

Appendix B2

**Project Webpage:
East Harbour Station
Early Works Updates**



Ontario Line

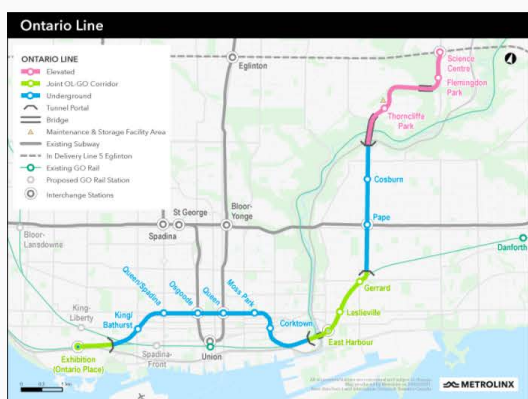
The Ontario Line

Announced by the Province of Ontario in 2019, the proposed Ontario Line is one of four priority transit projects Metrolinx is leading for the Greater Toronto and Hamilton Area (GTHA). The line will be the largest single expansion in Toronto's subway history, helping to ease congestion on existing transit lines throughout the city and bring transit to underserved neighbourhoods.

The Ontario Line will bring 15.6 kilometres of much-needed subway service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day.

The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Place in the southwest.

Current plans for the Ontario Line include 15 stations, including six interchange stations and over 40 new connections to GO train lines and existing subway, streetcar, and bus lines.



WHAT'S NEW



East Segment Design Consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements. All feedback collected through this questionnaire will be reviewed, summarized and compiled into a report...



Thorncliffe Park and Flemingdon Park Design Priorities

We are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park. The survey will close on November 1, 2021.



East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures. Comments can be submitted until October 24, 2021.



Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures. Comments can be submitted until October 24, 2021.



Immersive Sound Demonstration

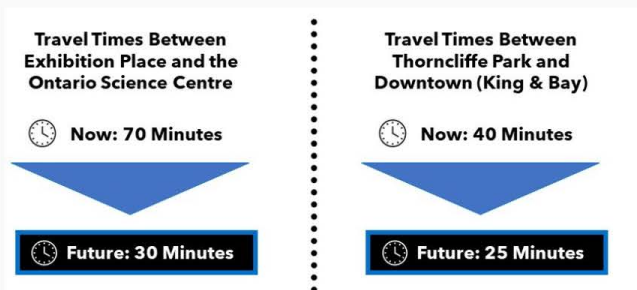
Listen to future Ontario Line and GO trains in the Lakeshore East rail corridor.

More Transit for More Communities - Sooner

The Ontario Line will bring more transit to more in-need communities sooner than previously thought by using a mix of at-grade (surface) track, elevated guideways and underground tunnels. This type of approach comes with many benefits, including:

- Shorter construction timelines** – Limiting the amount of tunneling and excavation needed for the project reduces its complexity, which in turn helps reduce construction timelines and property impacts. This will be done by aligning Ontario Line operations within sections of existing above-ground rail corridors in the western and eastern segments of the line, and along elevated structures in the northern segment. In communities like Leslieville, we are also able to streamline our work with existing GO Expansion plans along the rail corridor, which reduces the number of construction zones and related impacts in the surrounding community.
- Faster and more convenient transfers** – Customers using at-grade stations will be able to get where they need to go sooner by avoiding lengthy journeys underground and by taking advantage of faster transfers to other surface transit routes. For instance, an underground East Harbour station would have needed to be built nearly 40 metres underground to reach under the Don River. This very deep station would have added 4.5 minutes to each transfer, adding significant time to people's commutes.
- More rapid transit for more communities** – The Ontario Line is able to reach transit-deprived communities sooner than previously thought. These include the growing and vibrant neighbourhoods of Flemingdon Park, Thorncliffe Park, Liberty Village and Fort York.

Running along a mix of above-ground and underground tracks is not a new approach --- the TTC has done this with Line 1, Line 2 and Line 3, and many other transit systems have adopted it to deliver superior rapid transit within impressive timeframes. For example, the majority of stations and tracks for world-class transit services like Vancouver's SkyTrain network and London, England's Docklands Light Railway system are above ground. Since those systems began in the 80s, the SkyTrain has become the longest rapid transit system in Canada and the Docklands Light Railway system has grown to nearly 40 kilometres' worth of track.



The Ontario Line will take you across the city – all the way from Exhibition Place to the Ontario Science Centre – in 30 minutes or less, with zero transfers.

That's 40 minutes faster than today's transit option, which requires getting on and off three separate vehicles.

From Thorncliffe Park, a commute to the heart of downtown would be 25 minutes instead of the 40 minutes it takes today.

Key Facts

Proposed stations	15
End-to-end journey time	30 minutes or less
Proposed connections to other transit options	Over 40, including: <ul style="list-style-type: none">Connections to Lakeshore West, Lakeshore East, and Stouffville GO train servicesConnections to the TTC's Line 1 and Line 2 subwaysConnection to Line 5 (Eglinton Crosstown LRT)Connections to streetcar lines at 10 Ontario Line stationsConnections to bus services at 12 Ontario Line Stations

Ontario Science Centre – in 30 minutes or less, with zero transfers.

That's 40 minutes faster than today's transit option, which requires getting on and off three separate vehicles.

From Thorncliffe Park, a commute to the heart of downtown would be 25 minutes instead of the 40 minutes it takes today.

Ontario Science Centre – in 30 minutes or less, with zero transfers.

That's 40 minutes faster than today's transit option, which requires getting on and off three separate vehicles.

From Thorncliffe Park, a commute to the heart of downtown would be 25 minutes instead of the 40 minutes it takes today.

Key Facts

Proposed stations	15
End-to-end journey time	30 minutes or less
Proposed connections to other transit options	Over 40, including: <ul style="list-style-type: none">Connections to Lakeshore West, Lakeshore East, and Stouffville GO train servicesConnections to the TTC's Line 1 and Line 2 subwaysConnection to Line 5 (Eglinton Crosstown LRT)Connections to streetcar lines at 10 Ontario Line stationsConnections to bus services at 12 Ontario Line Stations

Our Commitment to You

We are committed to continuing public engagement to keep you informed and collect your feedback. During this time, all engagement activities will remain online to follow public health advice and protect the community and our staff.

[Learn more](#) about the project and how you can get involved.

Our Commitment to You

We are committed to continuing public engagement to keep you informed and collect your feedback. During this time, all engagement activities will remain online to follow public health advice and protect the community and our staff.

[Learn more](#) about the project and how you can get involved.

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

[Have your say](#)

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

Live Event Calendar

Sept 09, 6:30PM	
Ontario Line - West	
Watch Recording →	
Sept 16, 6:30PM	
Ontario Line - North	
Watch Recording →	
Sept 23, 6:30PM	
Ontario Line - East	
Watch Recording →	
Oct 7, 6:30PM	<input type="checkbox"/>
Ontario Line - Downtown	
Register now →	

Share your key design priorities

As mentioned during the [virtual presentation](#) and live Q&A on September 16, we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

[Hear for yourself](#)

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

[Leave Feedback](#)



Get Engaged

The Ontario Line

Neighbourhoods

Get Engaged

Live Meetings

Book a Meeting

Contact Us

The Ontario Line - Get Engaged

The Ontario Line will transform transit in Toronto, getting hundreds of thousands of people where they need to be—better, faster and easier than today. However, we know that a project of this size and complexity means we need to help communities plan for and adjust to some changes both during and after construction.

Public input is vital to the project and we thank you for your patience as we complete the necessary studies and investigations to support more detailed plans which will be shared with the public as they are available.

We are doing our part to protect our staff and the public during the COVID-19 virus. During this time, our engagement has moved to a virtual format.

Our team is continuing to support our residents, business and communities. Please [contact us](#) with any questions.

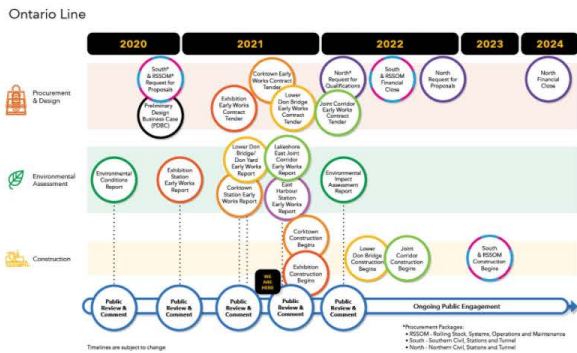
What's New?

Information available for public review:

- [Ontario Line September Series of Virtual Open Houses](#) – watch video recordings of open houses
- [Draft East Harbour Station Early Works Report](#) – available for public review and comment until October 24, 2021
- [Draft Lakeshore East Joint Corridor Early Works Report](#) – available for public review and comment until October 24, 2021
- [Final Early Works Report: Lower Don Bridge and Don Yard](#) – public feedback received and incorporated
- [Final Early Works Report: Corktown Station](#) – public feedback received and incorporated

Please [subscribe to our e-newsletter](#) and check back here for future updates.

Project Timeline



Environment

To maintain strong environmental oversight, Metrolinx is conducting a thorough environmental assessment.



Neighbourhood Updates

View neighbourhood updates for all four segments of the line.



Your Feedback & Frequently Asked Questions

View answers to the some of the most popular questions we've heard.



Construction

Building a subway in developed neighbourhoods across a large and busy city is a complex design and engineering undertaking.



Procurement

Metrolinx is committed to delivering the Ontario Line through a Public-Private Partnership (P3) that is cost-effective, efficient and accountable.



Trains & Technology

The Ontario Line will deliver better, faster, more reliable and more frequent service using modern technology that has been proven and adopted by subway systems around the world.

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

[Have your say](#)

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

Share your key design priorities

As mentioned during the virtual presentation and live Q&A on [September 16](#), we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

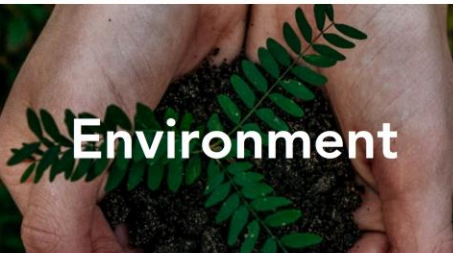
Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

[Hear for yourself](#)

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

[Leave Feedback](#)

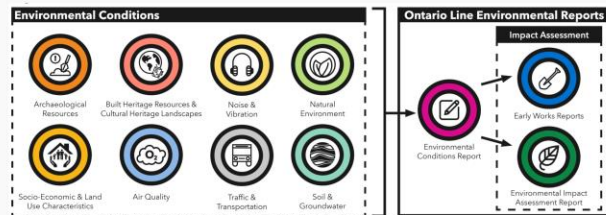


Environment

- The Ontario Line
- Neighbourhoods
- Get Engaged
- Live Meetings
- Book a Meeting
- Contact Us

The Ontario Line - Environment

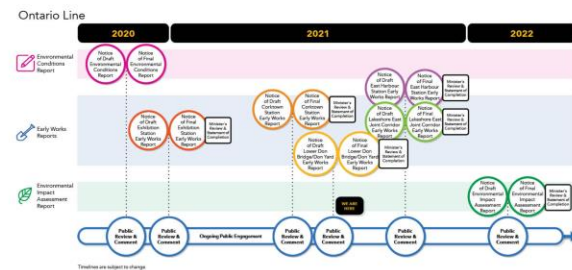
By its nature, providing reliable, safe and accessible public transportation brings environmental and social benefits. Metrolinx is committed to the preservation and protection of the environment, while working to provide an integrated and sustainable transportation system. To maintain strong environmental oversight, Metrolinx is conducting a thorough environmental assessment – including studying existing environmental conditions and completing an environmental impact assessment. The below graphic shows the different environmental conditions that have been studied throughout the Ontario Line study area and the different reports that we will use to share those findings.



