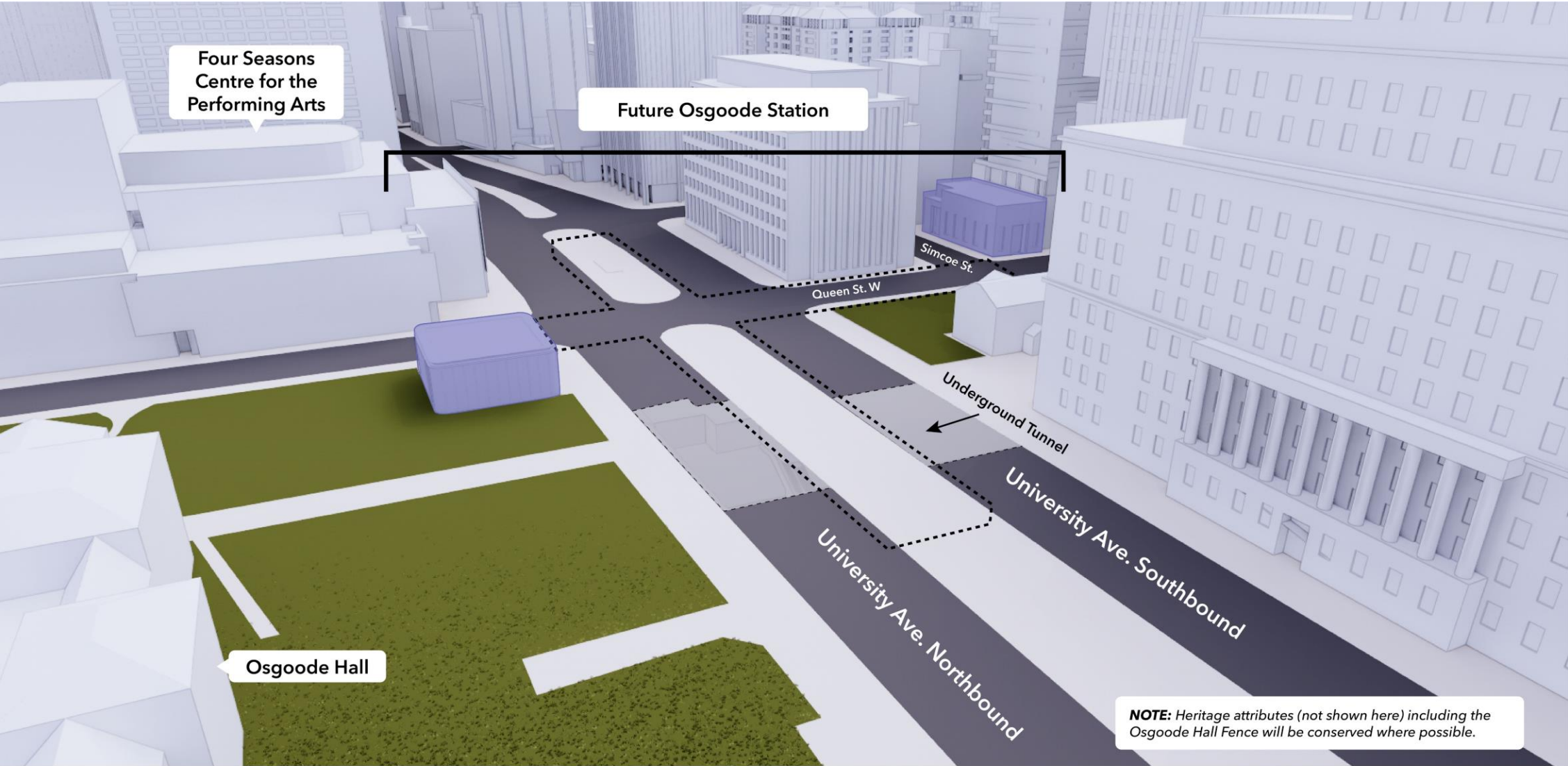
- 12,000 in total
- 3,000 boardings
- 9,000 alightings
- 5,700 transfers to/from TTC Line 1
- 1,000 transfers to/from surface transit



Serving the Entertainment District, Financial District, Kensington-Chinatown and Grange Park, 16,500 residents and 110,500 jobs will be within a comfortable 10-minute walk.



Osgoode Station



Osgoode Station

 = Future Station Building

 = Existing TTC Station

 = Underground Tunnel



 **METROLINX**

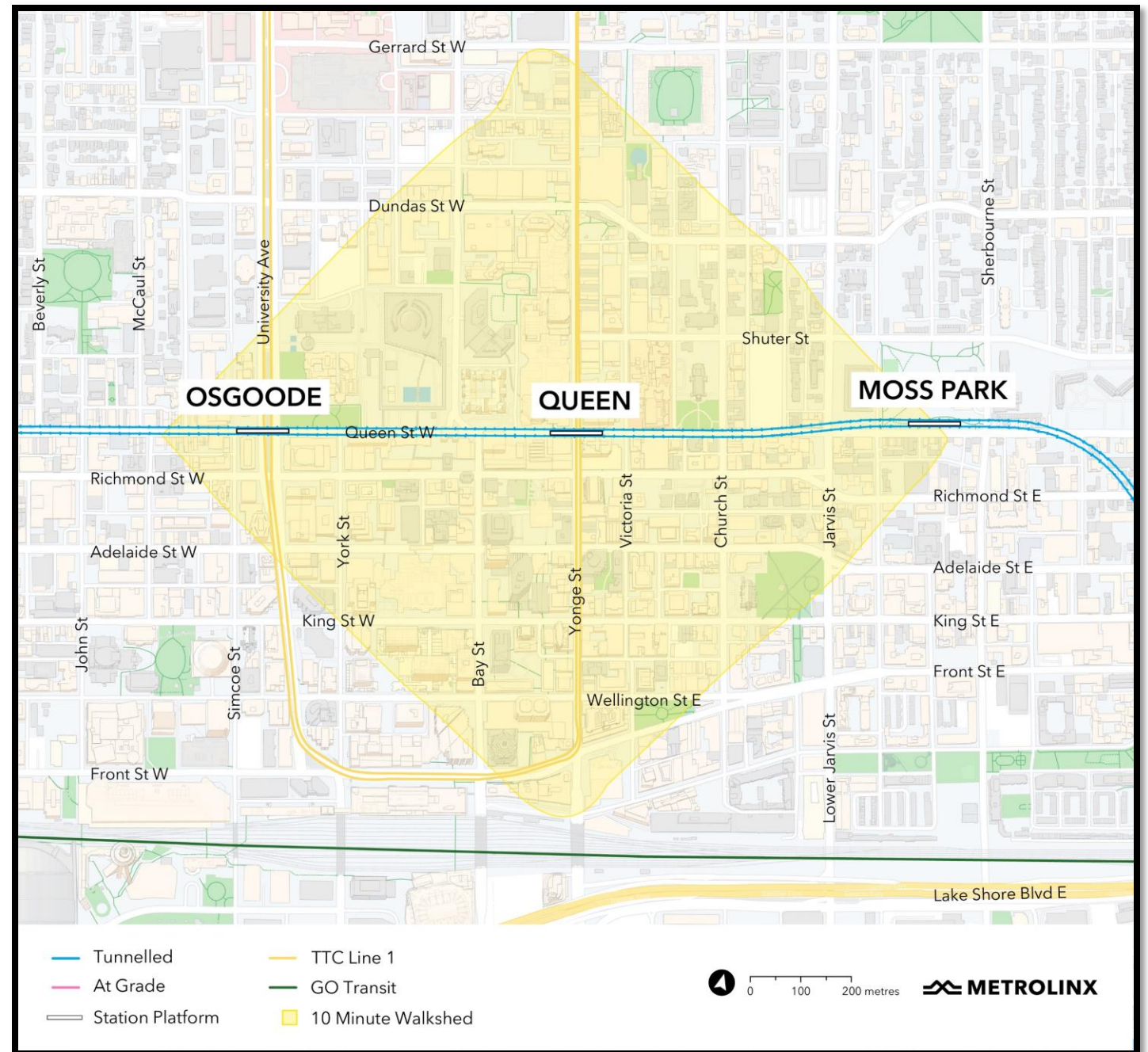
Queen

Estimated peak-hour (AM) ridership

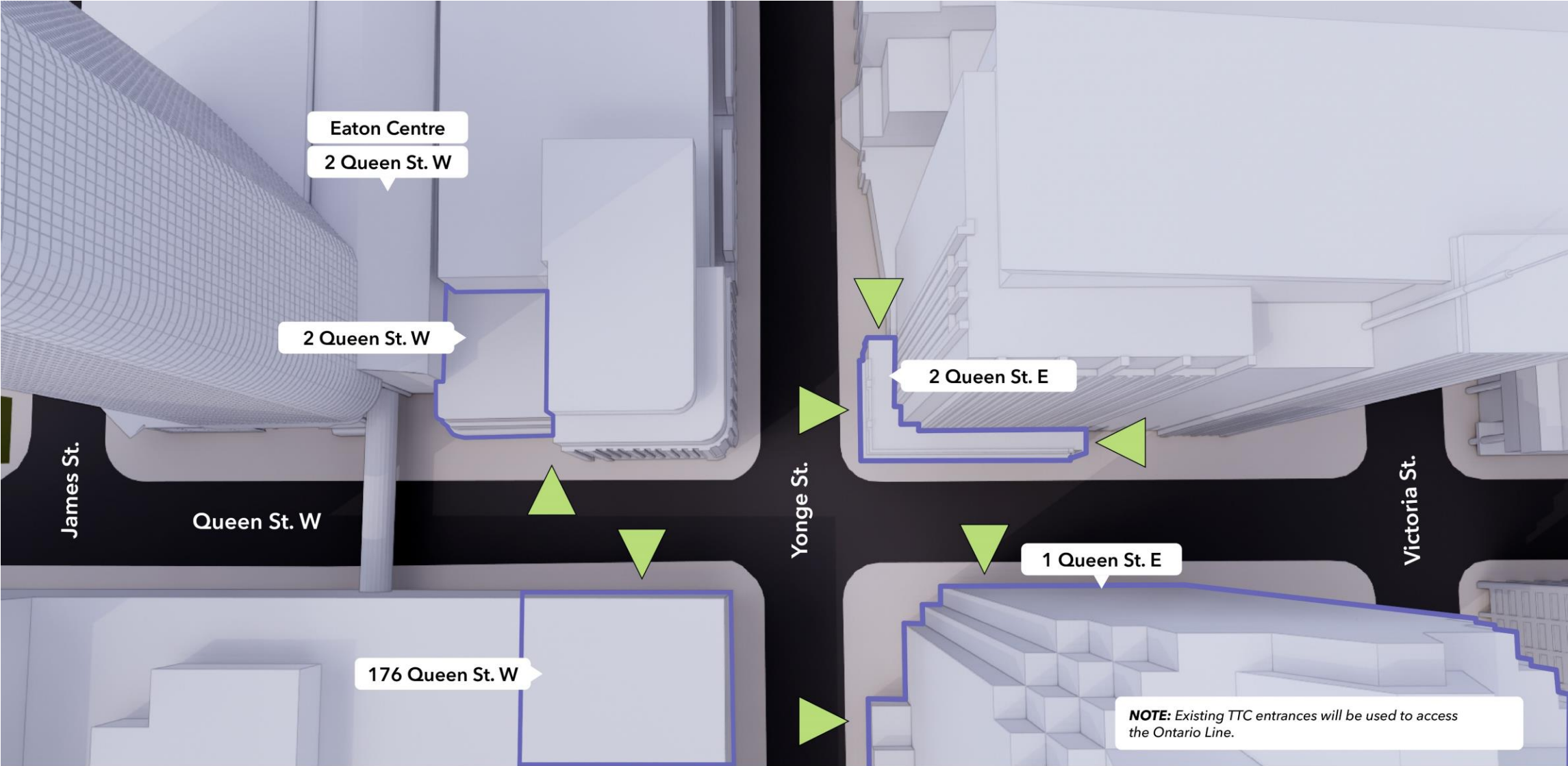
- 16,600 in total
- 4,500 boardings
- 12,100 alightings
- 6,100 transfers to/from TTC Line 1
- 600 transfers to/from surface transit



Serving the Financial District and Downtown Yonge area, 18,400 residents and 150,000 jobs will be within a comfortable 10-minute walk.



