

Appendix B2

Project Webpage:
Lakeshore East
Joint Corridor
Early Works Updates



Ontario Line

- [The Ontario Line](#)
- [Neighbourhoods](#)
- [Get Engaged](#)
- [Live Meetings](#)
- [Book a Meeting](#)
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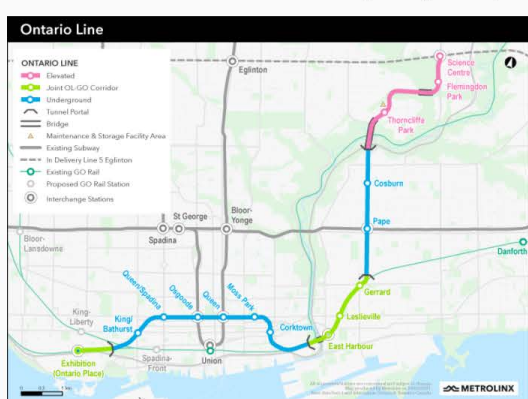
The Ontario Line

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

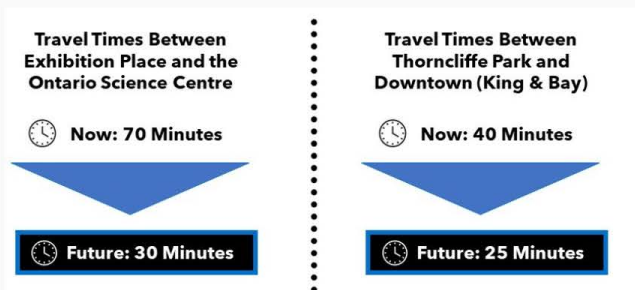
Listen to future Ontario Line and GO trains in the Lakeshore East rail corridor.

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 services • Connections to the TTC's Line 1 and Line 2 subways • Connection to Line 5 (Eglinton Crosstown LRT) • Connections to streetcar lines at 10 Ontario Line stations • Connections to bus services at 12 Ontario Line Stations

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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.](#)

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East segment design consultation

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[Have your say](#)

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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
Ontario Line - Downtown
[Register now →](#)

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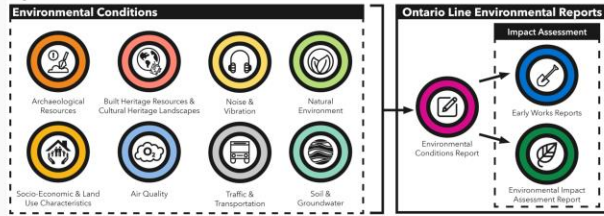


Environment

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The Ontario Line - Environment

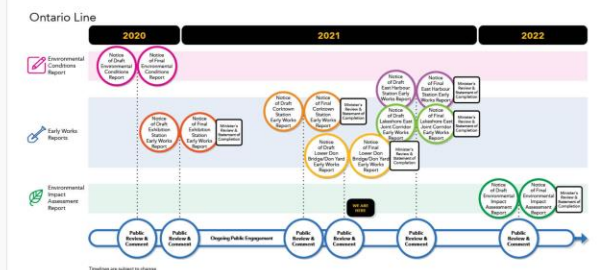
By its nature, providing reliable, safe and accessible public transportation brings environmental and social benefits. Metrolinx is committed to the preservation and protection of the environment, while working to provide an integrated and sustainable transportation system. To maintain strong environmental 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

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- **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



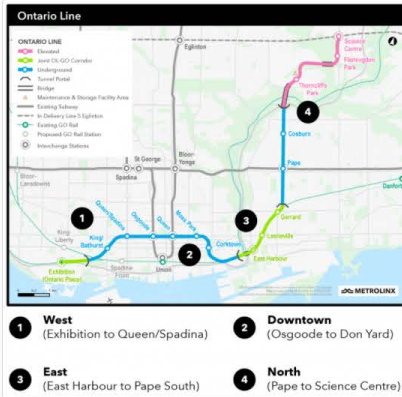
Neighbourhood Updates

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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 Mississauga 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)

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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](#)

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[Learn more](#)

East Harbour Station

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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.