Environmental Assessment Process

Ontario Line Environmental Reporting Timeline

In keeping with the process outlined in O. Reg. 341/20, Metrolinx is advancing Environmental Conditions, Early Works and Environmental Impact Assessment Reports.



Environmental Conditions Report

Early Works

Early works are components of the Ontario Line Project that are anticipated to be ready to proceed before completion of the Environmental Impact Assessment Report, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion, as defined in O. Reg. 341/20.

Early Works Reports will provide a description of the early works and alternatives considered, document local environmental conditions, and outline early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Ontario Line early works are being advanced where the Project interfaces with other concurrently planned transit projects (i.e., GO Expansion) and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors.

Advancing work in these areas will facilitate timely implementation of the Ontario Line Project and provides planning, design and implementation efficiencies for ongoing projects such as GO Expansion.

At this time, the following Ontario Line early works are being planned:

- **Exhibition Station** – an extension to the existing passenger tunnel; a temporary pedestrian bridge; a new north platform and accompanying shift of the northern two GO tracks; and, utility relocation and protection. [Learn more.](#)
- **Corktown station** – early works planned at the station serving Corktown (and future launch shaft site) are integral to the project's construction schedule. These early works include removal of existing buildings, other structures and asphalt, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable the completion of environmental due diligence investigations, including archaeological assessments at the First Parliament site, that are required in advance of site preparation for future construction staging and laydown, future tunnel and below ground construction activities, and other work associated with the future Corktown Station. [Learn more.](#)
- **Lower Don Bridges** – building a new bridge north of the existing rail bridge over the Lower Don River that will carry the Ontario Line tracks. [Learn more.](#)
- **Don Yard** – shifting GO tracks in the Don Yard and nearby rail corridor west of the bridge to accommodate Ontario Line infrastructure; modifying the existing rail bridge to accommodate future GO track shifts and Ontario Line infrastructure; and relocating and protecting utilities and signal infrastructure in the area. [Learn more.](#)
- **Lakeshore East Joint Corridor** – includes rearranging tracks in the corridor between Eastern Avenue and Pape Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including: grading; installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate; relocation or protection of utilities; new bridges at Dundas and Logan to support future Ontario Line tracks; and replacement of the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan. [Learn more.](#)

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

Share your key design priorities

As mentioned during the virtual presentation and live Q&A on September 16, we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

[Hear for yourself](#)

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

[Have your say](#)

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

[Leave Feedback](#)

- **East Harbour Station** – includes the construction of the East Harbour Transit Hub and replacement and expansion of the Eastern Avenue rail bridge. This will be an important transfer point, serving GO and Ontario Line, and providing protection for a planned extension of the Broadview streetcar. The East Harbour Transit Hub will be located in a corner of the city that is poised for growth and will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the subway and local network and travel to more places. The expanded Eastern Avenue bridge will accommodate both GO and Ontario Line tracks. [Learn more.](#)

Exhibition Station, Lower Don Bridges, Don Yard and Lakeshore East Joint Corridor early works are being advanced where Ontario Line work will take place alongside other important transit expansion projects and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors.

Learn more about the early works environmental assessment timeline under the process section, above.



Environmental Impact Assessment Report



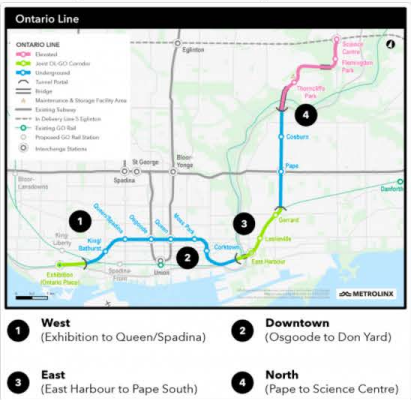
Neighbourhood Updates


- The Ontario Line
- Neighbourhoods
- Get Engaged
- Live Meetings
- Book a Meeting
- Contact Us

The Ontario Line - Neighbourhood Updates


The Ontario Line will run from the Ontario Science Centre through downtown Toronto to Exhibition Station and Ontario Place.

Along its route, the Ontario Line will be traversing the traditional territories of many Nations, including the Anishnabeg, the Haudenosaunee and the Wendat Peoples, and in particular the Mississaugas of the Credit First Nation. Metrolinx is committed to working with Indigenous communities to better understand the important histories and rights of the peoples that have and continue to live in this area.







West
(Exhibition to Queen/Spadina)



Downtown
(Osgoode to Don Yard)



East
(East Harbour to Pape South)



North
(Pape to Science Centre)

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

Have your say

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

Learn more

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

Learn more

Share your key design priorities

As mentioned during the [virtual presentation](#) and [live Q&A on September 16](#), we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

Take survey

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

Hear for yourself

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

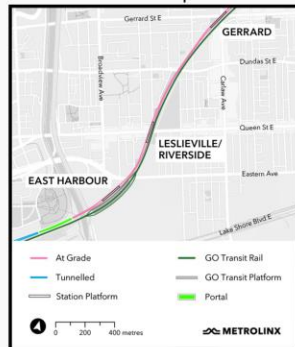
Leave Feedback



The Ontario Line - Neighbourhood Updates - East

The following plans describe the alignment (or route), station locations, and how we are increasing park space in the east segment of the Ontario Line.

East Harbour to Pape South



In this segment of the Ontario Line, trains will run in the existing GO rail corridor, which Metrolinx already owns.

Building the Ontario Line within Metrolinx property will cut down on construction timelines and impacts to neighbouring properties. Ontario Line work will be streamlined with GO expansion work that was already planned for the corridor, reducing the number of construction zones and related impacts in the surrounding communities.

Once in service, Ontario Line stations in this area will provide excellent connections to other surface transit, including GO train services at East Harbour and TTC streetcar and bus services.

Learn more:

- [Metrolinx News articles](#)
- [Alignment and stations FAQs](#)

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

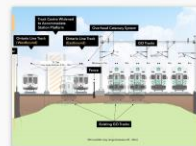
Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)



Immersive Sound Demonstration

Listen to future Ontario Line and GO trains in the Lakeshore East rail corridor.



East - Lakeshore East Joint Corridor

Significant design and engineering work is being done to avoid impacts to bordering properties, such as the Jimmie Simpson Recreation Centre, Bonjour Brioche bakery and café, and Fontbonne Ministries, to name a few.



East - Lower Don Bridge

To cross the Don River, a new Ontario Line bridge will be added on the north side of the existing rail bridge, with space for tracks going in both directions.



East - East Harbour

The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, helping to reduce crowding at Union Station.



East - Riverside/Leslieville

The Ontario Line will make it faster and easier for people to visit the vibrant communities of Leslieville, Riverside and Riverdale and will conveniently link to popular streetcar routes.



East - Gerrard

The future Ontario Line station at Gerrard will provide easy transfers to both streetcar and bus routes just steps from station entrances.



East - Gerrard Tunnel Portal

Launch shafts and a portal will be constructed on the west side of the existing GO tracks for the beginning of the Ontario Line tunnels. From here, the tunnel boring machines will begin to work their way north, toward Pape Station.



East - Pape South

The Ontario Line will be underground once it reaches Pape Avenue Junior Public School, where it will run under a small corner of the yard.

Share your key design priorities

As mentioned during the virtual presentation and live Q&A on September 16, we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

[Hear for yourself](#)

East segment design consultation

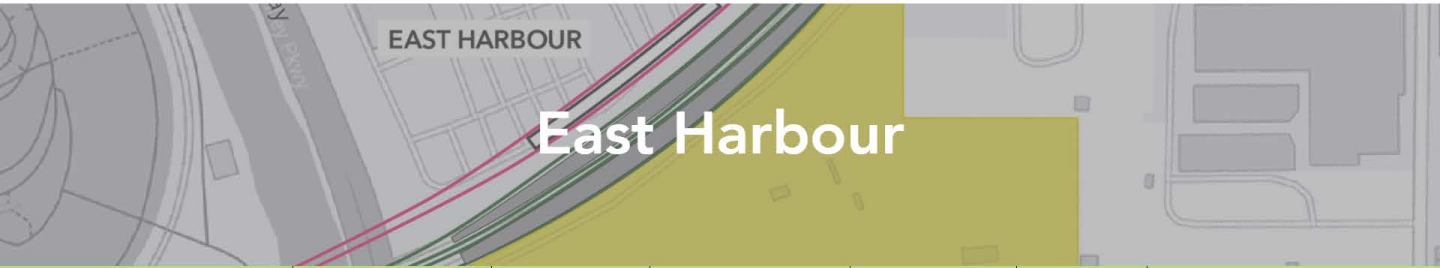
We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

[Have your say](#)

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

[Leave Feedback](#)



The Ontario Line

Get Engaged

Neighbourhoods

Live Meetings

Contact Us

The Ontario Line - Neighbourhood Updates - East - East Harbour



Just east of the Don River and north of Lake Shore Boulevard East, a station at East Harbour will be an important transfer point, accommodating GO operations, a planned extension of the Broadview streetcar, and Ontario Line service in a corner of the city that is poised for growth.

The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, helping to reduce crowding at Union Station. With a shared concourse providing easy access to all the rail services that will serve East Harbour, more customers will be able to transfer from the GO train to the subway network and travel to more places.

By 2041, more than 5,800 residents will be within a short 10-minute walk of the station at East Harbour.

During the busiest travel hour, we expect 14,900 people will move through the station, with an estimated 8,600 people transferring between the Ontario Line and Lakeshore East and Stouffville GO train services.

The station will also provide easy access to 50,000+ jobs that are expected to be in the area by 2041 (according to the Transit-Oriented Communities proposal).

This important connection between the subway network and GO rail services will also help relieve crowding at Union Station by up to 14 per cent – or 14,000 people - during the busiest travel hour.

There are roughly 1,800 zero-car households in the area today, but with so many travel options on the way and [Transit-Oriented Communities](#) development proposed for the area, that number is likely to rise significantly.

Stats and Facts*:

- 5,800 people within walking distance to the station
- 8,600 transfers during the busiest travel hour
- 14,900 people will use the station during the busiest travel hour (7,000 getting on and 7,800 getting off the Ontario Line)
- 50,000+ jobs in the area**

*Forecast for the year 2041.

**According to Transit-Oriented Communities proposal for East Harbour.

For more detail, visit [Metrolinx News](#).

Consulting on with the community

East Harbour Early Works Report

Metrolinx released a draft version of this report on September 23, 2021. It outlines planned construction to transform East Harbour into a vital transit hub along with potential impacts from construction and how Metrolinx will address them.

[Read the report and submit your feedback by October 24.](#)

[← Return to Neighbourhood Updates - East](#)

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

[Have your say](#)

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

Share your key design priorities

As mentioned during the [virtual presentation and live Q&A on September 16](#), we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

[Hear for yourself](#)

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

[Leave Feedback](#)



Early Works

- The Ontario Line
- Get Engaged
- Neighbourhoods
- East Harbour
- Live Meetings
- Contact Us

The Ontario Line - Early Works: East Harbour Station

East Harbour Station early works will set the groundwork for other major construction on the Ontario Line and GO Expansion projects, reducing risk of construction delays to the main public-private partnership (P3) contracts by completing the Ontario Line and GO Expansion joint corridor work in advance of the main contracts for both of these transit projects.

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.

The Draft East Harbour Station Early Works Report has been prepared in accordance with Ontario Regulation 341/20, Ontario Line Project, Section 8 and outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. The Report also builds on previously-completed environmental assessment work in the area, including the East Harbour Station SmartTrack Station Environmental Project Report (2018).

The Draft East Harbour Station Early Works Report is available for review:

[View the Full Early Works Report](#)



The new East Harbour GO Station. Located immediately east of the Don Valley Parkway and south of Eastern Avenue, this new station will be in Toronto's Riverdale neighbourhood. Artist's rendering. Final designs are subject to change.
Source: Metrolinx, 2021.