Queen Station



Queen Station

 = TTC Line 1 and Ontario Line Shared Entrance

 = Entrance Points



 METROLINX

Queen Station Layout | Reference Concept Design

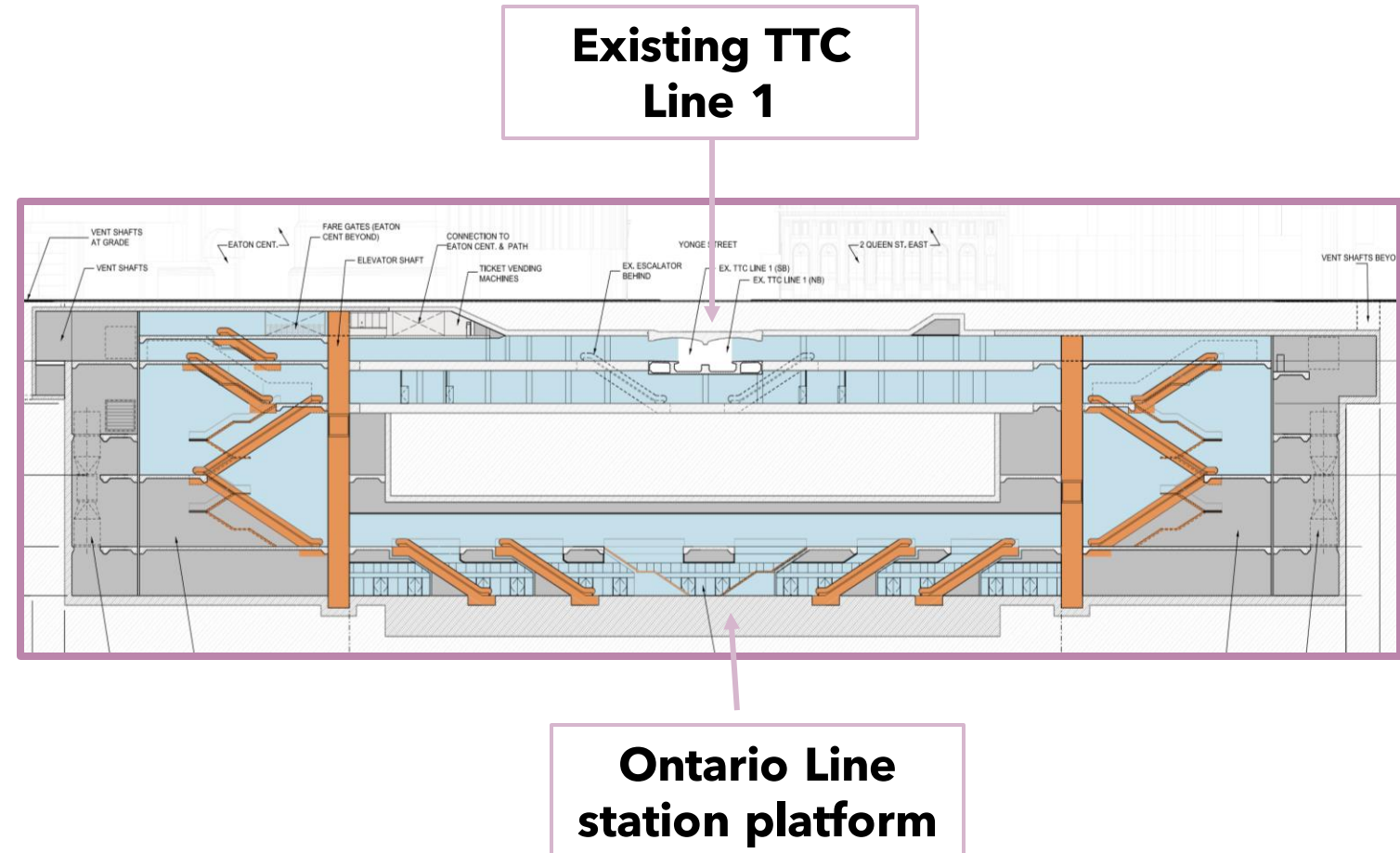
(May 2020)

Description

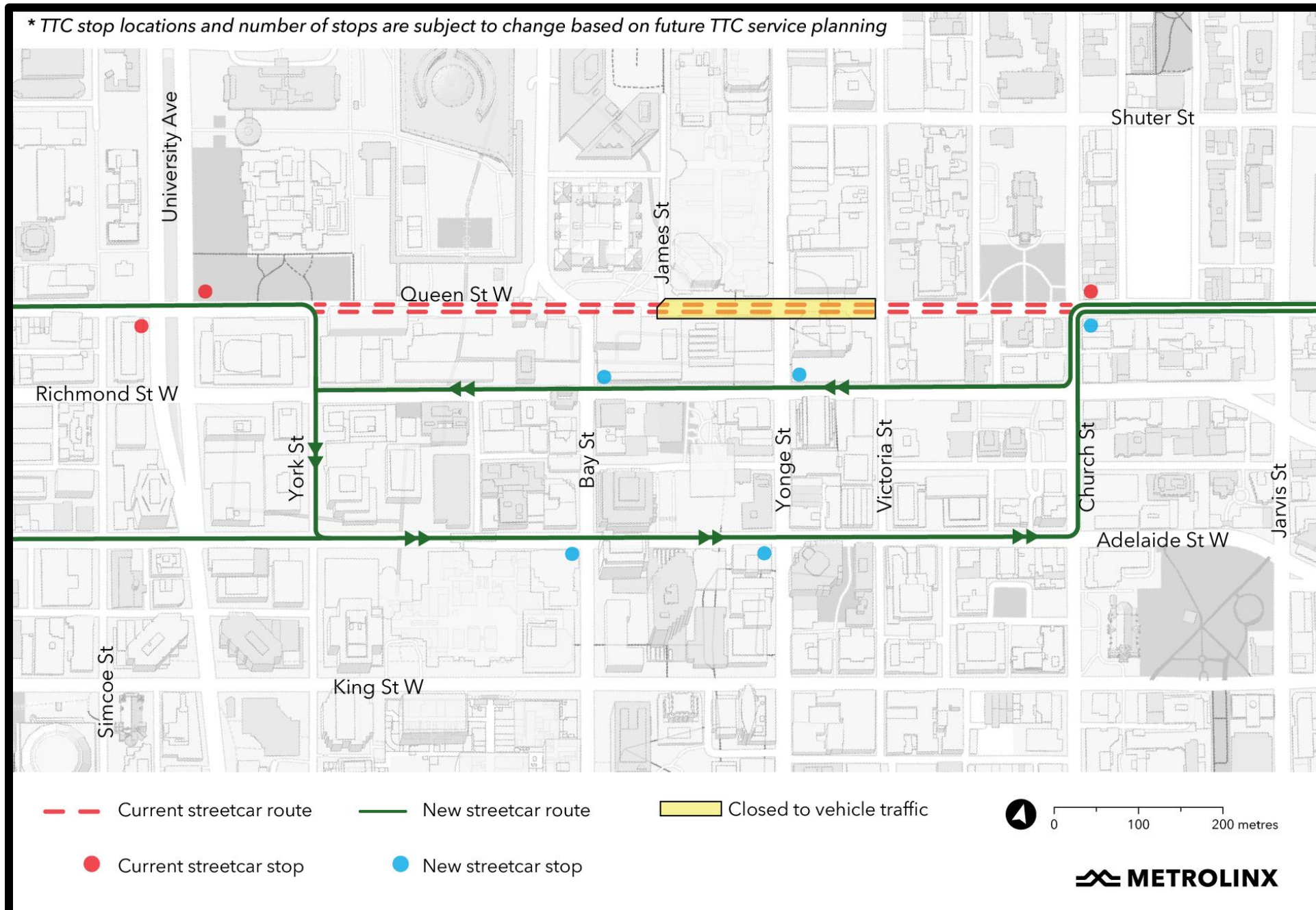
Build a station box stacked directly under the existing TTC Line 1 station, creating easy transfers and retrofitting existing entrances to meet modern accessibility standards and demand.

Benefits

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

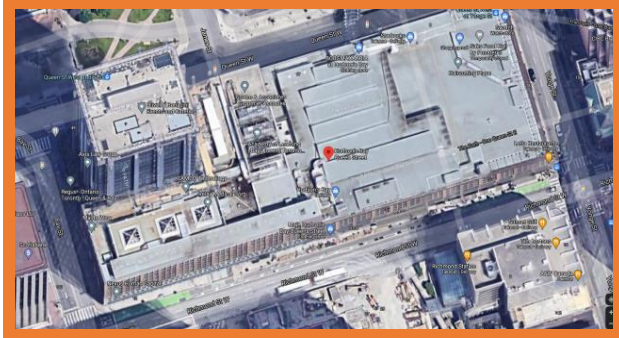


Keeping you moving through Queen Station construction



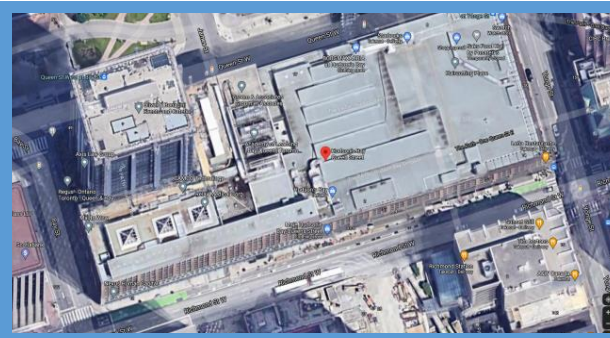
- Queen streetcar will be diverted along Richmond and Adelaide
- Yellow area on the map will be closed to cars but will remain open to pedestrians and cyclists
- Work is expected to begin in 2023 and take about 4.5 years

What to expect next at Queen Station



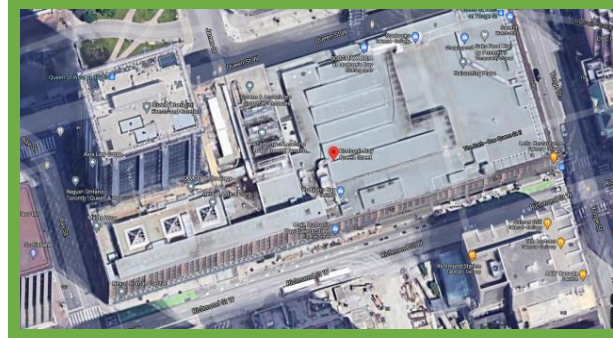
Summer 2021

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



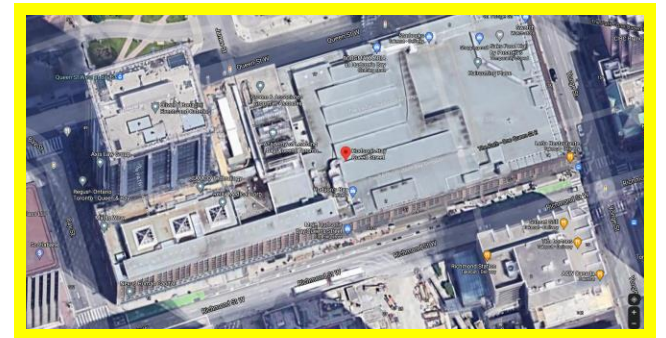
Fall 2021

- Continued consultations
- Review and assess stakeholders' feedback
- On December 15-16, seek Toronto Council approval of full closure of Queen Street roadway and Queen streetcar diversion
- Demolition of Hudson's Bay basement begins; continue to July 2022