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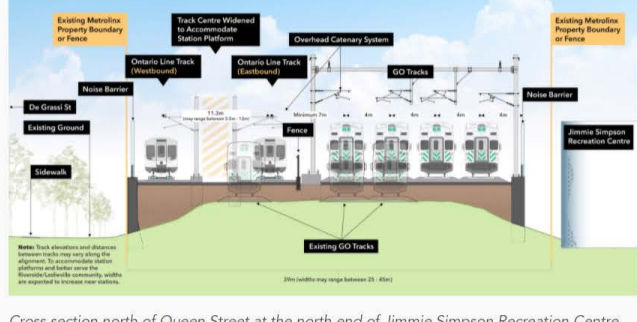
EAST HARBOUR Lakeshore East Joint Corridor

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The Ontario Line - Neighbourhood Updates - East - Lakeshore East Joint Corridor

In the East Segment, Ontario Line trains will run along dedicated tracks in the existing rail corridor Metrolinx already owns, alongside GO and VIA trains. The upgrades Metrolinx is planning for the corridor will keep neighbourhoods quiet while increasing the amount of green space communities can enjoy.

- Sections**
- Protecting and increasing green space
 - Reducing noise and vibration
 - Construction sequencing
 - New rail bridges
 - Technical drawings



Cross section north of Queen Street at the north end of Jimmie Simpson Recreation Centre

Protecting and increasing green space

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

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



McCleary Playground will be approximately 300 square metres bigger because we are able to build our retaining walls within Metrolinx land, closer to the tracks than the current fence is. The same is true for Jimmie Simpson Park, where approximately 700 square metres of new green space will be accessible to the public thanks to a slimmer rail corridor footprint.

Graphic showing permanent park take and new park space at McCleary playground and Jimmie Simpson



In Bruce Mackey Park, a small sliver of land extending about two metres beyond the rail corridor at the south end of the park is needed for the new station. This will be more than made up for by the release of additional green space in the northern section of the park, resulting in approximately 1,100 square metres of net new green space.

Graphic showing amount of permanent park take and new park space at Jimmie Simpson and Bruce Mackey parks



A property next to the Gerrard-Carlaw Parkette and dog park is needed to support the construction of a new station at the intersection, but once complete, it will be added to the parkette. Though some space from the existing parkette will be needed to accommodate the new station, there will be approximately 500 square metres of extra space in the reconfigured park when the neighbouring land is factored in.

Graphic showing amount of park impacts and new park space at Gerrard-Carlaw Parkette

The new green space is possible because new noise and retaining walls will fit almost entirely within the existing GO rail corridor and will be even closer to the tracks than the fence that borders them today. Once the walls are in place, the existing fences will be removed to create more green space the community can access.

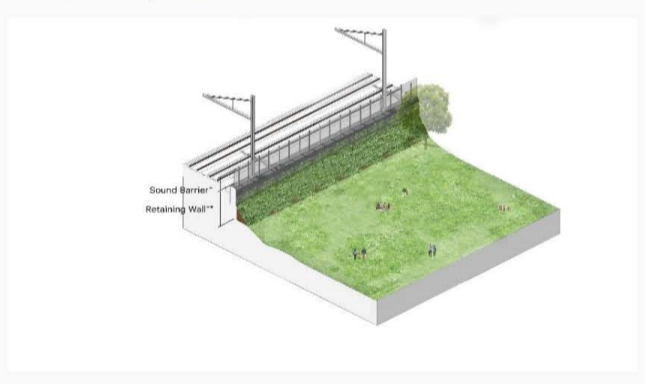
Protecting tree cover is also a priority in our planning. While some trees will need to be removed to make room for construction and new infrastructure, we will be doing all we can to maintain or enhance tree cover in the community. For any one tree we need to remove from a park here in the city, our goal is to work with city partners to ensure that three new ones are planted nearby.

We are working with the city to see how we can help improve all park spaces in the area when we're done with Ontario Line construction. That will include consulting with the community on noise wall materials and surrounding landscaping treatments so we can ensure park spaces stay beautiful and green as we lower noise levels in the area.