How to Participate

To read the results of a specific environmental study and leave your comments, select one of the environmental studies below. To review the full report and leave general comments, visit the Full Report page. Comments can be submitted until **October 24, 2021**.

Assessment Process

Early Works Components

East Harbour Station early works will 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.



Environmental Studies

Archaeology – East Harbour Station

Review the archaeology study key findings and potential impacts and mitigation measures and leave your comments.

Built Heritage Resources & Cultural Heritage Landscapes - East Harbour Station

Review the built heritage resources & cultural heritage landscapes study key findings and potential impacts and mitigation measures and leave your comments.

Noise and Vibration - East Harbour Station

Review the noise and vibration study key findings and potential impacts and mitigation measures and leave your comments.

Natural Environment - East Harbour Station

Review the natural environment study key findings and potential impacts and mitigation measures and leave your comments.

Hydrology & Surface Water - East Harbour Station

Review the hydrology & surface water study key findings and potential impacts and mitigation measures and leave your comments.

Socio-Economic & Land Use Characteristics - East Harbour Station

Review the socio-economic & land use characteristics study key findings and potential impacts and mitigation measures and leave your comments.

Air Quality - East Harbour Station

Review the air quality study key findings and potential impacts and mitigation measures and leave your comments.

Traffic & Transportation - East Harbour Station

Review the traffic & transportation study key findings and potential impacts and mitigation measures and leave your comments.

Soil & Groundwater - East Harbour Station

Review the soil & groundwater study key findings and potential impacts and mitigation measures and leave your comments.

Full Early Works Report - East Harbour Station

Read the Full East Harbour Station Early Works Report and leave your general comments.

Built Heritage Resources & Cultural Heritage Landscapes - East Harbour Station

[← Return to Early Works: East Harbour Station Draft Report](#)

Key Findings

- No known, previously identified or potential built heritage resources/cultural heritage landscapes (BHR/CHL) were identified in the East Harbour Station study area.
- No impacts to BHR/CHL are anticipated as a result of East Harbour Station early works.

[← Return to Early Works: East Harbour Station Draft Report](#)

What are your thoughts on the Built Heritage Resources & Cultural Heritage Landscapes study key findings and identified potential impacts and mitigation measures? *

Submit

[← Return to Early Works: East Harbour Station Draft Report](#)

Construction Noise

Construction Noise

- The impact assessment conservatively assumed that all construction equipment would operate in a small work area closest to each sensitive receiver instead of being spread throughout the project footprint.
- Without mitigation, there is potential for noise criteria exceedances at the residential developments at 502 Front Street East, 68 Broadview Avenue, 9 Lewis Street, 20 Saultier Street and 2 McGee Street.
- Potential for exceedances will be reduced by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures) and through development and implementation of a plan to manage construction noise before construction begins.

* A sensitive receiver is a location that is sensitive to noise, where noise is assessed. These locations include living and sleeping quarters of residences, and sleeping quarters of noise sensitive institutional/commercial land uses (e.g., hotel, hospital, etc.).

Construction Vibration

- The impact assessment employed a conservative approach, where construction equipment was assumed to operate at the edge of the project footprint, closest to sensitive receivers.
- Without mitigation, there is potential for vibration criteria exceedances at 341 and 353 Eastern Avenue, 9/11 Lewis Street, 20 Sauter Street and 11 Sunlight Park Road.
- Potential for exceedances will be reduced by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures) and through development and implementation of a plan to manage construction vibration before construction begins.

Potential Effects & Mitigation Measures

Construction Noise

Potential Effects:

- Without mitigation, potential for noise level criteria exceedances at 502 Front Street East, 68 Broadview Avenue, 9 Lewis Street, 20 Saulter Street and 2 McGee Street.

Mitigation Measures:

- Establish and apply project-specific construction noise criteria/exposure limits.
- Use construction equipment compliant with noise level specifications in the Ministry of the Environment, Conservation and Parks/NPC-115 and NPG-118 guidelines.
- Keep equipment in good working order and operate with effective muffling devices.
- Evaluate acoustic equipment enclosures for equipment such as compressors and generators.
- Use upgraded construction hoarding (considering requirements from CSA Z107.9 for noise barriers) between construction equipment and noise sensitive receivers.
- Use localized noise barriers for specific equipment and operations, including on corridor construction works.
- Reduce simultaneous operation of equipment where possible.
- Implement a no idling policy on site (unless necessary for equipment operation).
- Restrict construction hours where possible:
 - perform construction during daytime hours where possible; and
 - if nighttime construction is necessary, activities with the highest noise levels should be conducted during daytime periods. If construction will occur outside of normal daytime hours, inform local residents of type of construction and expected duration prior to commencing work.
- Undertake noise monitoring and regular reporting throughout the construction phase as required.
- Develop a communications protocol for providing advance construction and vibration impact notices and addressing public complaints in a timely manner.



A solar-powered remote noise monitor.
Source: AECOM, 2011.

Construction Vibration

Potential Effects:

- Without mitigation, there is potential for vibration criteria exceedances at 341 and 353 Eastern Avenue, 9/11 Lewis Street, 20 Saulter Street and 11 Sunlight Park Road.

Mitigation Measures:

- Use equipment with low vibration emissions where possible.
- Operate construction equipment on lower vibration settings where available.
- Provide smooth surfaces for trucks to travel.
- Maximize distance between equipment and sensitive receivers where possible.
- Restrict construction hours where possible:
 - perform construction during daytime hours where possible; if nighttime construction is necessary, the activities with the highest vibration levels should be conducted during daytime periods; and
 - if construction will occur outside of normal daytime hours, inform local residents in advance, describing type of construction and expected duration.
- Use alternative construction methods and/or equipment with lower vibration emissions or power settings where possible.
- Review and refine the construction activities to avoid potential impacts to 341 and 353 East Avenue, 9111 Lewis Street, 200 Sauter Street and 111 Sunlight Park Road.
- Conduct monitoring and pre-construction inspections in accordance with City of Toronto Bylaw 514 as required.
- Develop a communications protocol for providing advance construction noise and vibration impact notices and addressing public complaints in a timely manner.



A vibration monitor.
Source: AECOM, 2020

← [Return to Early Works: East Harbour Station Draft Report](#)

What are your thoughts on the Noise & Vibration study key findings and identified potential impacts and mitigation measures? *

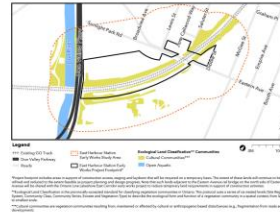
Submit

Natural Environment - East Harbour Station

[← Return to Early Works: East Harbour Station Draft Report](#)

Key Findings

- Though the study area provides limited wildlife habitat given its urbanized nature, it contributes to habitat connectivity and movement for small to medium sized urban wildlife.
- The study area does not feature any provincially or locally significant wetlands, areas of natural and scientific interest, woodlands, riparian areas, provincially or locally significant watersheds, valleys/lands or environmentally significant areas.
- The Don River Valley is designated as an Urban River Valley under the Greenbelt Plan; the study area is in the City of Toronto's Ravine and Natural Feature Protection Bylaw and Natural Heritage System, and the Toronto and Region Conservation Authority regulated area.
- Though no specialized fish habitat is present in the study area, the Lower Don River provides fish habitat important for migration, feeding and refuge. No impacts to aquatic or aquatic dependent species, including species at risk, are anticipated.
- Species of Conservation Concern (e.g., Northern Map Turtle, Snapping Turtle, Monarch) and Species at Risk (e.g., Barn Swallow, Chimney Swift and bat Species at Risk) may be present. The existing rail bridge over the Lower Don River provides nesting habitat for migratory breeding birds.
- Most of the East Harbour Station early works project footprint overlaps with existing parking lots and fragmented cultural vegetation communities within and adjacent to the existing rail corridor.



Potential Effects & Mitigation Measures

Potential Effects:

- Removal of/damage to trees, terrestrial vegetation and wildlife habitat.
- Erosion and/or sedimentation-related impacts to vegetation communities as a result of construction.
- Disturbance or displacement of wildlife species and reduced habitat connectivity.
- Risk of contamination to soil or waterbodies as a result of spills.
- Introduction or spread of invasive species.

Mitigation Measures:

- Identify opportunities to promote pollinator species and habitat in accordance with the [Metrolinx Vegetation Guideline \(2020\)](#) (e.g., this may include planting or seeding native flowering plants in temporarily disturbed areas).
- Tree and vegetation removals will be kept to a minimum and limited to within construction areas.
- Tree and vegetation removal compensation will be provided in accordance with the [Metrolinx Vegetation Guideline \(2020\)](#).
- Temporarily disturbed areas will be restored/re-vegetated.
- Erosion and sediment control measures will be installed prior to construction commencement.
- Prior to early works activities, species-specific surveys will be completed as required to avoid or reduce potential impacts to bat Species at Risk and meet all Species at Risk regulatory requirements.



South-east facing view of shrubs and trees along the rail corridor towards the Lower Don River.
Source: Metrolinx, 2016.

[← Return to Early Works: East Harbour Station Draft Report](#)

What are your thoughts on the Natural Environment study key findings and identified potential impacts and mitigation measures? *

Submit

Hydrology & Surface Water - East Harbour Station

[← Return to Early Works: East Harbour Station Draft Report](#)

Key Findings

- The project footprint is partly located within the Toronto and Region Conservation Authority's (TRCA) Regulation Area and the Don River floodplain.
- Detailed floodplain impact assessment will be conducted as design and planning progress, in accordance with TRCA guidelines and in consultation with TRCA, Waterfront Toronto and the City of Toronto, to ensure no negative impacts on floodplain conditions and adjacent projects/flood protection initiatives.
- East Harbour Station early works activities will consider and be coordinated with the Don Mouth Naturalization and Port Lands Flood Protection Project, Lower Don River West Remedial Flood Protection Project, Broadview and Eastern Flood Protection Municipal Class Environmental Assessment and/or other adjacent projects as required.
- TRCA will be consulted to align East Harbour Station early works with Lower Don Special Policy Area requirements, including the approach to floodproofing and flood modeling requirements.



Potential Effects & Mitigation Measures

Potential Effects:

- Potential impact on flooding conditions in the Don River floodplain.
- Potential flooding impacts on site during construction.
- Potential change in stormwater quantity and quality which may impact receiving waterbodies and/or municipal stormwater drainage systems.

Mitigation Measures:

- Floodplain impact assessment will be conducted during detailed design following Toronto and Region Conservation Authority (TRCA) guidelines once relevant design information is available.
- Develop a flood contingency plan with specific measures for any proposed work or temporary laydown and staging areas in the Don River floodplain, as project planning progresses.
- Develop the overall stormwater quality and quantity control strategy in accordance with all relevant municipal, provincial, and federal requirements.
- Develop a stormwater management plan and an erosion and sediment control plan, as project planning progresses.
- The following stormwater management best practices will be considered and implemented as required:
 - reduce amount of exposed soil;
 - install sediment control measures before grading/land alterations begin;
 - sequence early works activities;
 - protect storm drain inlets to filter out debris; and
 - stabilize all exposed soil areas as soon as land alterations are complete.
- If required, obtain a Municipal Discharge Permit (City of Toronto Private Water Discharge Permit/Agreement) to manage excess surface water/stormwater.
- TRCA, Waterfront Toronto, and City of Toronto will be consulted to avoid potential infrastructure conflicts and impacts to adjacent flood protection measures/ initiatives.
- East Harbour Station early works will be aligned with the Lower Don Special Policy Area requirements, in consultation with TRCA.