Winter 2022

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



2023

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

Moss Park

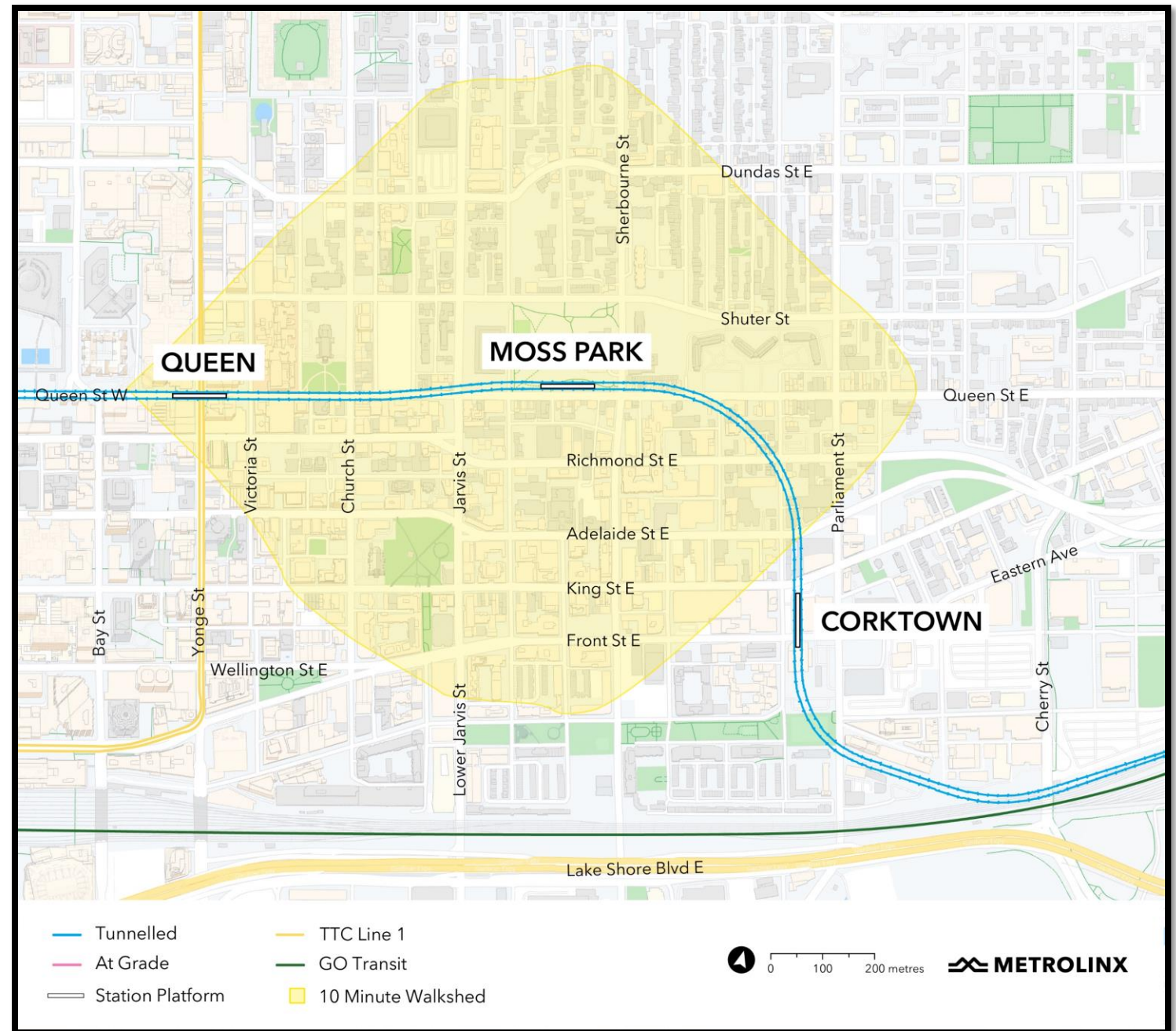
Estimated peak-hour (AM) ridership

- 7,300 in total
- 2,500 boardings
- 4,800 alightings
- 1,500 transfers to/from surface transit

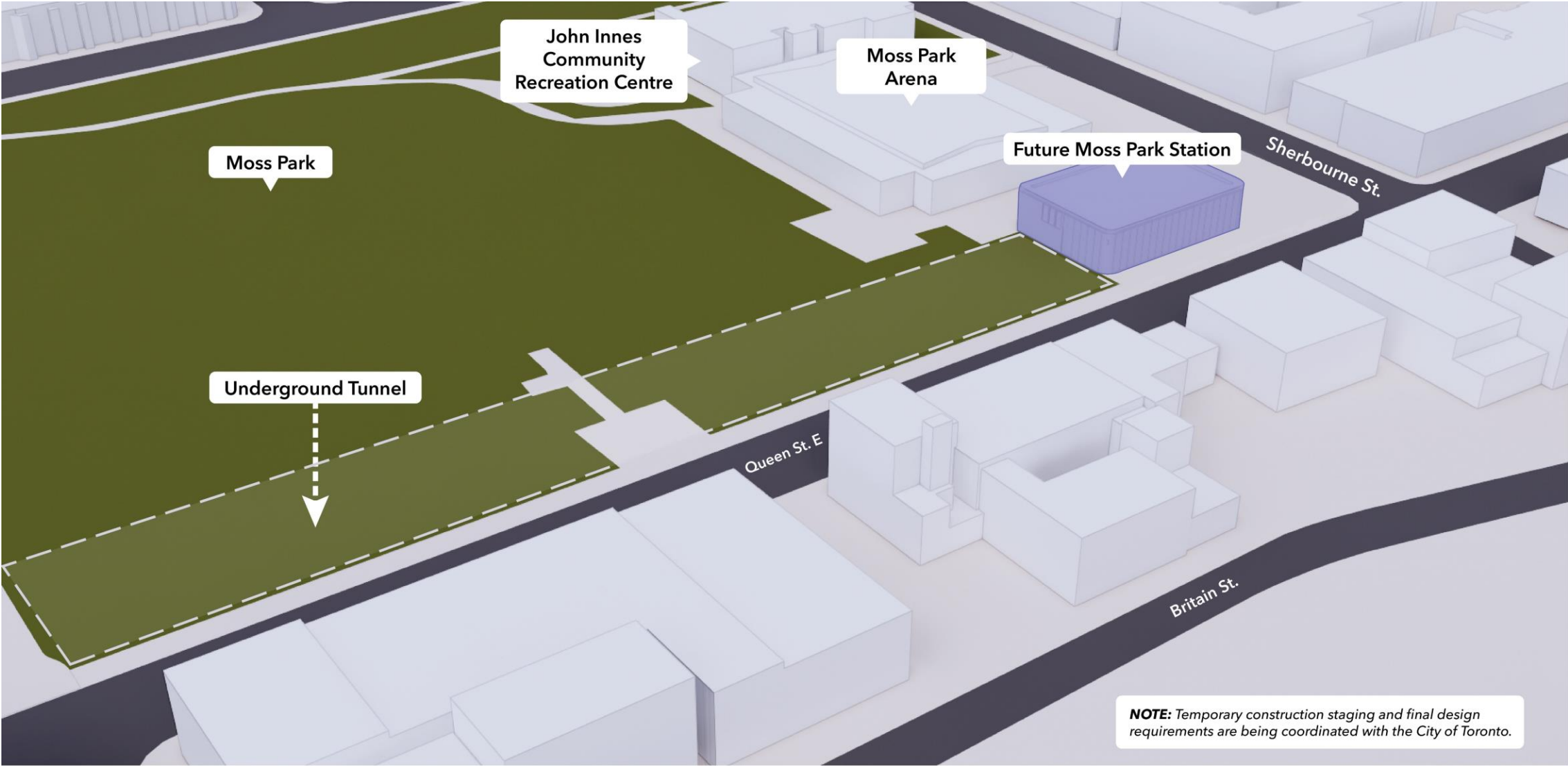


Serving Moss Park, St. Lawrence Market, Garden District, Regent Park 23,600 residents and 23,200 jobs will be within a comfortable 10-minute walk.

Metrolinx is coordinating plans for station construction with the City's Moss Park Revitalization Project.