Reducing noise and vibration

The Noise and Vibration Report included in the [Lakeshore East Joint Corridor Early Works Report](#) (released September 23, 2021) found that transparent noise walls installed on both sides of the corridor will make the sound of every passing train the same or lower than it is today at the majority of locations along the joint corridor through Leslieville and Riverside.

The noise walls will be at least five metres high and extend from approximately Eastern Avenue to east of Pape Avenue.



Caption: Concept rendering of a retaining and noise wall

Noise walls are just one part of an integrated plan to address noise and vibration for the Ontario Line, including procuring quiet Ontario Line trains that will run on continuously welded rail with no joints.

Metrolinx will also explore a number of proven solutions to address or avoid increases in vibration. These could include rubber mats placed under the track structures for GO trains and specialized fasteners for the rails. Exact solutions will be determined once a project partner is on board for the Northern Civil, Stations and Tunnel project and we complete detailed designs for this work.

Hear it for yourself

An online sound demonstration lets users hear existing and predicted noise levels from the rail corridor at specific spots throughout the community, providing an easy comparison 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.

Visit [OntarioLineSoundStudio.ca](#) to hear the difference.

Consulting on with the community

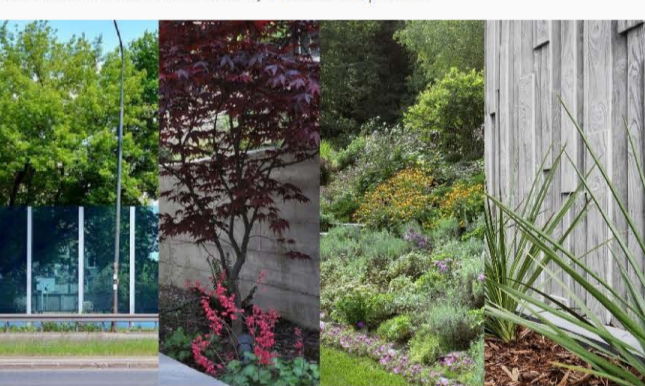
Lakeshore East Joint Corridor Early Works Report

Metrolinx released a draft version of this report on September 23, 2021. It outlines planned upgrades to the rail corridor in Riverside and Leslieville along with potential impacts from construction and how Metrolinx will address them.

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

Design options

Metrolinx is committed to working with the community on the look, feel and features of the new walls to ensure that they fit into the neighbourhood. The goal is to create welcoming spaces around them that reflect the community's interests and priorities.



Caption: Examples of the design elements that make up the noise and retaining walls that the community is invited to leave their feedback on.

Community members can take part in the online consultation to provide feedback on potential approaches for wall materials and nearby landscaping options until October 14, 2021.

The feedback gathered through this consultation will offer valuable insights as teams advance design work and will inform further discussions with City partners and the community.

[Launch consultation questionnaire.](#)

Construction sequencing

Metrolinx has created an animation that shows the sequence of Ontario Line construction activities that will start in 2022 to bring better transit to your neighbourhood.

[Launch the construction animation.](#)

New Rail Bridges

New rail bridges at Eastern Avenue, Queen Street, Dundas Street and Logan Avenue will be built to revitalize the neighbourhoods and improve traffic flow.

The bridges, which currently accommodate both GO and VIA Rail services, are located within the shared rail corridor where Ontario Line tracks will also be located.

We are replacing the bridges because they need to line up with the new tracks we are adding to support expanded GO services as well as the existing tracks that will be repositioned to make room for the Ontario Line. Ontario Line-only bridges will be built next to the new GO rail bridges.

Bridges will be replaced in consultation with the city and we will be building them to their current standards, with five metres between the bottom of the bridge and the roadway. By comparison, the Queen Street bridge has a clearance of only 3.9 metres. This means the connecting rail tracks must also be higher. They will be raised by 1.1 metres at Queen, 0.9 metres at Dundas, and 0.6 metres at Logan. Requirements for the bridge at Eastern Avenue are being finalized as part of the SmartTrack program.

While bridge construction will result in temporary traffic and transit impacts, Metrolinx will communicate these impacts early and often through many different communications channels to help people plan their trips in advance.