[← Return to Early Works: East Harbour Station Draft Report](#)

What are your thoughts on the Hydrology & Surface Water study key findings and identified potential impacts and mitigation measures? *

Submit

Socio-Economic & Land Use Characteristics - East Harbour Station

[Return to Early Works: East Harbour Station Draft Report](#)

Key Findings

- The project footprint is characterized as having multiple low-density industrial properties and commercial and mixed-use buildings with associated parking lots.
- Land use designations in the adjacent lands include parks, neighbourhoods and apartment neighbourhoods, mixed-use, core employment*, general employment**, regeneration areas*** and utility corridors.
- During the early works activities, access disruptions, visual effects and nuisance effects such as dust and construction noise will be temporary and reduced via appropriate mitigation measures (see Potential Effects & Mitigation Measures).

*Core employment areas contain businesses and economic activities such as manufacturing, processing, warehousing, offices, etc.

**General employment areas are places for business and economic activities such as restaurants, all retail types, service uses, etc., and are generally located on the peripheries of core employment areas. General employment areas also include all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle and repair services, offices, research and development facilities, utilities, and waste management services.

***Regeneration areas are primarily former manufacturing areas targeted for growth and development within Toronto and are encouraged to be developed as mixed-use places.



Potential Effects & Mitigations

Potential Effects:

- Potential for land use and access disruption to adjacent lands to accommodate early works activities.
- Nuisance effects (i.e., dust, noise and vibration) and potential for light trespass from early works activities.
- Visual effects from permanent public-facing structures and early works activities.
- Permanent and temporary property acquisition (property requirements will be confirmed as project planning progressed).
- Permanent or temporary relocation or removal of streetscaping materials, furniture and landscaping in the public realm.

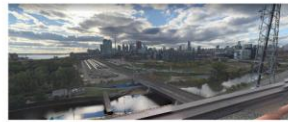
Mitigation Measures:

- Maintain regular (existing) access to businesses during working hours, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.
- Develop a plan to manage air quality to mitigate potential impacts of dust during early works activities (see Air Quality for further detail and additional mitigation measures).
- Comply with all local applicable municipal by-laws and Ministry of Transportation practices for lighting in areas near or adjacent to highways and roadways regarding outdoor lighting for both permanent and temporary construction activities.
- Specific permanent property requirements associated with the early works infrastructure components and temporary property requirements associated with construction staging/laydown and access will be minimized to the extent feasible as planning and design progress.
- Where possible, use equipment with low vibration emissions, provide smooth surfaces for trucks, and restrict construction hours (see Noise & Vibration for further detail and additional mitigation measures).
- Reduce the visual effects of the station structures and the Eastern Avenue bridge by selecting appropriate building materials and architectural design.
- Provide screened enclosures along early works site boundaries where necessary.
- Provide temporary lighting and wayfinding signage around early works sites as required.
- Provide clearly marked pedestrian and cyclist detours where required.
- Following completion of early works, impacted lands will be restored to current City of Toronto standards wherever feasible. Temporary relocation or removal of streetscaping materials, furniture and landscaping in the public realm will be minimized to the extent feasible.

[Return to Early Works: East Harbour Station Draft Report](#)

What are your thoughts on the Socio-Economic & Land Use Characteristics study key findings and identified potential impacts and mitigation measures? *

Submit



View of the Lakeshore East and Richmond Hill rail corridors, looking west.
Source: <https://goo.gl/maps/LVDEakYgSKTR5pCA>

Air Quality - East Harbour Station

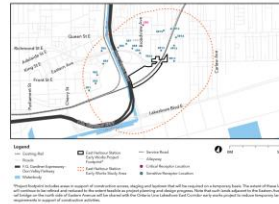
[← Return to Early Works: East Harbour Station Draft Report](#)

Key Findings

- There are existing exceedances of vehicle exhaust combustion contaminants benzene and benzo(a)pyrene. These contaminants are also byproducts of regional industrial operations. High background concentrations of these two contaminants are typical of a highly urbanized environment like the City of Toronto.
- Sixteen sensitive receptors* have been identified in the study area: 180-190 Mill Street (SR1), 495 Front Street East (SR2), 500 Front Street East (SR3), 170 Bayview Avenue (SR4), 20 Trolley Crescent (SR5), 77-79 East Don Roadway (SR6), 15 Baseball Place (SR7), 130 Eastern Avenue (SR8), 68 Broadview Avenue (SR9), 9 Lewis Street (SR10), 2 McGee Street (SR11), 33 Sauter Street (SR12), 64 McGee Street (SR13), 89 McGee Street (SR14), 8 Boulton Avenue (SR15), and 12 De Grassi Street (SR16) – without mitigation, these locations have the potential to be affected based on proximity to the project footprint and predominant wind direction from the northeast towards the southwest.
- One critical receptor** has been identified in the study area: 131 Broadview Avenue (CR1) – without mitigation, this location has the potential to be affected based on proximity to the project footprint and predominant wind direction from the northeast towards the southwest.
- There is potential for temporary increases in contaminants associated with construction vehicle emissions. These increases will be reduced by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures for more details).

*A sensitive receptor is a building in which a person resides on a permanent or semi-permanent basis, such as a house or an apartment.

**A critical receptor is a retirement home, hospital, childcare centre, school, or similar institutional building.



Potential Effects & Mitigation Measures

Potential Effects:

- Temporary increase in air pollution and odour (e.g., diesel combustion products such as NO_x) as a result of construction vehicle emissions and increased traffic due to congestion associated with early works activities.
- Temporary increase in dust, silica and airborne particulate matter resulting from earthworks, material handling and transfer, and other construction activities.

Mitigation Measures:

- Construction equipment will comply with all applicable regulatory emission standards.
- Contain (e.g., tarp) sources of dust such as soil stockpiles as required.
- Removal of accumulated mud, dirt and debris deposits, and regular truck washing.
- Reduction of activities during high wind conditions where feasible.
- Use dust suppressants such as water as required.
- Implement on-site air quality monitoring and apply threshold "Action Level" triggers for implementation of specific and increasing intensity mitigation activities linked to specific construction activities.

[← Return to Early Works: East Harbour Station Draft Report](#)



Construction vehicle driving over a mud mat.
Source: <https://wheelwash.com/products/wheelwash-geowell/>

What are your thoughts on the Air Quality study key findings and identified potential impacts and mitigation measures? *

Submit

Traffic & Transportation - East Harbour Station

[← Return to Early Works: East Harbour Station Draft Report](#)

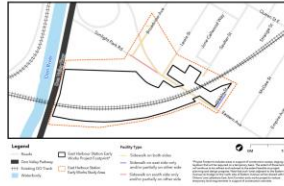
Key Findings

- The study area includes an east-west arterial road* (Eastern Avenue), a north-south arterial road (Broadview Avenue), and two local roads** (Lewis Street and Sunlight Park Road).
- The rail network within the study area consists of multiple Metrolinx-owned rail tracks that service GO Transit and VIA Rail commuter lines as well as freight trains operated by Canadian National Railway and Canadian Pacific Railway.
- TTC operates one bus route (#143 Downtown/Beach Express) in the study area.
- The level of service assessment of the existing transportation and transit networks within the study area is summarized as follows:
 - vehicles experience acceptable levels of service*** at the studied intersection of Eastern Avenue and Broadview Avenue in both the AM and PM peak hours;
 - pedestrians and cyclists experience critical levels of service at the studied intersection of Eastern Avenue and Broadview Avenue and along the studied section of Eastern Avenue; and
 - transit vehicles experience acceptable levels of service at the studied intersection of Eastern Avenue and Broadview Avenue and along the studied section of Eastern Avenue.
- During construction, potential impacts to the transportation and transit network such as lane restrictions, realignment of sidewalks and bike lanes, and partial or full closure of the rail tracks will be temporary and will be minimized via appropriate mitigation measures (see Potential Effects & Mitigation Measures).
- As the detailed construction staging schemes that describe the potential modifications to the existing transportation network become available, a comprehensive quantitative traffic impact assessment will be completed.

*Arterial road is a high-capacity urban road designed to deliver traffic at the highest possible level of service.

**Local road is a low-capacity road which serves land adjacent to collector roads, extends over relatively short distances and has low operating speed.

***Level of service is an indicator describing the performance of individual transportation network elements from the perspective of motorists, pedestrians, cyclists, and transit users. Level of service "A" to "D" indicate acceptable operations, where "E" and "F" indicate unacceptable/critical operations.



Potential Effects & Mitigation Measures

Potential Effects:

- Temporary lane restriction/closures and construction vehicle traffic causing impacts to traffic flow of nearby roads such as Eastern Avenue and Broadview Avenue.
- Travel time delays for existing transit services (i.e., TTC bus route #143 Downtown/Beach Express) due to potential lane restrictions and construction vehicle traffic.
- Potential realignment of the existing sidewalks along Eastern Avenue, Lewis Street, Broadview Avenue, and Sunlight Park Road could lead to increased walking distances.

Temporary full or partial closure of existing rail tracks may cause temporary reductions or delays of typical rail services.

Mitigation Measures:

- Develop and implement a transit and traffic management plan as planning progresses.
- Consider scheduling early works activities during off-peak periods and weekends to minimize disruptions to traffic during the critical peak hours.
- Issue notifications and advisory signage to alert traffic and transit users of any upcoming road closures and disruptions as required.
- Coordinate with the City of Toronto to provide pedestrians and cyclists with safe, accessible, and continuous routes during early works activities.
- Consult and coordinate with the City of Toronto to ensure any modifications to pedestrian crossing distances at signalized intersections are reflected in revised pedestrian clearance timing.
- Consult with rail companies (i.e., Canadian National Railway, Canadian Pacific Railway, and VIA Rail) that operate along the rail corridor to assess how track closures would impact their service and coordinate temporary schedules to accommodate all rail services on the open tracks.

[← Return to Early Works: East Harbour Station Draft Report](#)

What are your thoughts on the Traffic & Transportation study key findings and identified potential impacts and mitigation measures? *

Submit



Eastern Avenue bridge in the East Harbour Station study area, looking east along Eastern Avenue.

Source: <https://www.blogto.com/city/2018/11/eastern-avenue-toronto/>

Soil & Groundwater - East Harbour Station

[← Return to Early Works: East Harbour Station Draft Report](#)

Key Findings

- Soil within the study area consists primarily of clay, silt, sand and gravel.
- The following source water features are present in the study area: an Intake Protection Zone*, a regional Highly Vulnerable Aquifer** and an Event Based Area***.
- The area is serviced by municipal water supply from Lake Ontario.
- Without mitigation, there is potential for impacts to groundwater (e.g., temporary drawdown of the water table) and soil (e.g., ground movement and settlement as a result of excavation and/or dewatering). The completion of hydrogeological and geotechnical investigations, a construction dewatering assessment and groundwater and soil management plans as planning progresses, and implementation of appropriate mitigation measures during early works activities are anticipated to reduce potential impacts (see Potential Effects & Mitigation Measures).

*Areas of land and water that contribute source water to a surface water drinking system intake.

**An aquifer underground layer of permeable soil and/or rock) susceptible to contamination due to its location near the ground surface or the characteristics of surrounding soils.

***Areas in a watershed where a spill could pollute the drinking water supply.



Small scale excavation support system.
<https://www.nasxa.org/mpage/2020-06-excavator>

Potential Effects & Mitigation Measures

Potential Effects:

Groundwater

- Subsidence/settlement of structures in the Zone of Influence* (ZOI) due to construction dewatering if dewatering is required.
- Encounter previously contaminated groundwater during early works activities (e.g., dewatering).
- Construction dewatering may impact groundwater-dependent natural features (i.e., Don River) as a result of decreases in groundwater discharge.

Soil

- Potential displacement of soils as a result of early works activities may result in ground movement and settlement.
- Early works activities (e.g., excavation) could expose and/or result in the spreading of contaminated materials.