Moss Park Station



Moss Park Station



= Future Station Building



= Underground Tunnel

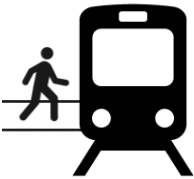


METROLINX

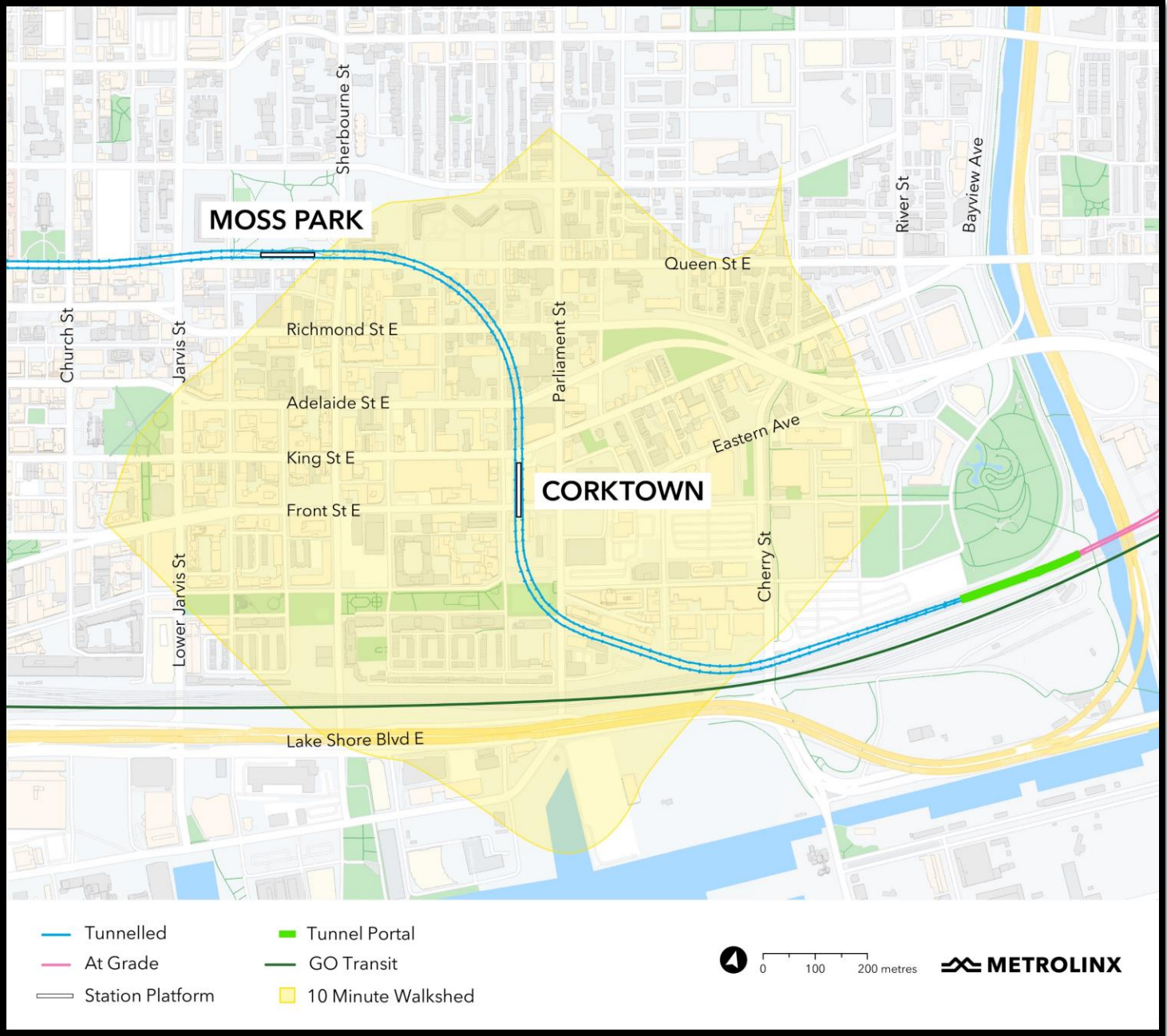
Corktown

Estimated peak-hour (AM) ridership

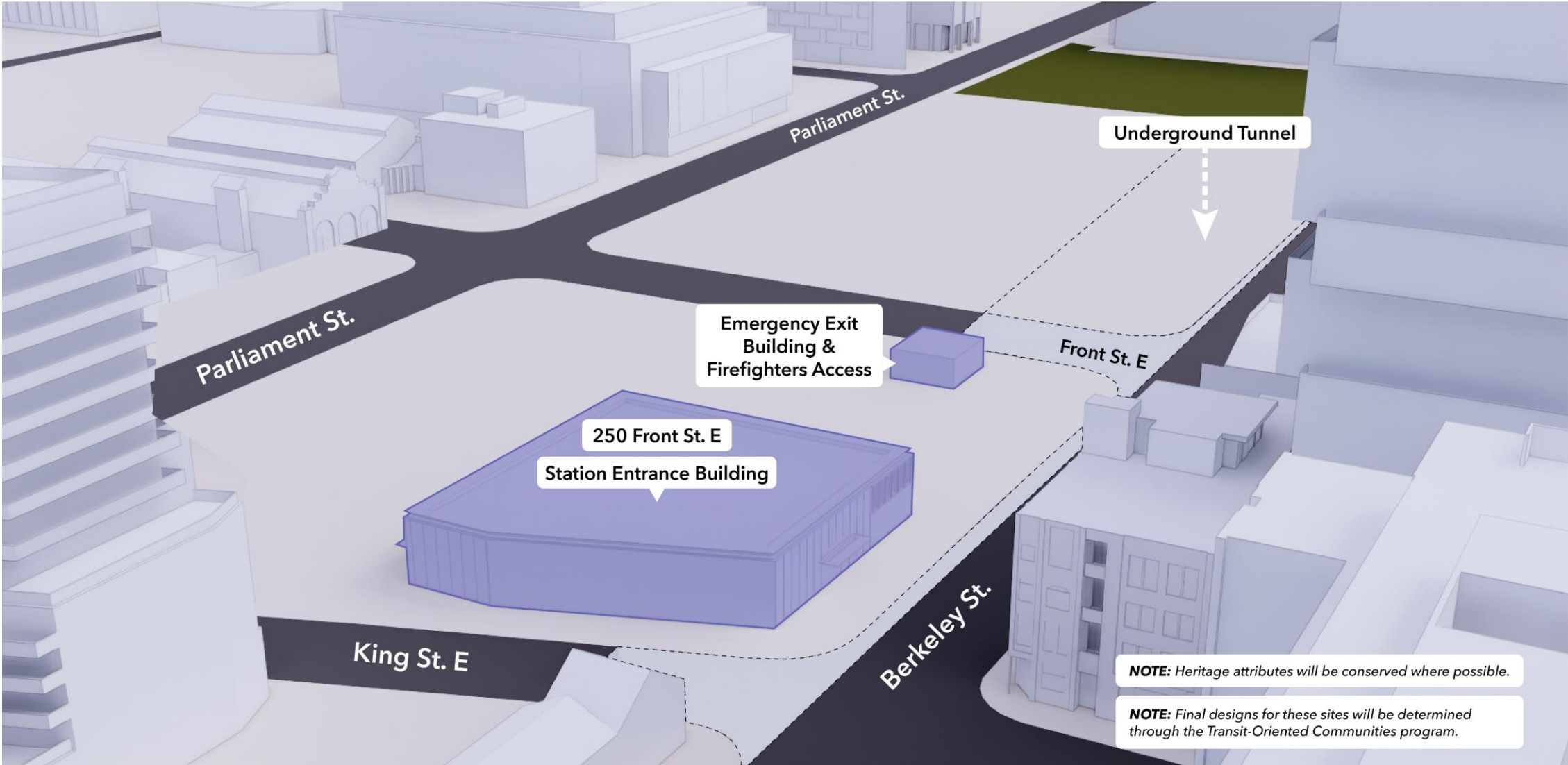
- 4,100 in total
- 2,800 boardings
- 1,300 alightings
- 1,900 transfers to/from surface transit



Serving Corktown, the Distillery District, St. Lawrence Market, the West Don Lands and Regent Park, 26,400 residents and 15,700 jobs will be within a comfortable 10-minute walk.



Corktown Station



Corktown Station



= Future Station Building

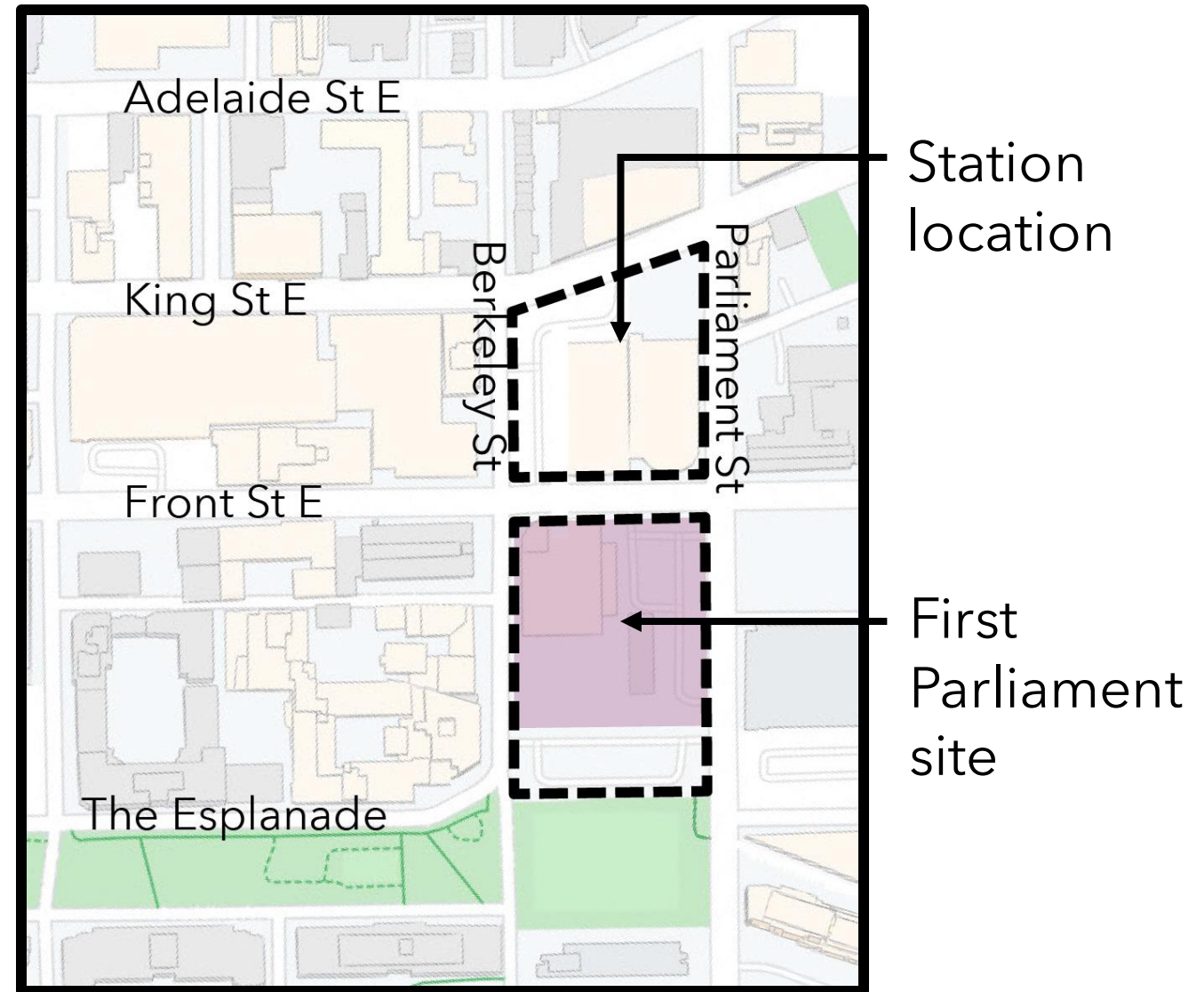


= Underground Tunnel



METROLINX

Early construction works at Corktown



Uncovering Toronto's history at Corktown site



- Initial archaeological and environmental investigations are underway to uncover artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry.

Lower Don Bridge

- The Ontario Line will cross the Don Valley on a new bridge on the north side of existing GO bridge.
- Design work is ongoing, with a focus on:
 - coordinating with GO Expansion plans
 - improving connections for cyclists and pedestrians, and
 - minimizing environmental impacts.



Lower Don Bridge / Don Yard Early Works



30 day public review and final early works report released - **2021**



Construction Tender - **Award in 2022**



Construction Start - **Spring / Summer 2022**

Lower Don Bridge and Don Yard Scope

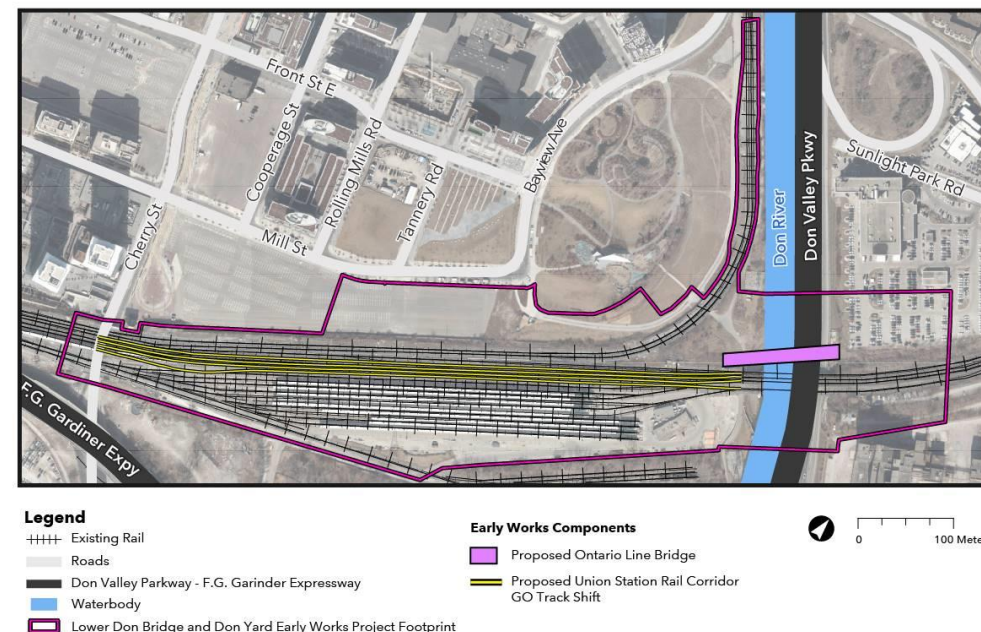
The Lower Don Bridge and Don Yard early works will include:

- Building a new bridge north of the existing rail bridge over the Lower Don River that will carry the Ontario Line tracks;
- Shifting GO tracks in the Don Yard and nearby rail corridor to accommodate Ontario Line infrastructure;
- Modifying the existing rail bridge to accommodate GO track shifts and Ontario Line infrastructure; and,
- Relocating and protecting utilities and signal infrastructure in the area.
- Proceeding with Lower Don Bridge and Don Yard early works before completion of the Ontario Line assessment process is beneficial for project planning, design and timely implementation of both Ontario Line and GO Expansion.

These early works will set the groundwork for other major construction on the Ontario Line Project, reducing risk of construction delays to the main P3 contracts by completing the joint corridor work in advance of the main contracts.