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

Technical drawings

Joint Corridor Rollplot

The rollplot is a common engineering document that shows a detailed overhead view of planned infrastructure (tracks, stations, bridges, retaining walls, etc.) and side ("profile") views that show the height of that infrastructure compared to existing ground levels and structures.

Click on the image for a detailed view of Ontario Line plans in the joint corridor, and please reach out to OntarioLine@metrolinx.com if you have any questions about what you see.



Rollplot overhead view of the Ontario Line through the Lakeshore East Joint Corridor. Click to expand.

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The Ontario Line - Neighbourhood Updates - 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.

Located in one of the city's most distinct spots for one-of-a-kind shopping, an estimated 4,000 people are expected to use the station at Leslieville during the busiest travel hour, with roughly 2,800 transferring to and from the busy TTC streetcars serving the area.

A night out on the Danforth, a soccer game at Exhibition Place or a trip to the Science Centre will be made easy for the 9,500 residents who are expected to live within a 10-minute walk of the new station by 2041. The 1,300 households in the area that don't currently own a car will especially benefit from the possibilities the Ontario Line will open up.

In addition to connecting people to things to do outside of the community, the station will also make it easier to access important community spaces like McCleary Playground, Bruce Mackey park, and Jimmie Simpson Park and its recreation centre.

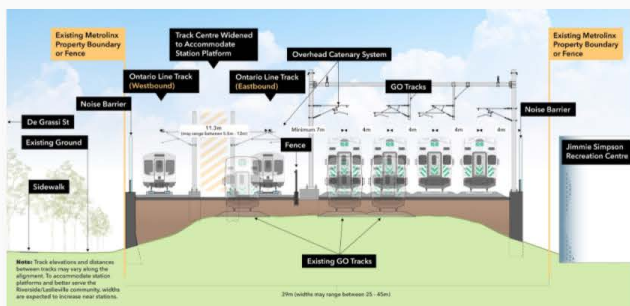
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In Bruce Mackey Park, a small sliver of land extending about two metres beyond the rail corridor at the south end of the park is needed for the new station. This will be more than made up for by the release of additional green space in the northern section of the park, resulting in approximately 1,100 square metres of net new green space.

Stats and Facts*:

- 9,500 people within walking distance to the station
- 2,800 transfers during the busiest travel hour
- 4,000 people will use the station during the busiest travel hour (2,500 getting on and 1,500 getting off the Ontario Line)
- 6,900 jobs in the area

*Forecast for the year 2041



Cross section north of Queen Street at the north end of Jimmie Simpson Recreation Centre

Current plans envision maintaining streetcar service in these areas throughout the duration of the project, though there might be times when service is re-routed or reduced to accommodate construction work.

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

[← 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
- Lakeshore East
- Live Meetings
- Contact Us

The Ontario Line - Early Works: Lakeshore East Joint Corridor

Lakeshore East Joint Corridor 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.

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track;
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

The Draft Lakeshore East Joint Corridor 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 and proposed mitigation measures and a record of consultation.

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**.

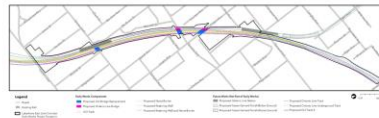
The Draft Lakeshore East Joint Corridor Early Works Report is available for review:

[View the Full Early Works Report](#)

Assessment Process

Early Works Components

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



Environmental Studies



Archaeology – Lakeshore East Joint Corridor

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



Built Heritage Resources & Cultural Heritage Landscapes - Lakeshore East Joint Corridor

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



Noise and Vibration - Lakeshore East Joint Corridor

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



Natural Environment - Lakeshore East Joint Corridor

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



Hydrology & Surface Water - Lakeshore East Joint Corridor

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



[Socio-Economic & Land Use Characteristics - Lakeshore East Joint Corridor](#)

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



[Air Quality - Lakeshore East Joint Corridor](#)

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



[Traffic & Transportation - Lakeshore East Joint Corridor](#)

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



[Soil & Groundwater - Lakeshore East Joint Corridor](#)

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



[Full Early Works Report - Lakeshore East Joint Corridor](#)

Read the full Lakeshore East Joint Corridor Early Works Report and leave your general comments.