*The Zone of Influence refers to the area where groundwater levels will be lowered due to dewatering.

Mitigation Measures:

Groundwater

- As project planning progresses, determine water taking quantities, quality, and resultant dewatering ZOI through a site-specific hydrogeological investigation, construction dewatering assessment and groundwater management plan as required.
- If anticipated, potential subsidence/settlement impacts to existing structures can be mitigated with measures such as the completion of pre-construction inspections of structures in the dewatering ZOI and implementation of a detailed settlement monitoring program, complete with settlement triggers that result in changes to the dewatering program if surpassed.
- Adhere to source water protection best management practices where necessary, including the development of a salt management plan and a plan for handling and storage of chemicals.
- Develop remedial action plans, risk assessment and risk mitigation plans for encountering contaminated groundwater.

Soil

- Complete detailed soil investigations, as project planning progresses.
- Employ excavation support systems if required and/or implement appropriate ground treatment such as jet grouting to reduce the risk of ground loss during early works activities.
- Develop management plan(s) for handling, management and disposal of excavated material as required.
- Develop and implement remedial action plans, risk assessment and risk mitigation plans for encountering contamination.

[← Return to Early Works: East Harbour Station Draft Report](#)

What are your thoughts on Soil & Groundwater study key findings and identified potential impacts and mitigation measures? *

Submit

Ontario Line - East Harbour Station Early Works Report

[← Return to Early Works: East Harbour Station Draft Report](#)

Connecting Communities

We are doing our part to protect staff and the public during the COVID-19 pandemic. Our team is continuing to support our residents, businesses and communities. During this time, our engagement has moved to a virtual format. Please provide your feedback online. The Project Team will be reviewing all the feedback as we move forward with the Project. Public feedback will be documented in the Final East Harbour Station Early Works Report.

Draft Report and Appendices

East Harbour Station Early Works Report

Appendices:

- Appendix A1 – Natural Environment Report
- Appendix A2 – Air Quality Report
- Appendix A3 – Noise and Vibration Report
- Appendix A4 – Traffic and Transportation Report
- Appendix B1 – Project Distribution List
- Appendix B2 – Project Webpage
- Appendix B3 – Consultation and Correspondence Record
- Appendix C – LSE/JC N&V Operations Report
- Appendix D – East Harbour Station Rendering
- Notice of Publication of Final Report (English)
- Notice of Publication of Final Report (Français)



Thank you!

We appreciate the time you have taken to learn more about the Draft East Harbour Station Early Works Report and we value your opinions. Please provide input online from **September 23, 2021 to October 24, 2021** by completing the online Feedback Form on our website below.

Metrolinx will establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous Nations during the review period. At the end of the review period, Metrolinx will update the Draft East Harbour Station Early Works Report by adding a description of issues identified, what Metrolinx did to address concerns, and any implications to the early works timeline. Metrolinx will then publish the Final East Harbour Station Early Works Report on the Project webpage: www.metrolinx.com/ontarioline and issue a Notice of Publication of Final Early Works Report.

East Harbour Early Works Draft Report – Feedback

What are your thoughts on the results of the East Harbour Station early works environmental studies? *

Which East Harbour Station early works environmental study is most important to you and why? *

Is there anything we missed? Please let us now if you have any additional thoughts or concerns about the Draft East Harbour Station Early Works Report.

Stay Involved with the Ontario Line

We appreciate the time you have taken to learn more about our plans and value your opinions. Please submit your feedback by October 24, 2021.

www.Metrolinx.com/OntarioLine
OntarioLine@Metrolinx.com
 416-202-5100

Metrolinx is committed to maintaining the accuracy, security and privacy of the personal information we collect and use, in accordance with the Freedom of Information and Protection of Privacy Act. All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

For more information, please visit <http://www.metrolinx.com/en/about-us/privacy.aspx> or contact: Metrolinx' Senior Privacy Officer at (416) 202-5941.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Submit



The Ontario Line - Live Q&A with the Ontario Line Project Team

Live virtual question and answer sessions are designed to give neighbours direct access to the project team. Neighbours are able to submit and vote for questions. The project team aims to answer as many questions at each session as possible.

We've divided stations into [four segments](#) to focus our engagement with you.

Below you'll find upcoming and past events specific to each neighbourhood segment.

Note: Some event dates are not yet finalized, but pre-registration is open for all.

West Segment

Exhibition, King/Bathurst, Queen/Spadina

[Current Events](#)
[Past Events](#)

The most recent West segment live event was held on September 9, 2021. See "Past Events" for more details.

Downtown Segment

Osgoode, Queen, Moss Park, Corktown

[Current Events](#)
[Past Events](#)


The Ontario Line LIVE - Downtown Segment

Please join us on October 7, 2021 at 6:30pm for a presentation and question-and-answer session about the Ontario Line transit project's Downtown segment (Osgoode, Queen, Moss Park and Corktown Stations). Submit questions for the Q&A now.

East Segment

East Harbour, Leslieville/Riverside, Gerrard

[Current Events](#)
[Past Events](#)


The Ontario Line LIVE - East Segment

Please join us on October 5, 2021 at 6:30pm for a presentation and question-and-answer session about the Ontario Line transit project's East segment (Osgoode, Queen, Moss Park and Corktown Stations). Submit questions for the Q&A now.

North Segment

Pape, Cosburn, Thorncliffe Park, Flemingdon Park, Science Centre

[Current Events](#)
[Past Events](#)

The most recent North segment live event was held on September 16, 2021. See "Past Events" for more details.

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

Share your key design priorities

As mentioned during the [virtual presentation and live Q&A on September 16](#), we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

[Hear for yourself](#)

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

[Have your say](#)

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

[Leave Feedback](#)

East Harbour, Leslieville/Riverside, Gerrard

The Ontario Line

Neighbourhoods

Get Engaged

Live Meetings

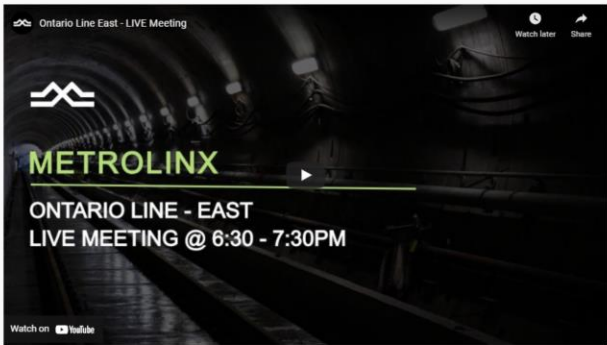
Book a Meeting

Contact Us

The Ontario Line LIVE - East Harbour, Leslieville/Riverside, Gerrard – April 22, 2021

On April 22, 2021, Metrolinx hosted a presentation and live Q&A focused on East Harbour, Riverside, Leslieville, South Riverdale, and Gerrard with over 200 people in attendance. During the virtual open house, we answered top-voted, pre-submitted questions, as well as live questions from participants using a call-in option. The call-in option was added for this meeting based on community feedback, and will be also used for further virtual engagements. Participants asked questions related to the feasibility and costing of tunneled alternatives, and potential impacts to the community such as noise, vibration, parks, safety and the character of their neighbourhood. We've added responses to the top questions from this event on our [FAQ page](#). In the future, we'll post responses to questions for all virtual open houses directly on the event registration pages. Find all current and past even registration pages [here](#).

For those who weren't able to join us, you'll find the video recording below. We're looking forward to holding many more meetings in the future.



Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

Share your key design priorities

As mentioned during the virtual presentation and live Q&A on September 16, we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

[Hear for yourself](#)

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

[Have your say](#)

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

[Leave Feedback](#)

Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, [join the Zoom meeting here](#). We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

NOTE: please ensure you have the latest version of Zoom installed.

Presentation Materials

[The Ontario Line: East Harbour, Leslieville/Riverside, Gerrard - Presentation PDF](#)


Agenda

6:30PM - 6:50PM: Ontario Line Project Update


6:50PM - 7:10PM: Questions and Answers to Pre-Submitted Questions

7:10PM - 7:30PM: Call-in Questions


Meet the Speakers




Richard Tucker
Ontario Line Project Director



Malcolm MacKay
Ontario Line Project Sponsor



Ranjit Multani
Manager, Property Team



Carrie Sheaffer
Senior Manager, Environmental Programs and Assessment

Other Attendees

- Joseph Thornley, Moderator, 76engage

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our [policies](#) will result in removal.

To enable closed captioning, toggle captions "on" in the YouTube video player settings.

Need Help?

[Video streaming issues](#)

[Question submission issues](#)



The Ontario Line LIVE-East Harbour, Leslieville/Riverside, Gerrard -June 24, 2021

Archive - June 24, 2021

On **June 24, 2021**, Metrolinx hosted a presentation and live Q&A focused on **East Harbour, Riverside/Leslieville and Gerrard** stations with **over 68 people in attendance**. During the virtual open house, we answered top-voted questions submitted by registrants, as well as live questions from participants using a Zoom call-in option. Participants asked a variety of questions related to the construction approach, environmental assessment, transit corridor lands, bridges, trees and more. We'll be posting answers to questions from the event on this page soon.

For those who weren't able to join us, you'll find the video recording below. We're looking forward to holding many more meetings in the future, including a consultation on the retaining/noise walls for your community.



Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, [join the Zoom meeting here](#). We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

NOTE: please ensure you have the latest version of Zoom installed.

[Join Zoom](#)

Agenda

6:30PM - 7:00PM: Ontario Line Project Update

7:00PM - 7:30PM: Questions and Answers to Pre-Submitted Questions

7:30PM - 8:00PM: Call-in Questions

Presentation Materials

[The Ontario Line: East Harbour, Leslieville/Riverside, Gerrard - Presentation PDF →](#)

[The Ontario Line: Neighbourhood Updates East →](#)

Virtual Open House – June 24, 2021 Outstanding Questions

Alignment

What will the interchange look like with the Ontario Line, GO transit and TTC at East Harbour?

Design is ongoing to determine what the East Harbour transit hub will look like. The priority is to make sure customers can easily transfer between Ontario Line, GO Transit and TTC services.

South or North of Don Yard ???

The portal will be located in the Don Yard, a staging area for GO Trains.

[Construction Impacts](#)[Decision-Making](#)[Environmental Reports](#)[Funding](#)[Noise and Vibration](#)[Property Impacts](#)[Stations](#)[Timelines](#)[Transit Oriented Communities](#)[Tunnelling](#)

Meet the Speakers



**Richard
Tucker**

Ontario Line Project
Director



**Malcolm
MacKay**

Ontario Line Project
Sponsor



Ranjit Multani

Manager, Property
Team



**Carrie
Sheaffer**

Senior Manager,
Environmental
Programs and
Assessment



**Carolyn
Tunks**

Manager, Pre-
Construction Services

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our [policies](#) will result in removal.

To enable closed captioning, toggle captions "on" in the YouTube video player settings.

Need Help?

[Video streaming issues →](#)

[Question submission issues →](#)

[Log in](#) or [register](#) to tell us your ideas



Ontario Line LIVE: East – September 23, 2021



Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, [join the Zoom meeting here](#). We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

NOTE: please ensure you have the latest version of Zoom installed.

[Join Zoom](#)

Presentation Materials

[The Ontario Line - Presentation PDF →](#)
[Early Works: East Harbour Station →](#)
[Early Works: Lakeshore East Joint Corridor →](#)
[Immersive Sound Studio →](#)

Agenda

6:30PM: Meeting Begins/Opening Remark

6:35PM: Presentation: Ontario Line Project Update for East Harbour, Leslieville/Riverside and Gerrard Stations

7:00PM : Questions and Answers (pre-submitted questions)

7:30PM: Questions and Answers (call-in questions via Zoom)

7:55PM: Wrap up and Closing Remarks

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

[Learn more](#)

Share your key design priorities

As mentioned during the virtual presentation and [live Q&A on September 16](#), we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

[Take survey](#)

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference

Meet the Speakers



Richard Tucker

Ontario Line Project
Director



Malcolm MacKay

Ontario Line Project
Sponsor



Carrie Sheaffer

Senior Manager,
Environmental
Programs and
Assessment



John Potter

Manager, Design
Standards

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our [policies](#) will result in removal.