Picture: View of the north side of the existing rail bridge



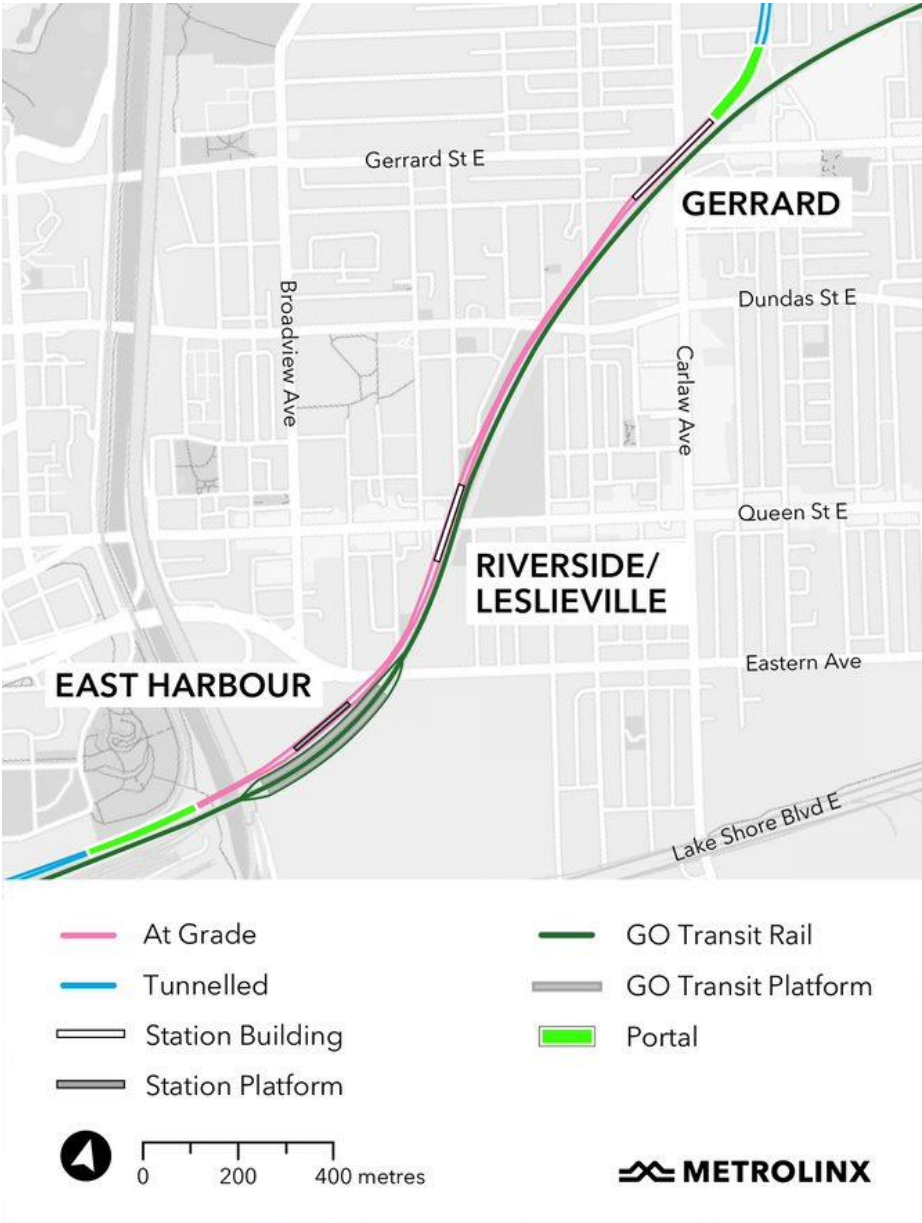
What's next for the Downtown segment?

- Survey on First Parliament Heritage Interpretation and Commemoration Plan (ICP) themes open until December 17 at **metrolinxengage.com/ontarioline**
- Construction at Corktown site will begin in 2022 after archaeological investigation is complete
- As part of the early works, Metrolinx will undertake work to facilitate TTC installation of additional streetcar tracks on York Street, between Queen Street West and Adelaide Street West, to provide a detour for the TTC Queen 501 streetcar during construction of the Queen Station
- Expected traffic impacts of future construction will be communicated as plans progress
- Property requirements will be refined and owners will be notified
- Visit Infrastructure Ontario's **engagelO.ca** site to learn more about Transit-Oriented Communities in this area

EAST HARBOUR TO GERRARD

(East Segment)

East Harbour to Gerrard (East segment)



Bruce Mackey Park



McCleary Playground

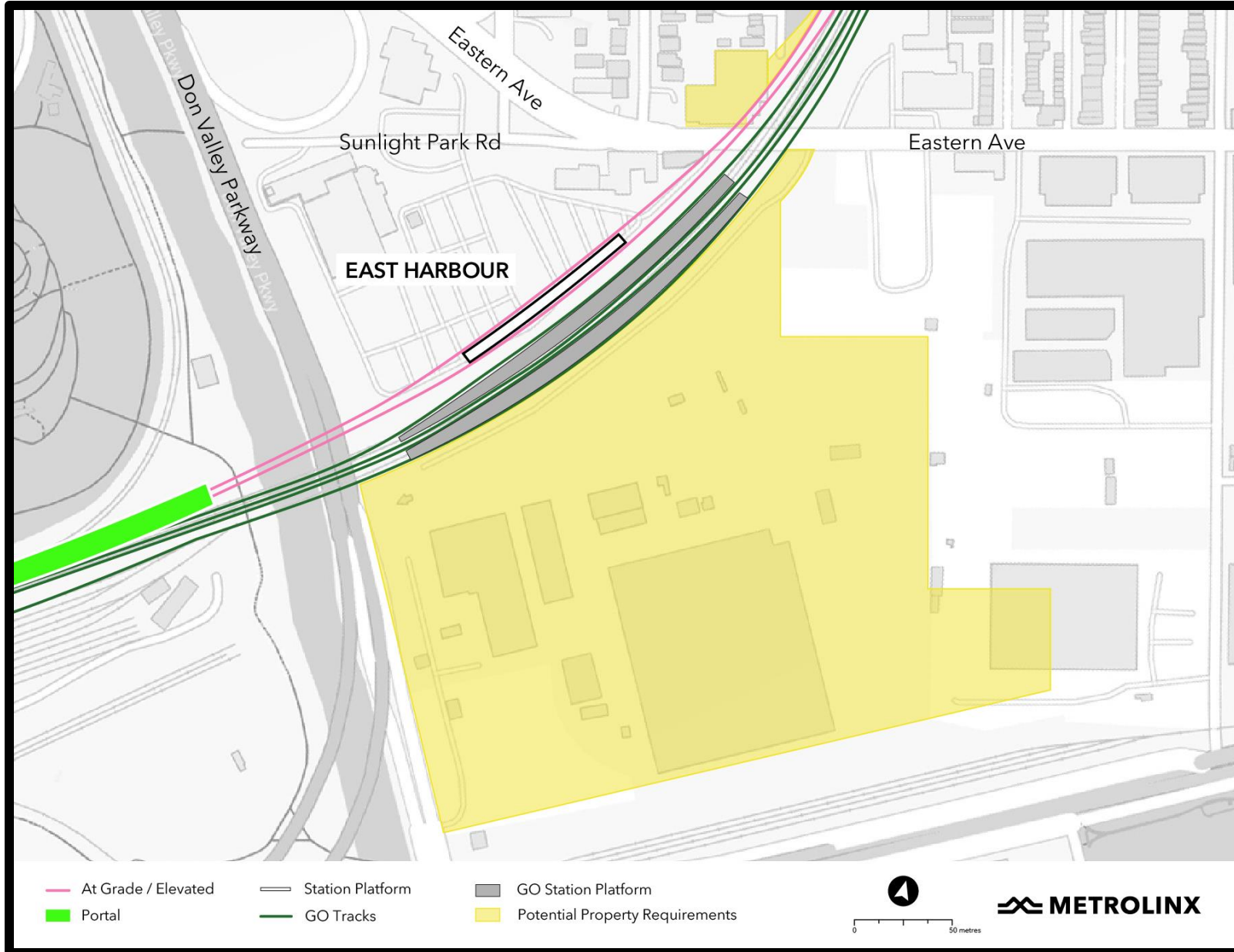


Jimmie Simpson Park

*Rendering depicts 1-3 years after opening day.

Conceptual renderings only and designs may change

East Harbour



- Infrastructure Ontario and the Ministry of Transportation will be developing the 38-acre East Harbour site into a Transit-Oriented Community with a major employment centre, which is expected to bring more than 50,000 jobs to the area
- More than 5,800 residents will be within a comfortable 10-minute walk of the station
- Expected ridership of 14,900 during the busiest travel hour

Early construction works at East Harbour station

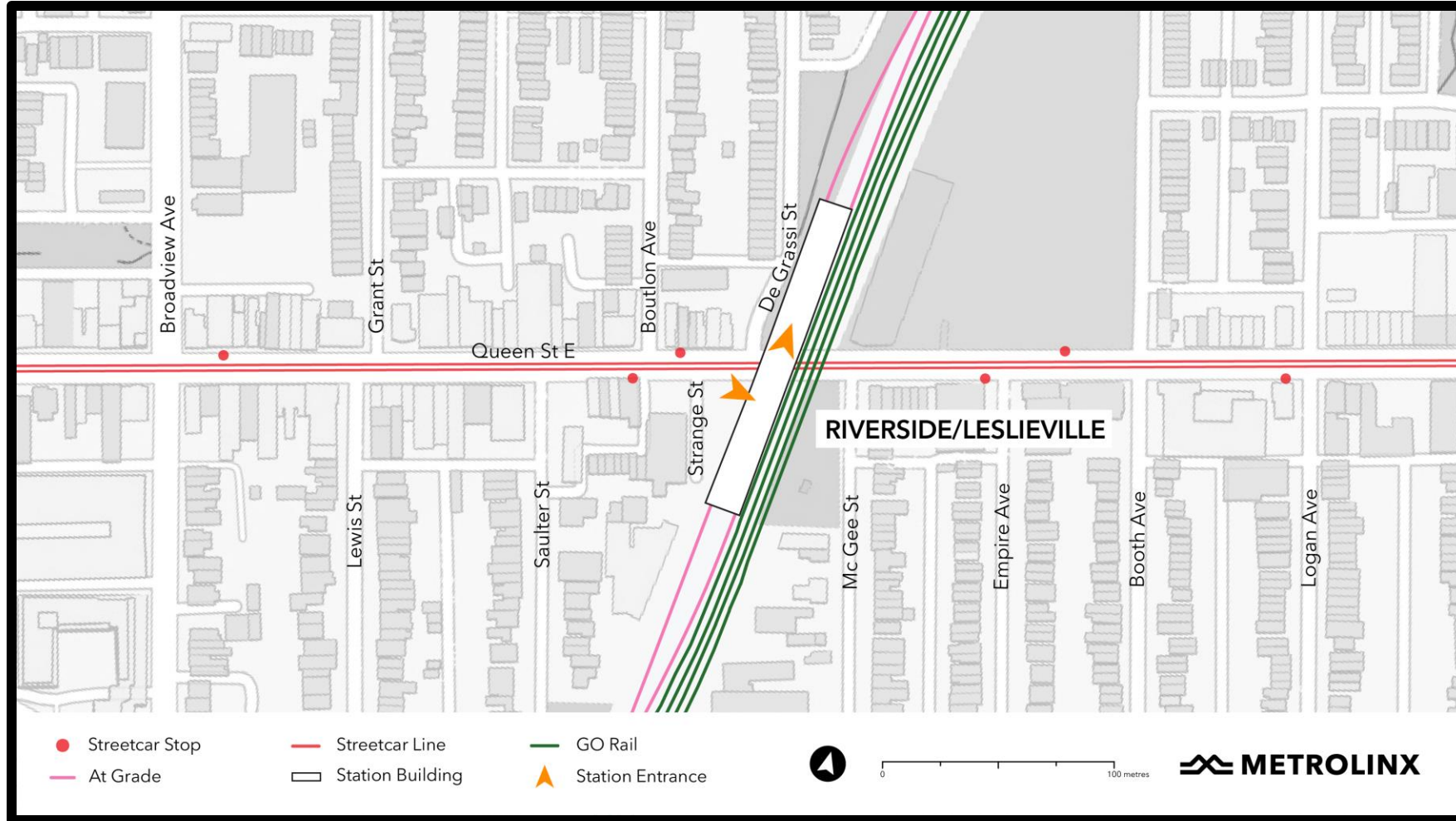
East Harbour Station early works include:

- reconfiguration of the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- construction of station facilities such as platforms and entrances;
- replacement and expansion of the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two future Ontario Line tracks; and
- site preparation activities such as grading, demolition of existing structures where required, and utility relocation or protection.



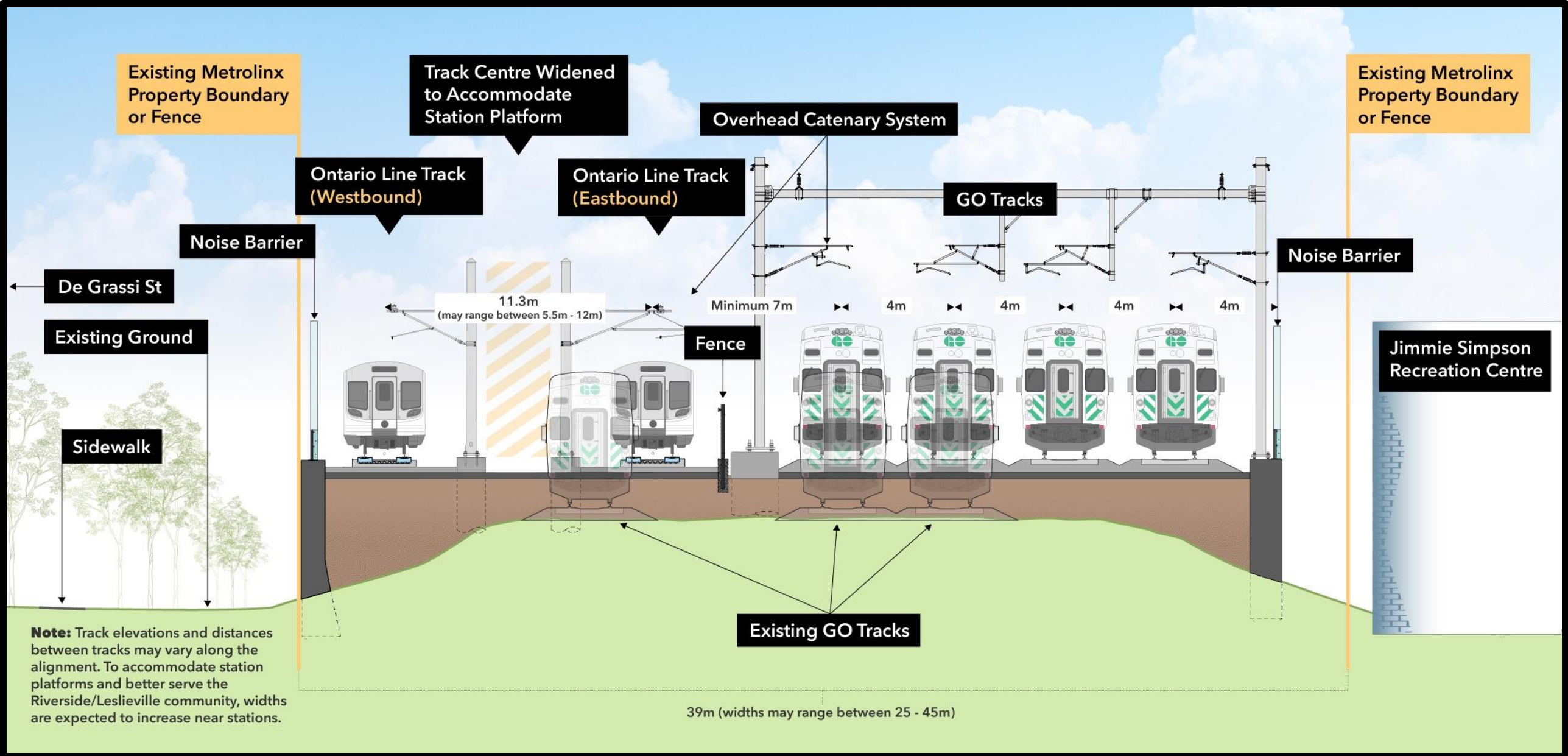
Picture: The new East Harbour Station. Artist's rendering, final designs are subject to change.

Riverside/Leslieville



- Easy connections to the popular 501 Queen Streetcar
- 9,500 residents and 6,900 jobs will be within a comfortable 10-minute walk
- Expected ridership of 4,000 during the busiest travel hour

Rearranging tracks in joint rail corridor and confirming zero impacts to Jimmie Simpson Recreation Centre

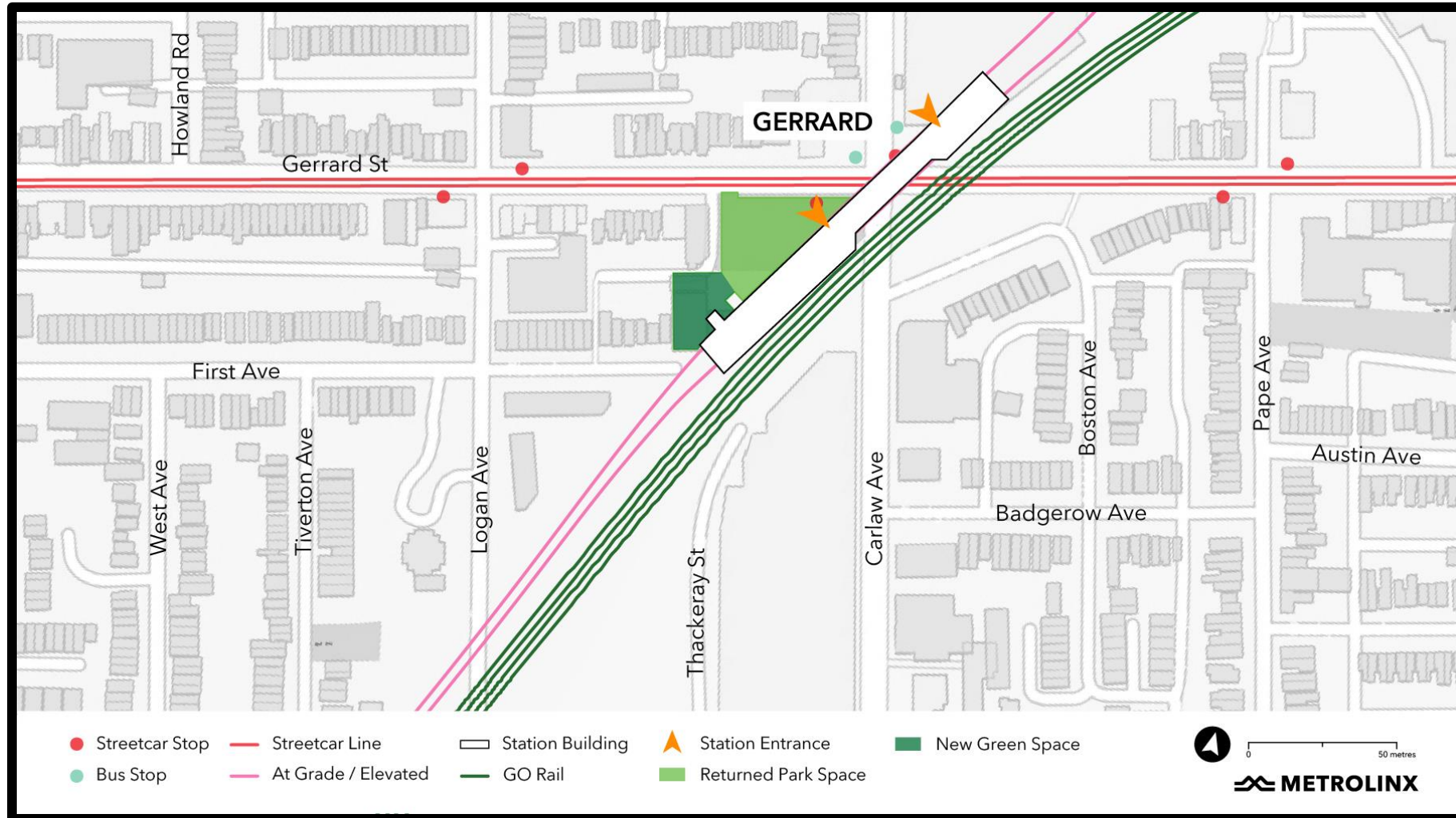


Creating more green space in neighbourhood parks

Parks	Approx new green space (m ²)	Maximum permanent takes (m ²)	Net increase in green space (m ²)
McCleary Playground	300	-	300
Jimmie Simpson Park	700	-	700
Bruce Mackey Park	1,300	-200	1,100
Gerrard-Carlaw Parkette / Dog Park	1,100	-600	500
Saulter Street Parkette	-	-	-
Tiverton Parkette	-	-	-
Total:	+3,400	-800	+2,600



Gerrard



- Easy connections to the 506 Carlton Streetcar and 72 Pape bus.
- 11,300 residents and 3,800 jobs will be within a comfortable 10-minute walk
- Expected ridership of 3,300 during the busiest travel hour

Keeping sound levels the same or lower with future noise barriers

- Visit [**ontariolinesoundstudio.ca/listen**](https://ontariolinesoundstudio.ca/listen) to experience sound demos
- Compare current noise levels with simulations of what it will sound like once the Ontario Line is complete, with the addition of noise barriers.
- Additional sound demonstrations are now available for Jimmie Simpson Park and Tiverton Parkette.



What's next for the East segment?

- Final Early Works reports for East Harbour and Lakeshore East Joint Corridor are now available at [**metrolinxengage.com/ontarioline**](https://metrolinxengage.com/ontarioline)
- Survey results on new noise and retaining walls and landscaping features to be published by the end of the year
- Vegetation removals for GO expansion are underway inside the joint corridor
- Vegetation removals for the Ontario Line will begin in 2022
- Lakeshore East Joint Corridor construction will begin in 2022
- Property requirements will be refined and owners will be notified
- The Environmental Impact Assessment Report for the entire project will be posted in DRAFT for comment in early 2022



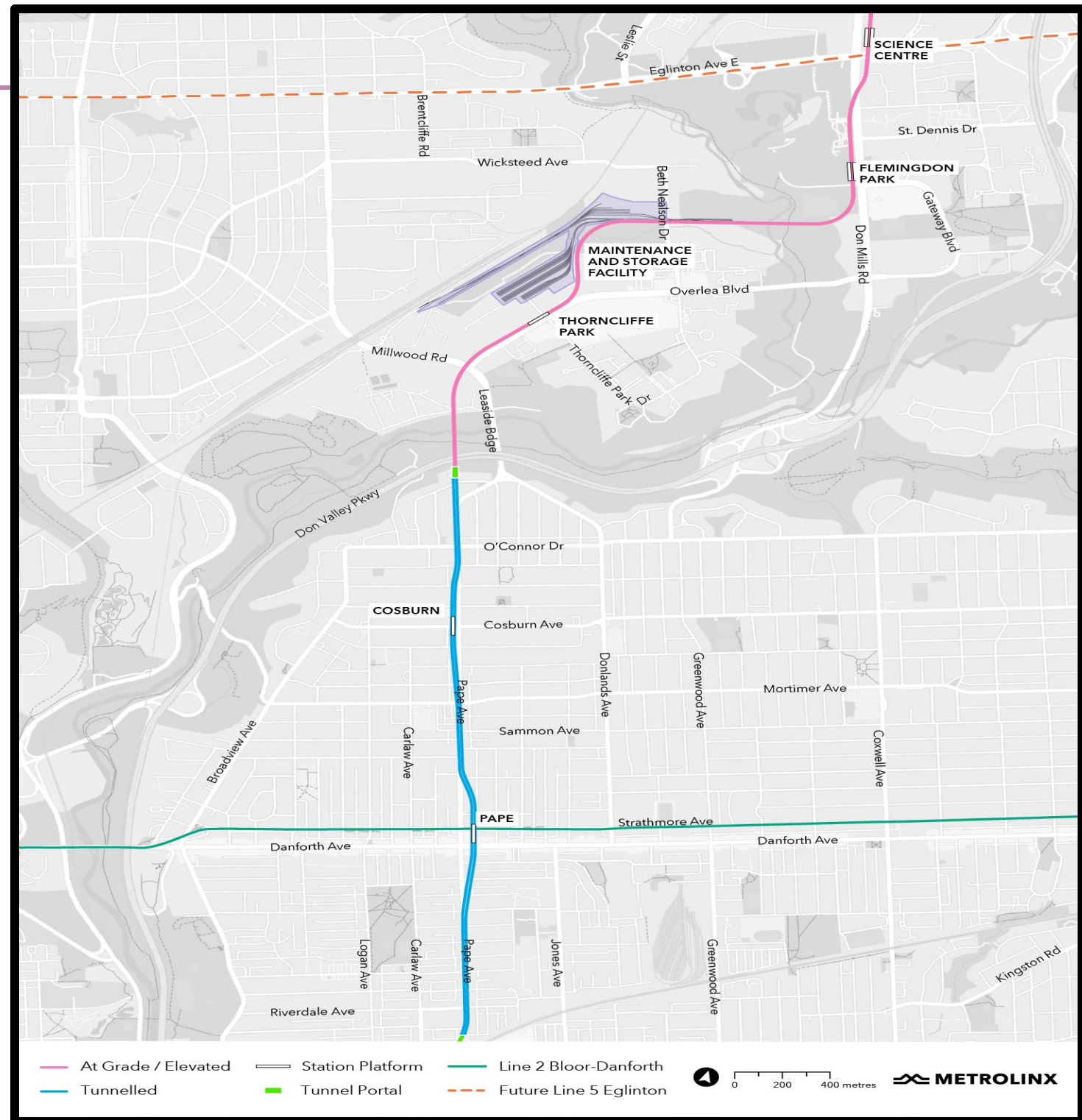
Visit [**metrolinxengage.com/ontarioline**](https://metrolinxengage.com/ontarioline) or [*click this link*](#) to view an animation that outlines the planned construction sequencing starting in 2022