To enable closed captioning, toggle captions "on" in the YouTube video player settings.

Need Help?

Video streaming issues →

Immersive sound demonstration →

Listen to future Ontario Line and GO trains in the Lakeshore East rail corridor.

Submit Questions and Vote Now!

Sort questions: [Date](#) [Popularity](#)

[Log in or register](#) to tell us your ideas

Why no study of the underground option?

Anonymous
Sep 8, 2021 - 09:53

There is viable underground route proposed between Gerrard and Eastern - based on the approved (but cancelled) Relief Line. Why is there no comparison of cost, construction impact and health impacts? The Metrolinx above ground proposal has huge impacts on people living/working here - especially people in apartments above the proposed noise wall. The 2019 "business case" for Ontario Line does not include your proposed widening/rebuilding 6 bridges and raising the entire track bed by 1+ metre. It appears that the proposed alignment above ground is being driven by developers (No-frills, Carlaw Dundas, East Harbour) and NOT by an evaluation of impacts. Why no detailed study of underground?

77 21

My greatest concern this segment; it should be buried here?

Furry Rider
Sep 7, 2021 - 17:17

My greatest concern is with this segment; noise, visually distracting, and just plain wrong to ram this through these mature neighbourhoods - it should be buried along here

55 19

Alignment

Anonymous
Sep 5, 2021 - 23:12

Running tracks beside the GO has led to many complaints, and also constrains potential future GO expansion, or inclusion of GO platforms.

throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

Hear for yourself

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback!

Participate in the online survey and provide your thoughts on potential design elements.

Have your say

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

Leave Feedback

Alignment

Anonymous
Sep 5, 2021 - 23:12

Running tracks beside the GO has led to many complaints, and also constrains potential future GO expansion, or inclusion of GO platforms.

Follow a route from downtown more similar to the Relief Line route. Have the station at Broadview roughly between the Relief and Ontario Line stations proposals. Then continue cut-and-cover along Eastern (or just south of it) right to Pape. Head north on Pape, cut-and-cover to Pape and then to Don Valley.

Linear cut-and-cover with precast tunnel segments takes a matter of months - a small disruption and a moving operation. The stations would be much shallower and likely take half the time of the deep bore stations (~12m deep versus 40m). The line could be quite shallow as it comes out the Don Valley, reducing the grade to cross the Don near Millwood.

Essentially, this satisfies the locals by making the line fully underground. It provides a more reliable fully underground transit line. It adds a Queen station farther into Leslieville. It has reduced grade changes and only one significant curve. It frees up GO corridor for a Gerrard Station.

50 18

Cost comparison above vs below

Anonymous
Sep 13, 2021 - 17:51

Why are you refusing to do a side by side cost comparison with your current above ground plan vs. our community Underground plan? The City has asked for it (Motion 31.12) and a provincial order question was logged at Queen's Park asking the same question.

40 15

Compare the level of disruption of above grade vs tunnelling

Anonymous
Sep 9, 2021 - 08:12

You have said at previous consultations that tunnelling would cause as much disruption as the proposed above grade concept. Now that we know the bridges over Eastern, Queen and Gerrard have to be entirely rebuilt higher and wider, that the rail bed has to be raised in elevation, and that tall retaining walls must be built each side of the rail bed, how can this possibly be true?!

39 18

Impact of above ground

Anonymous
Sep 11, 2021 - 23:53

When can the community expect to see some quantitative data about the Ontario Line?

- Indoor noise measurements to ensure the above ground option does not lead to inhospitable living conditions
- Vibration measurements where train frequency is expected to increase 10-fold
- Number of trees which may be cut down to accommodate the above ground OL and its impact on parks and greenspaces

It seems like Metrolinx is deliberately keeping the community in the dark because the impacts of this above ground option are too awful.

36 15

Public health risks

Anonymous
Sep 11, 2021 - 18:22

Community members have raised serious concerns with the above ground Ontario Line:

- loss of greenspace and trees (just how many trees will you cut down??)
- elevated levels of noise and vibration in a residential area
- disruption of 24/7 traffic
- years of overnight construction to widen the live rail corridor
- a portal near school
- 8m tall noise wall permanently dividing our community in half (just how high will this noise wall be??)

- disruption of 24/7 traffic
- years of overnight construction to widen the live rail corridor
- a portal near school
- 8m tall noise wall permanently dividing our community in half (just how high will this noise wall be??)

Has Metrolinx considered public health risks associated with the above ground Ontario Line?

How on earth can this public transit agency justify a plan that prioritizes the interest of Cadillac Fairview over community health and safety?

👍 30 🗨️ 15

3 Track between East Harbour and Leslieville

Anonymous
Sep 3, 2021 - 23:51

how will GO track go in between Ontario line tracks from East Harbour to Leslieville

👍 20 🗨️ 8

3 How will the line affect Jimmie Simpson park?

Anonymous
Sep 5, 2021 - 14:51

Will the community center be turned into a transit hub and will expansion of the rail take away green space in the park?

👍 28 🗨️ 17

3 Joint OL-GO Corridor

Anonymous
Sep 4, 2021 - 00:56

Does expanding the corridor mean closing some intersections to do it

👍 18 🗨️ 8

3 Underground costing

Anonymous
Sep 14, 2021 - 21:14

City of Toronto passed a motion asking Metrolinx to cost out the Steve Munro underground option. Why is Metrolinx deliberately ignoring the directive from City Council and wishes of host community?

👍 25 🗨️ 16

3 Can Trucks must be cleaned before they get onto the road

Anonymous
Sep 3, 2021 - 17:09

That are not cleaned on a job site make a horrific mess on the road and it's impossible to clean up. Other advanced countries make trucks clean themselves on a job site so they don't track the mud onto the roads. This is a 10-year construction project we don't want the mess for that long.

👍 20 🗨️ 12

3 WHERE IS THE EARLY WORKS REPORT?!!!!

Anonymous
Sep 15, 2021 - 14:43

WHERE IS THE EARLY WORKS REPORT and WHY ARE YOU HAVING COMMUNITY CONSULTATIONS WHEN NO ONE HAS READ THE ONLY ENVIRONMENTAL REPORT WE WILL TO GIVE FEEDBACK ON GET BEFORE CONSTRUCTION BEGINS NEXT SUMMER? This is another example of your calculated attempt to control community information and feedback on this project.

👍 21 🗨️ 13

East Harbour Station

Anonymous
Sep 5, 2021 - 00:57

With the East Harbour station being built will both the Ontario Line and the Go have Screen Protective doors on there platforms and how can one transfer from Go to Ontario Line at this station?

16 9

can we limit the dust that is created by the construction

Anonymous
Sep 13, 2021 - 17:52

We get so much dust from dirt coming from site construction can we eliminate this.

12 6

Is Metrolinx required to conduct value engineering reviews?

Anonymous
Sep 15, 2021 - 19:41

Contrary to Metrolinx' assertions, the tunnel option looks cheaper, less disruptive and better for all concerned, and yet Metrolinx has discarded it without even doing the normal course value engineering of potentially cost-saving alternatives (July 6 Metrolinx letter to Toronto Executive Committee). How does your owner let you get away with this?

14 9

Gerrard Go Station

Anonymous
Sep 20, 2021 - 16:58

As part of the GO RER expansion planning it was announced that Carlaw and Gerrard would have both a GO station and an Ontario Line Subway Station, but now seems is being advertised as only having an Ontario Line Station. What happened to the original plans for a GO station at this location and why was it changed?

Pape / Carlaw is the East End's busiest / densest North South artery with substantial commercial and residential activity. It already has high density and is will densify increasingly with the expected redevelopment of the Riverdale Mall and further redevelopment of Carlaw Ave. Furthermore a GO stop at this location would seamlessly connect with the 506 Streetcar and the 72 Bus, both heavily used routes.

Furthermore is located much more equidistance between current Lakeshore East GO stations (Danforth GO and Union) than East Harbour, which won't see any real density for another decade at earliest.

Finally, if a GO Station is not being built at this location, is Metrolinx committed to an integrated fare system, to ensure easy and affordable transfers between GO and the TTC? If so, can this be rolled out before the completion of the Ontario line and RER expansion?

7 2

Number of trains

Anonymous
Sep 21, 2021 - 22:25

Please provide the current and future projected number of trains per day for the LSE GO and the Ontario Line over the next decades. What will be the hours of operation for the Ontario Line?

7 2



between East Harbour & Gerrard

Anonymous

Sep 23, 2021 - 18:33

how will you fit the Ontario Line above ground ?

👍 4 🗳️ 0



Public Spaces

Anonymous

Sep 8, 2021 - 01:57

With the stations at Gerrard, Leslieville and East Harbour being along the GO Corridor, will there be public spaces built below?

👍 12 🗳️ 9



Elevators

Anonymous

Sep 23, 2021 - 16:41

What kind of elevators will you use for the Ontario line?

The ones used on the Toronto subway or the ones used on the Eglinton Crosstown?

👍 3 🗳️ 1



Signage Typeface

Anonymous

Sep 23, 2021 - 16:42

what kind of typeface should the Ontario line use for wayfinding signage?

ClearviewADA or Swiss721?

👍 4 🗳️ 2



Leslieville

Anonymous

Sep 23, 2021 - 18:48

Should Leslieville station be named that way or should it be changed to Riverside ?

👍 3 🗳️ 1



Property values

Anonymous

Sep 23, 2021 - 19:15

In Rosedale there's a subway line AND a heavy rail line (with big, long freight trains) running above ground through that neighbourhood.

Will the OL make my Riverdale property as valuable as the homes in Rosedale? If not, why do they have such high property values AND so many trains which aren't in a tunnel?



How high is the top of the sound barrier walls from Grade

rob

Sep 23, 2021 - 19:28

i.e when combined with retaining wall aspects etc.

3 1



How long will the DVP be closed to build bridge over the Don?

Anonymous

Sep 23, 2021 - 18:23

Construction Over the Don Valley

3 2



It looks like all noise modellign is right beside the noise wall

rob

Sep 23, 2021 - 19:16

I understand noise will be reflected and increased throughout the community - in fact the worst impacts could be some distance from the noise shadow beside the walls - affecting many more people. Why are you not dealing this question?

2 1



East Harbour

Anonymous

Sep 3, 2021 - 16:09

at East Harbour, how many GO platforms will it take to connect the Stouffville line and the Lakeshore East line to the Ontario line

12 12



What is being done about the noise of the Ontario Line?

Anonymous

Sep 20, 2021 - 19:31

What type of sound barriers are being installed on above ground parts of the Ontario Line and where. Seeing that there's four sets of tracks, which include three different types of trains (i.e TTC, Go and Via) and the frequency of these trains, there will be tremendous noise and vibrations from the tracks, since it's going to be above ground. Currently with the Go and VIA trains the noise is extremely loud and these do not run as frequently or as late a TTC would.

Please share with the community how metrolinx plans on appeasing our community and keeping it undisturbed by the number of trains running through it daily.

5 5



Where will it exit underground

Anonymous

Sep 23, 2021 - 19:43

Why complete silence on the Pape route south of O'Connor? Am I on the wrong call? I've asked repeatedly where the subways will exit underground south of Danforth and no one will answer my question other than to say it's still uncertain. South of Pape school will result in many houses being impacted. What is the answer??