PAPE TO SCIENCE CENTRE (North Segment)

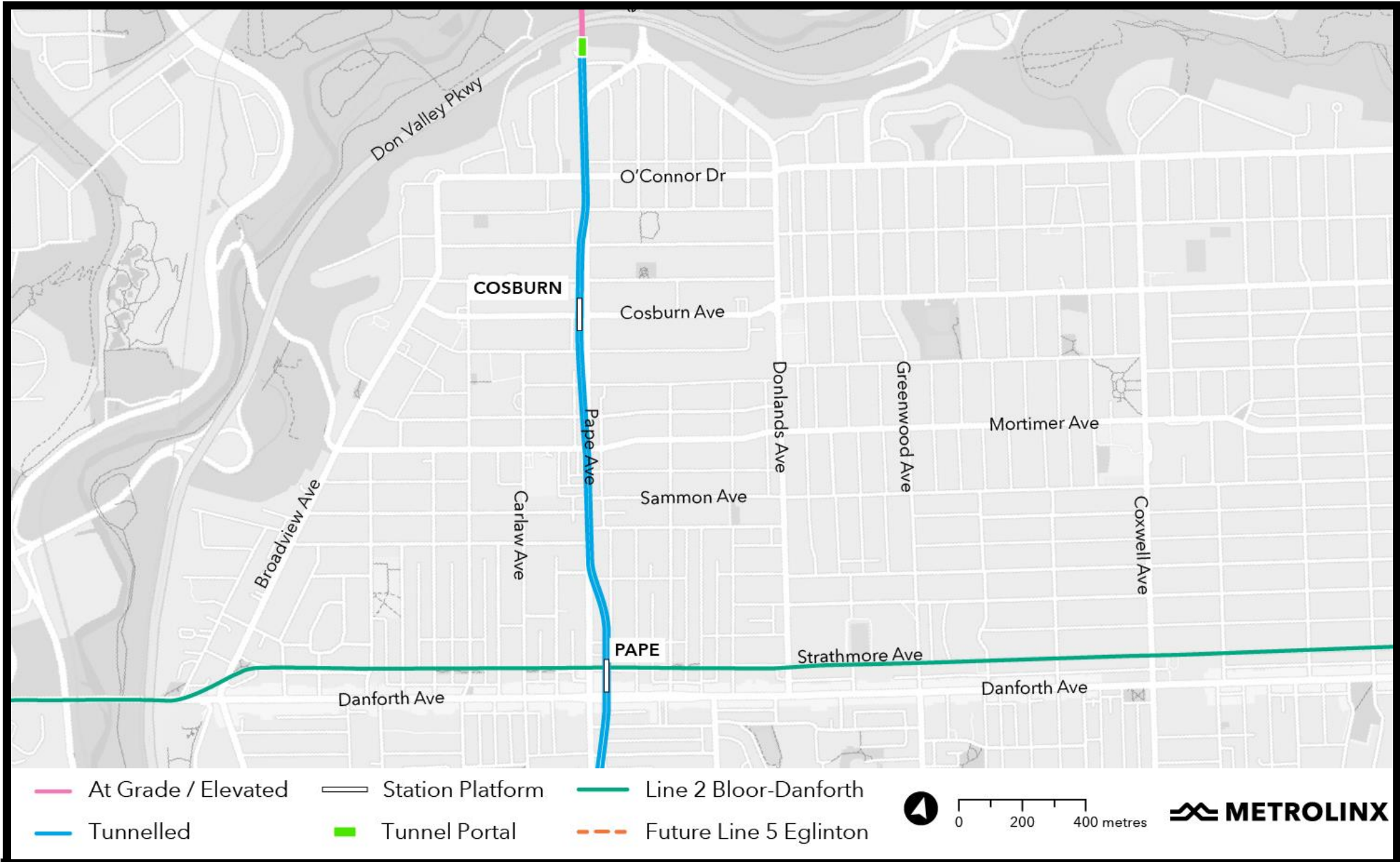
Pape to Science Centre (North segment)

This segment runs from Pape & Riverdale to Don Mills & Eglinton, with:

- Two underground stations at Pape (connecting to Line 2) and Cosburn
- A tunnel portal connecting the tunnel to a bridge crossing the Don Valley
- Three elevated stations at Thorncliffe Park, Flemingdon Park, and Science Centre (connecting to Eglinton LRT)
- A maintenance and storage facility near Thorncliffe Park station



North segment: tunnelled section



Pape - Interchange Station

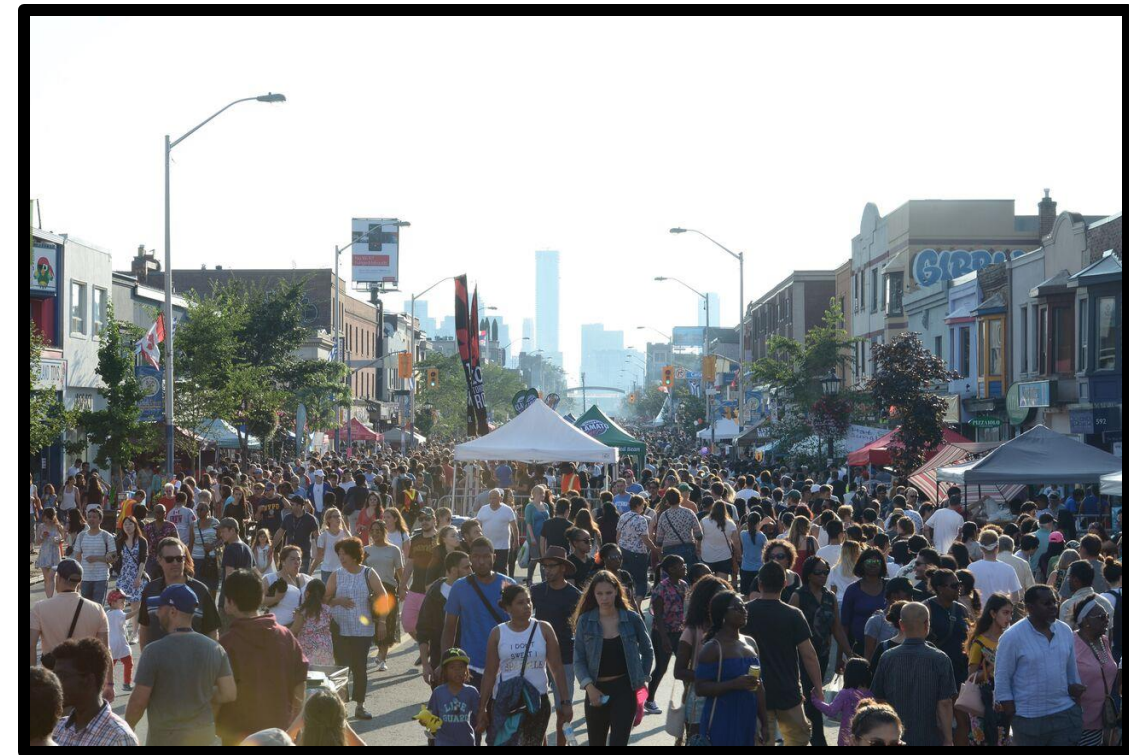
Pape Station will make it easier to get to the vibrant Greektown neighbourhood and its many restaurants, shops and markets. Experiencing the rich culture and hospitality along the Danforth will be more convenient than ever with the connection to Line 2.

Pape Station will provide a transfer between the Ontario Line and Line 2 and offer riders another way to get downtown.

Stats & Facts*

- 12,700 people within walking distance to the station
- 10,200 customers will use the station during the busiest travel hour (7,500 getting on and 2,700 getting off the Ontario Line)
- 9,100 transfers during the busiest travel hour
- The Ontario Line is expected to reduce crowding at Bloor-Yonge Station by 22 per cent during the busiest travel.
- It is also expected to reduce crowding on the busiest section of Line 2 by 21 per cent during the busiest travel hour.
- 3,700 jobs in the area

*Forecast for the year 2041



Adding green space at Don Valley crossing / Minton Place portal

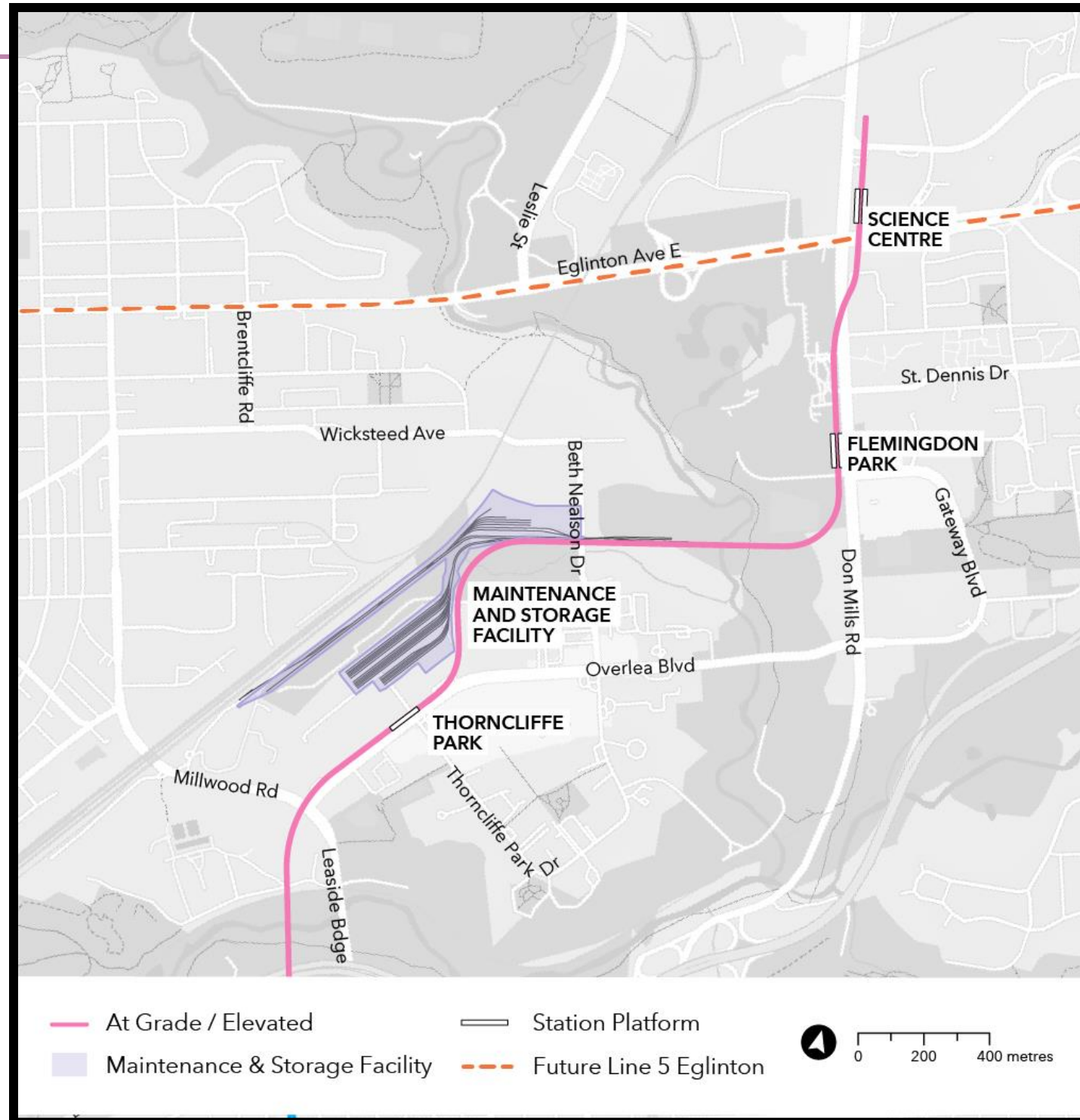


There will be new opportunities for green space and a restoration plan for slope stabilization and portal development at the Don Valley crossing.