👍 1 🗳️ 1



Houses 30 meters from Pape requiring permits from Metrolinx

Anonymous

Sep 18, 2021 - 08:04

We've been told (via a letter in the mail) that because we are 30 meters from Pape we require special permission from Metrolinx to do any outdoor repairs or changes to our house. In fact we are more than 30 meters from Pape however it appears that all of our street (Dingwall) has been designated in this way as being above the corridor for building. It says "we are not appropriating your house", which is great news!! Why are houses more than 30 meters away forced to get permission from Metrolinx for any repairs or reno's?

👍 4 🗳️ 5



Bridge Construction

Anonymous

Sep 23, 2021 - 18:57

Do you plan to proceed with all the new bridge construction prior to a full environmental assessment?

👍 1 🗳️ 2



Why are you destroying our neighborhood for a new development?

Anonymous

Sep 8, 2021 - 22:34

👍 22 🗳️ 24



Westward Extension

Anonymous

Sep 23, 2021 - 15:45

Are there plans to extend the line westward?

👍 1 🗳️ 3



Escalators

Anonymous

Sep 23, 2021 - 16:44

You didn't answer my question from the previous two meetings.
What kind of elevators will you use for the Ontario line?

The ones used on the Toronto subway or the ones used on the Eglinton Crosstown?

👍 2 🗨️ 4



Are there plans for new buildings AROUND the Leslieville station

Anonymous

Sep 21, 2021 - 15:26

Plans or PREplans? Who decides where such new buildings will be and what they will look like? Will there be the same process around ALL the Ontario Line stations?

Thanks!

👍 2 🗨️ 5



Additional Green Space

Anonymous

Sep 23, 2021 - 18:55

While you very cleverly and disingenuously toss out large numbers in relation to the "additional greenspace" that you say the project will "add" the community, in reality it looks like this is just narrow bands of additional green space along the corridor - nothing that would effectively enhance any use of the area by the community. How wide are any of these anticipated additional green spaces and what effective use do you actually think the community would be able to make of them? How do you see this as mitigating the profoundly negative impact that this project will have on the neighbourhood where the above-ground portion will run?

👍 1 🗨️ 4



Why are you not providing real information?

Anonymous

Sep 23, 2021 - 19:39

Malcolm just said the Ontario Line "performed" better than the proposed relief line. But he gave ABSOLUTELY NO DETAILS on why or how it was measured to have performed better? Very disappointing.

👍 1 🗨️ 4



What is the timeline?

Anonymous

Sep 21, 2021 - 10:22

👍 0 🗨️ 4

1 How will traffic and noise be minimized

Anonymous

Sep 5, 2021 - 19:43

Disruptions during construction phase and ongoing noise from train traffic. Residents along the airport express line going to Pearson experience ongoing noise and shaking in their homes despite the noise minimizing walls. What will Ontario line residents recourse be if currently designed noise minimizers are not sufficient

11 18

2 Consideration to Thorncliffe Park train yard

Anonymous

Sep 12, 2021 - 16:34

It's interesting to me that it appears the train yard only takes out the mosque and Iqbal plaza behind it, but not the Tim Hortons or Pharmacy at the corner, nor the Costco. Considering the demographic of this neighborhood, how and why would this location be considered? What are you doing to help the community relocate these important services within the neighborhood? This is a neighborhood easily accessible for all resident needs by foot, it needs to remain as such.

9 16

2 Why go up Pape so far west?

Anonymous

Sep 21, 2021 - 21:42

Pape is so far west to go north. It barely brings transit to new people. Wouldn't it make more sense to continue east further, perhaps going north on Woodbine or Kingston/VicPark, bringing dedicated rail lines to more people? Going north too soon just means you're bringing rail to people who are already along the Eglinton or Danforth lines, minimizing the benefit.

3 10

2 two different kind of stations with the same name

Anonymous

Sep 3, 2021 - 18:00

Hold it. If the future Gerrard GO station on the Stouffville line cannot connect with Gerrard station on the future Ontario line, won't that confuse riders if they're both built?

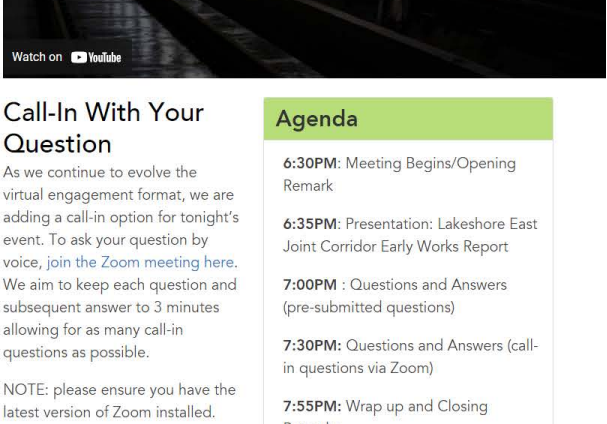
7 15

Ontario Line LIVE: East – October 5, 2021

Archive - October 5, 2021

On October 5, 2021, Metrolinx hosted a presentation and live Q&A for the East segment, with a focus on the Lakeshore East Joint Corridor Early Works Report, with over 100 people in attendance. During the virtual open house, we announced presented key findings from the Lakeshore East Joint Corridor, clarified the heights of the retaining walls with renderings and explained construction requirements at each bridge. A reminder that we have an online consultation to gather feedback on design options for the retaining and noise walls, which will remain open until October 14, 2021. To help provide more of an understanding of what Ontario Line and GO trains could sound like with the future sound barriers, we also launched an online sound demo. After the presentation, we answered top-voted questions submitted by registrants, as well as live questions from participants using a call-in option. Participants asked a variety of questions related to the various study disciplines included in the early works reports, construction noise monitoring, and mitigation measures that would be implemented.

For those who weren't able to join us, you'll find the video recording below. We're looking forward to holding many more meetings in the future.



Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, join the Zoom meeting here. We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

NOTE: please ensure you have the latest version of Zoom installed.

Join Zoom

Agenda

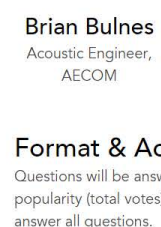
- 6:30PM: Meeting Begins/Opening Remark
- 6:35PM: Presentation: Lakeshore East Joint Corridor Early Works Report
- 7:00PM : Questions and Answers (pre-submitted questions)
- 7:30PM: Questions and Answers (call-in questions via Zoom)
- 7:55PM: Wrap up and Closing Remarks

Presentation Materials & Resources

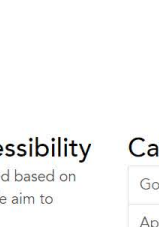
The Ontario Line East - October 5, 2021 Presentation PDF →

Survey: East Segment Design Consultation →

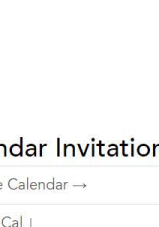
Meet the Speakers



Richard Tucker
Ontario Line Project Director



Malcolm MackKay
Ontario Line Project Sponsor



Carrie Sheaffer
Senior Manager, Environmental Programs and Assessment

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our policies will result in removal.

To enable closed captioning, toggle captions "on" in the YouTube video player settings.

Calendar Invitations

Google Calendar →
Apple iCal ↓

Need Help?

Video streaming issues →

Immersive sound demonstration →

Listen to future Ontario Line and GO trains in the Lakeshore East rail corridor.

Submit Questions and Vote Now!

Sort questions: Date Popularity

Add new comment | Log in or register to tell us your ideas

Your name

Type your question. *

Add more detail.

Content limited to 350 characters, remaining: 350

Click here to add tags to your comment

Post

What is the cost of the "Munroe" underground option?

Anonymous
Sep 30, 2021 - 13:28

You are asking for comments and questions about noise walls and tree plantings but our community is not ready to move on from the fundamental decision about the alignment of the Ontario Line through Leslieville/Riverside. At the Sept 23rd Open House the most popular question asked for a detailed cost comparison of your plan to run the OL along the elevated rail corridor with the community and Toronto City Council endorsed plan to run this 1.5 km section underground (the "Munroe Option"). Your answer was not acceptable. Given the expense and disruption involved, it is your responsibility to give serious consideration to this viable alternative. We believe the Ontario Line should be buried between East Harbour and Gerard Street. You will never convince this community that you have chosen the best alignment until you respond to the very reasonable request from this community to provide a detailed analysis of the underground Munroe Option. When will you provide this?

23 3

Underground alignment

Anonymous
Oct 3, 2021 - 10:17

The question of underground alignment will not go away - likely because it was not address properly. These 2 questions must be answered:

1) What is the cost and cost difference between the current plan using the rail corridor and the underground "Munroe" option (e.g. continue on Eastern to Carlaw to Gerrard to Pape Station).

2) What alternatives are there and what concessions can the local community provide to reduce the cost difference to allow the underground alignment to proceed (e.g. a) go under Eastern to Pape, eliminating the Carlaw "jog", and/or b) using cut-and-cover for the portion of the line from East Harbour Station to Pape Station and to Minton Place)

18 2

Sound demonstration

Anonymous
Oct 3, 2021 - 14:42

Your "noise demo" <https://www.ontariolinesoundstudio.ca/listen/> is an interesting idea. To be closer to reality, please add these options so we can hear the sound of: - an OL and GO train passing at the same time as they are likely to do given there will be 1500 trains a day - a diesel GO train given that it will be years before all GO service is electric - an OL train braking and starting up at Queen and Degrassi rather than just passing through the station since all OL trains will stop there - announcements/bells etc that will be audible on the street level of Queen and Degrassi from the open-air station above. We need to have a demo of the "peak/breakthrough noise"

15 3

Tree Removals on the Corridor

Anonymous
Oct 1, 2021 - 14:15

Why is your plan for tree removals not part of the EWR? We have 30 days to comment on the plans and they are not included, nor any timeline for removals. How will you address the lack of community feedback and issue resolution process on this priority issue for our community?

12 2

How is this consultation being used?

Anonymous
Oct 3, 2021 - 15:46

It's not clear what the objective of this "consultation" is. Metrolinx is vigorously promoting an above ground design with slogans e.g. "Awake....", billboards and glossy promotional booklets. It appears that the proposed design will have huge impacts on the local community. But you have not costed or evaluated the community's proposed underground option in spite of repeated requests. This process is meaningless if it does not evaluate other less impactful designs. Slogans and advertising in the middle of a consultation demonstrates how this process is disingenuous and simply a corporate communications exercise. Might that change?

11 3

Frequency and simultaneous passby in your noise calculations

Anonymous
Oct 1, 2021 - 14:48

What is the frequency calculation you are using? Your average passby DBA for OL trains with mitigation shows 60-70 DBA per passby, which is under the MOEE protocol - however, how do you account for the frequency of passbys vs. the current level of passbys DBA? OL passby predicted at every 90 seconds vs. current GO passby - every 15 minutes to 7 mins - which will create a constant level of noise duration vs. what is current. Have you mapped this to understand how the overall level of noise will increase due to overlapping simultaneous passby and duration?

11 4

Other types of Noise Walls materials

Anonymous
Oct 1, 2021 - 14:54

You have only given one choice of noise wall material - and from the EWR you've only modelled for one choice - clear walls- and yet you are asking what kind of noise walls we want. What other choices are there and what sound absorption properties do they have?

11 4

Baseline noise standards not met.

Anonymous
Oct 1, 2021 - 14:12

Why is Metrolinx not meeting the standard noise & vibration limits of 55 dB during the day and 50 dB during the night as their baseline for the rail corridor? Your average "Project w Barrier" Day noise levels are significantly over the 55 dB standard. Shouldn't you be doing everything you can to meet these existing standards?

8 2

Explain why you are saying you meet noise standards?

Anonymous
Oct 1, 2021 - 14:24

Are trains not running simultaneously? Please explain why would 'additive vibration' be a rare occurrence on a 4 line railway -- as per this quote from the EWR. "In the rare occurrence of additive vibration, such as during a simultaneous GO train and Ontario Line vehicle pass-by, sample calculations indicate that overall vibration levels would not be significantly higher than that of the dominant individual source. Therefore, the results within this report are based on the worst case single pass-bys of trains operating on GO or Ontario Line tracks" page 82.

9 3

Staging Area - Impacts

Anonymous
Oct 1, 2021 - 14:56

You haven't listed Staging Areas as impacting Heritage properties and other sensitive receptors. Why and will you update the EWR to include them?

8 2

Peak levels vs Average noise levels

Anonymous
Oct 1, 2021 - 15:02

Please explain the difference between average noise levels and peak noise levels. Where is the data for peak levels? How have you accounted for diesel trains with 1 or 2 locomotives and either 8 or 12 cars?

9 3

MOEE/TTC Noise/Vibration Protocols

Anonymous
Oct 1, 2021 - 14:16

MOEE/TTC protocol was written 30 years ago - and clearly states it should only be used to assess TTC vehicles. How can you claim that the TTC SUBWAY DBA standard at 80 DBA passby is applicable to above ground OL trains as a baseline?

8 3

Trains will be running during construction

Anonymous
Oct 3, 2021 - 13:40

Why have you not included noise & vibration data showing those levels for construction equipment/activities COMBINED with existing corridor noise and vibration levels? How do you plan to factor in the current corridor noise levels into construction and mitigate for it?

8 3

No alternative explored in this EA

Anonymous
Oct 4, 2021 - 00:04

You present only the disruptive above ground option in this report. Shouldn't you explore different options and consult the public about pros and cons of different routes? If there's one alignment that is being presented, what exactly is the point of this meeting? What are you consulting us on?

Cost out the underground option!

- Let's see how the underground option performs in terms of noise and vibration.

- Let's see how many trees we can save.

- Let's see how less disruptive the construction is.

- Let's see if we can keep Riverside and Leslieville healthy and livable.

9 4

Further Vibration mitigations

Anonymous
Oct 1, 2021 - 14:46

Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC protocol mitigation thresholds at locations POW01, V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10v (exceedance due to Ontario Line track operations), page 40

We note the 30 day feedback for issue resolution process will be over by the time the vibration plan is released. What is the timing of this further study and will the community have access to it?

8 4

More noise mitigation for Seniors High Rise Buildings

Anonymous
Oct 1, 2021 - 14:51

We have 3 high-rise buildings of vulnerable senior populations - how can you not provide additional noise mitigation for these buildings, one next to the Leslieville Station, one between and overlooking 2 major bridges at Dundas & Logan, and one overlooking the portal at Pape/Gerrard?

8 4

Overnight track work

Anonymous
Oct 1, 2021 - 14:59

Please describe the mitigations you will be providing the community during overnight track work prior to the noise walls being installed?

8 4

Air Quality Monitoring during construction

Anonymous
Oct 1, 2021 - 14:18

*A plan to manage air quality will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, from the construction site. The following mitigation measures should be considered in the plan to manage air quality

Who develops this plan, Metrolinx or Contractors? Who is responsible for monitoring and adherence of it?

5 2

Fix your Noise Contour Map -

Anonymous
Oct 1, 2021 - 14:33

In many cases your noise contour maps for 'Future Day' and 'Future Night' are incorrect and do not match the data tables included for 'Project with Barriers' noise levels. Will you be revising these maps to accurately reflect the data? (Colours indicate 55-60 when levels are over 60 dB at POW- 02, POW- 03, POW-11, POW-24, POW- 20, POW 19) (heffly, Fontbonne Point, Jimmie Simpson Centre, Ray McCreery Towers, Francis Beavis Towers)

5 2

Construction plans

Anonymous
Oct 1, 2021 - 14:52

Please clarify how homeowners and residents would find out more about the specific construction plans for their homes and when?

7 4

24 Hour Construction Hotline

Anonymous
Oct 1, 2021 - 14:58

Will you be provide 1 week or more notice of night work and details and 24 construction hotline to call for complaints/information?

5 2

Disingenuous consultation

Anonymous
Oct 3, 2021 - 23:58

After ignoring community wishes for months about wanting an underground route, now you're disingenuously "consulting" about the colour of the noise wall.

If you're serious about letting the public have a say, you need to provide better data as to how different types of noise walls perform in terms of noise mitigation.

Your report provides predicted noise levels with barrier. Well, which barrier? Clear one, absorptive one? Don't you think the public needs to know?

You're not fooling anyone with these fanciful open houses. No noise wall can effectively reduce the noise from 6 lanes of rail traffic in our residential neighbourhood. BURY THE LINE!

6 3

Re: Expropriation

Anonymous
Oct 5, 2021 - 17:11

Has it been determined what properties in the East segment will require expropriation and have all affected property owners been informed?

5 2

Drainage of water/snow from corridor

Anonymous
Oct 1, 2021 - 15:48

Please explain how water and snow will drain off the elevated corridor, and will the drainage plans impact property owners and their land who back onto the corridor? There have been many flooding complaints where noise walls back onto properties in other areas of the city.

5 3

Wifi

Anonymous
Oct 4, 2021 - 14:37

Will all stations have Wifi?

4 2

Who is running the "consultations"? Name please.

Anonymous
Oct 3, 2021 - 18:21

The noise 'simulation' is completely biased in two ways. First, we only get to hear noise without the barrier that Metrolinx has already chosen and the noise without. There is no underground option, what the local Leslieville and Riverside communities have been promoting, and the city too. Second, the high frequency of GO and the OL will mean that we neighbours get the CUMULATIVE noise of several different trains at once, very often in the course of a day. Why not do a proper study of the CUMULATIVE impacts of all the trains?

3 2

Additional park land created

Anonymous
Oct 5, 2021 - 17:39

During the last update additional park land was brought up many times as a benefit for the above ground Ontario line option. Is there a map that shows the additional park land locations?

2 1

Rail Bridges

Anonymous
Oct 5, 2021 - 18:51

Does the bridge over Eastern Avenue not need replacement or alteration? Will the bridge over Queen Street be added to or replaced?

1 0

Why are you planning to ruin south riverdale?

Anonymous
Sep 30, 2021 - 09:07

Its not an opinion, its a fact that the sound barriers used will only baffle sound close to the track and amplify it for those who are about 100 meters away. The sound barrier technology proposed has a long and solid history of not working as intended. Not just that, but this involves removing mature trees and replacing them with nonsense. Furthermore this is not what anyone in the east end wants. This is not smart development, this is cost cutting at the expense of one of the most up and coming neighbourhoods in Toronto. This assinine idea it can go above ground needs to stop.

7 7

Health consequences from excessive noise from trains

Anonymous
Oct 4, 2021 - 10:23

Your report suggests the noise generated from the Ontario Line trains overnight to be around 70 dB. You provided no data at all about cumulative noise impacts from GO, VIA, freight and OL trains. OL train alone generating ~70dB is a significant concern, especially overnight! This will wake people up along the rail corridor. You can't build transit that prevents thousands of local residents from sleeping.

Are you consulting with Toronto Public Health or Ministry of Health about this problem?

The data clearly shows we need an underground alignment in our neighbourhood.

3 3

Underpass

Anonymous
Oct 5, 2021 - 07:21

You are creating a very large area under the railway corridor that already, with the existing one, is a dark unpleasant space that receives no sunlight and suffers from moisture and water problems. Your design will not only increase these problems, but even makes walking along the underpass a very unpleasant experience. Your design shows no sensitivity to a neighbourhood that is supposed to be a friendly walkable community. You are creating is "Gardiner expressway" within a heritage district under the pretense of building "better and cheaper" transit. You have not provided detailed costs for this project compared to other alternatives, which have been submitted and are supported by the community. Any reasonable explanation for this?

2 2

Please extend the 30 day limit for submitting comments

Anonymous
Oct 5, 2021 - 18:40

You released the EWR for the East Segment on Sept 23, on the same day as the EWR for the East Harbour Station. The public has until October 24 to comment on both of these reports. It is unreasonable to expect members of the public to read, understand and make comments on two reports that are hundreds of pages long within the same 30 day period. This shows a lack of desire on the part of Metrolinx to conduct meaningful community consultation with the public. Will you extend the 30 day comment period for these reports? How about until November 15?

1 1

Why won't metrolinx answer questions honestly about the Ontario

Anonymous
Oct 3, 2021 - 17:57

Less PR and more straight answers. Treat people with integrity and honesty. We know the difference.

2 3

Predicted noise

Anonymous
Oct 3, 2021 - 23:07

Your noise data is all predicted. Even for 'current' noise levels, you predicted them. Why did you not measure current noise levels? How can we be assured that these are accurate estimates?

1 2

Indoor noise data

Anonymous
Oct 3, 2021 - 23:10

Above ground OL is going to be extremely disruptive. There are hundreds of homes in close proximity to the rail corridor. We need to understand how your above ground OL will impact indoor noise levels, and whether our homes will continue to be livable are very serious concerns. Please provide indoor noise data (current and predicted).

3 4

No 'Alternatives considered' in Early Works Report

Anonymous
Oct 5, 2021 - 18:06

The Earlyworks report is supposed to identify what alternative were considered. The alternatives do not show that the viable underground option put forward by the city and Steve Monroe was never considered. How can you justify saying it is too costly, if it was never considered? The only alternatives are slight variations of the Metrolinx plan. This is NOT community engagement.

1 2

Platforms

Anonymous
Oct 4, 2021 - 22:47

I think that most of the Ontario line stations should have side platforms to avoid blind people to fall onto tracks.

0 2

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback! Participate in the online survey and provide your thoughts on potential design elements.

Have your say

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

Learn more

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

Learn more

Share your key design priorities

As mentioned during the virtual presentation and live Q&A on September 16, we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

Take survey

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

Hear for yourself

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

Leave Feedback

The Ontario Line

Neighbourhoods

Get Engaged

Live Meetings

Book a Meeting

Contact Us

The Ontario Line - Contact Us

We appreciate the time you have taken to learn more about the Ontario Line project and we value your feedback.

When public gatherings are safer, we look forward to meeting you in-person, including at our future community offices in Riverside and Thorncliffe Park. Until then, there are a few other ways you can stay in touch:

Environmental assessment feedback

The *environmental assessment process* for the Ontario Line involves an Environmental Conditions Report (completed in fall 2020), a series of Early Works Reports (in process), and an Environmental Impact Assessment Report (expected in early 2022).

Provide your feedback on the Draft Early Works Report for **East Harbour Station** until October 24, 2021.

Provide your feedback on the Draft Early Works Report for the **Lakeshore East Joint Corridor** until October 24, 2021.

E-newsletter

Get project updates and learn about future virtual open houses by signing up for our e-newsletter.

“Ask-a-Question” public forum

Submit your question anonymously in our public forum.

Email or phone

Email us using the form below or call us at 416-202-5100.

Your name *

Your e-mail address *

Nearest Ontario Line Station (Optional)

- None - ▾

Subject *

Message *

Send message

Lakeshore East Joint Corridor

Review the Draft Lakeshore East Joint Corridor Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

Learn more

East Harbour Station

Review the Draft East Harbour Station Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures.

Learn more

Share your key design priorities

As mentioned during the virtual presentation and live CBA on September 14, we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

Take survey

East segment sound demonstration

Hear existing and predicted noise levels from the rail corridor at specific spots throughout the community. You'll notice the difference between current levels and what can be expected once noise walls are in place and new Ontario Line trains are running alongside expanded GO train services.

Hear for yourself

East segment design consultation

We want to create welcoming spaces that reflect the community's interests and we need your feedback!

Participate in the online survey and provide your thoughts on potential design elements.

Have your say

Review the latest environmental assessment

Review the latest draft and final environmental assessments for the Ontario Line.

Leave Feedback