Conceptual rendering of bridge across DVP from portal at Minton Place

North segment: elevated section

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



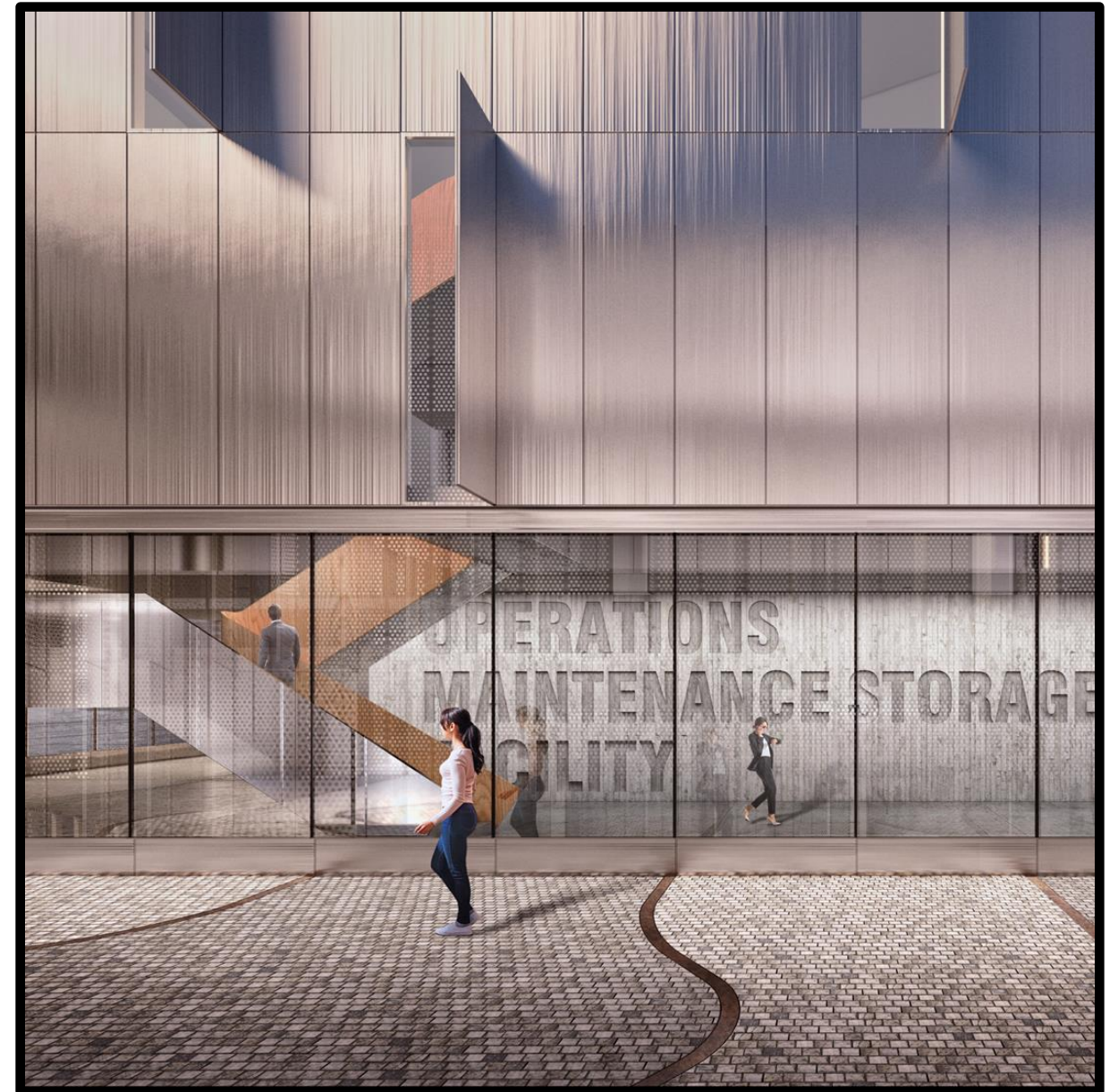
Elevated tracks (guideways)



- The elevated tracks will be completely separate from vehicles and pedestrians to provide reliable, safe service
- They will be designed to fit with their surroundings and create opportunities for new public spaces underneath
- Metrolinx will seek community input on design priorities and options

Maintenance and Storage Facility

- We needed a site that met all the technical requirements including:
 - Zoned for industrial use
 - Close to the main line, making it quick and easy for trains to go in and out of service
 - Large enough to hold 44 trains on opening day, with space for up to 10 more trains to support future growth
 - Fewest impacts to difficult to relocate jobs in Employment Lands category
 - Avoids sensitive ecological areas as much as possible
 - Avoid areas with significant proposed growth, such as new residential developments



Rendering showing potential design of Ontario Line MSF

What's next for the North segment?

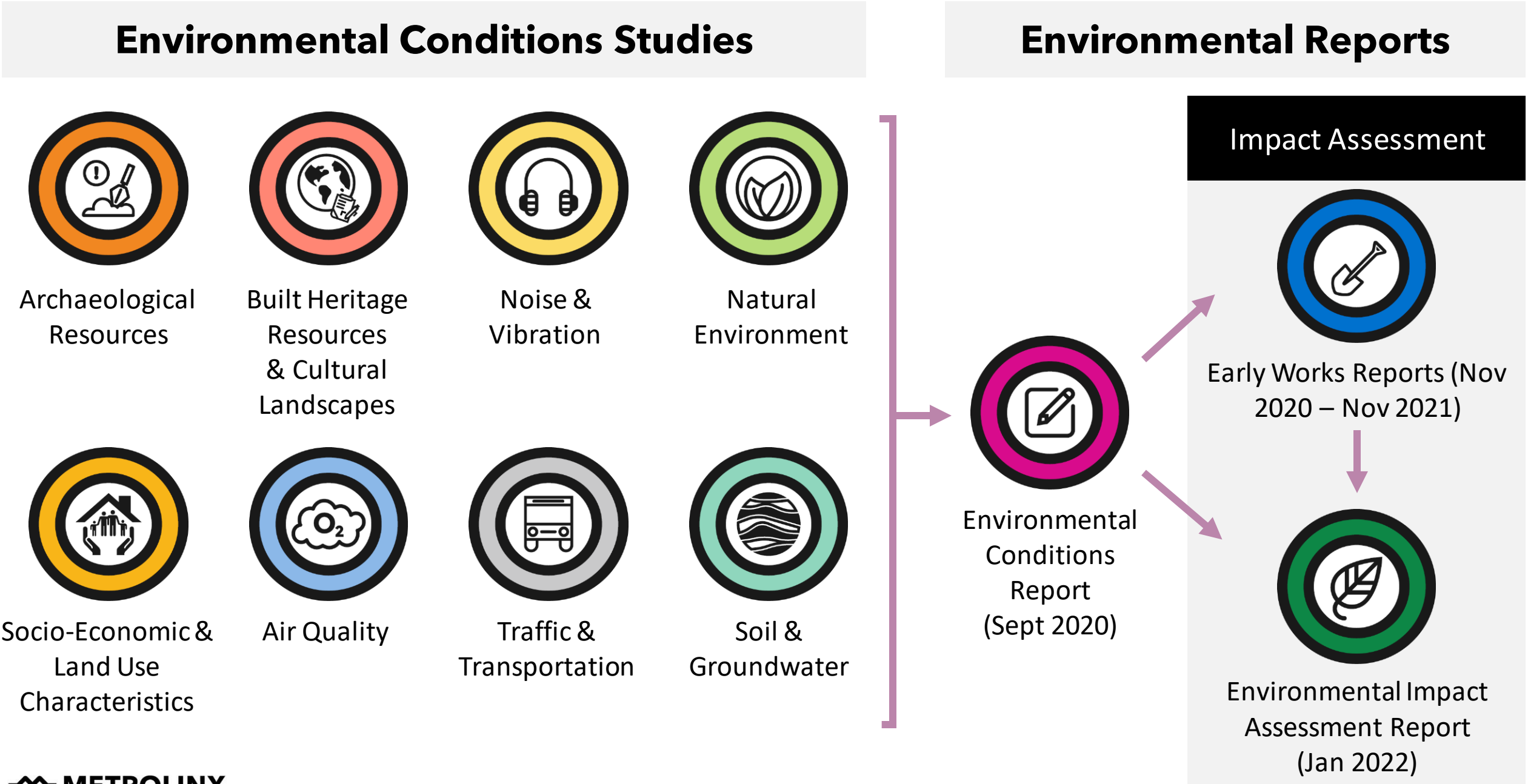
- Development of the Reference Concept Design for the portals, tunnel, stations, bridges and guideways along the northern section of the line is advancing
- As engineering designs advance, property impacts for the North segment are starting to be better defined
- Metrolinx will continue to work with businesses impacted by the maintenance and storage facility (MSF) and will begin to reach out to additional impacted owners
- Survey results on the design options for walls, fencing and landscaping around the MSF to be published by the end of the year
- The community office in the East York Town Centre will open in 2022

COMMUNITY OUTREACH

Keeping you informed

- Metrolinx has hosted 16 Virtual Open Houses (VOHs) throughout April, June, September, October, and November 2021, with more than 2,600 live attendees and over 18,000 people visited the event pages. We have responded to more than 1,800 questions asked at our VOHs and more than 20,000 unique web page views of the Ontario Line content.
- Delivered close to 175,000 flyers and direct mailouts to community residents to share information about the Ontario Line, and almost 160,000 notices mailed directly to residents about environmental assessment reports released in 2021.
- We've held approximately 130 community meetings and 19 community outreach pop-up booths along the route with more than 800 people visiting to ask questions.
- We have issued almost 7,500 notices to keep residents informed about project related activities taking place in their communities
- The Ontario Line Riverside community office opened in September at 770 Queen Street East and a second community office in Thorncliffe Park at 45 Overlea Boulevard will open in 2022.
- Our continued commitment throughout the next year, with more opportunities to keep you informed and involved.

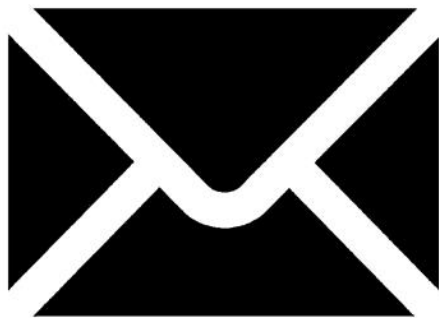
Environmental Assessment Process



Contact us

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

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



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