Archaeology – Lakeshore East Joint Corridor

[← Return to Early Works: Lakeshore East Joint Corridor](#)

Key Findings

- Most of the study area has been cleared of archaeological concerns.
- Areas that retain moderate to high archaeological potential are located north of Eastern Avenue near Lewis Street, along the rail corridor between Dundas Street East and Queen Street East, adjacent to Logan Avenue, and between Riverdale Avenue and Langley Avenue.
- Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction. The assessment(s) may include test pit surveys and deeply buried investigative techniques, such as mechanical topsoil removal, mechanical trenching, and/or construction monitoring.

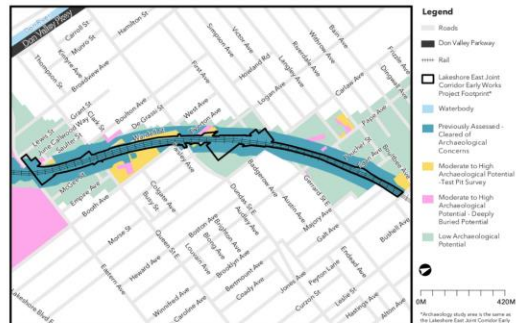
Potential Effects & Mitigation Measures

Potential Effects:

- Potential for disturbance of shallow and deeply buried archaeological resources due to Lakeshore East Joint Corridor early works activities.

Mitigation Measures:

- Complete additional archaeological assessment(s) where required as early as possible and in advance of any ground disturbance.
- If archaeological materials are encountered (or suspected) during early works activities, all work will stop. The site will be protected from impact and additional assessment will be undertaken.



* Archaeology study area is the same as the Lakeshore East Joint Corridor Early Works Project Footprint.

[← Return to Early Works: Lakeshore East Joint Corridor](#)

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

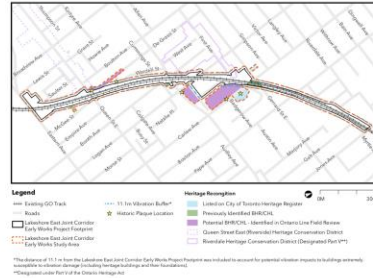
Submit

Built Heritage Resources & Cultural Heritage Landscapes - Lakeshore East Joint Corridor

← Return to Early Works: Lakeshore East Joint Corridor

Key Findings

- A total of 11 built heritage resources/cultural heritage landscapes (BHRs/CHLs) have been identified within the study area:
 - 840 Gerrard Street East;
 - Carlaw Avenue Subway and Gerrard Street East Subway;
 - 400 Carlaw Avenue;
 - 1 Dickens Street;
 - Riverdale Heritage Conservation District;
 - Queen Street East - Riverside Heritage Conservation District;
 - 6,8,10 Paisley Avenue;
 - 15-17 Tiverton Avenue;
 - 60-62 McGee Street;
 - De Grassi Street streetscape between Queen Street East and Wardell Street; and
 - 369 Carlaw Avenue.
- Of the BHRs/CHLs that have been identified, three have the potential to be directly impacted by early works (the Riverdale Heritage Conservation District, 6, 8, and 10 Paisley Avenue, and De Grassi Street streetscape).
- Of the BHRs/CHLs that have been identified, five have the potential for indirect vibration impacts by early works (400 Carlaw Avenue, Riverdale Heritage Conservation District, Queen Street East - Riverside Heritage Conservation District, 6, 8 and 10 Paisley Avenue, 15-17 Tiverton Avenue).



Potential Effects & Mitigation Measures

Potential Effects:

- Potential vibration impacts are anticipated to the building at 400 Carlaw Avenue, Queen Street East – Riverside Heritage Conservation District, 6, 8 and 10 Paisley Avenue, Riverdale Heritage Conservation District, and 15 and 17 Tiverton Avenue.

Mitigation Measures:

- Document (review and establish) the structural condition of the affected buildings to determine if they are vulnerable to vibration impacts from early works.
- Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration to ensure no damage to heritage structures.
- Implement vibration mitigation measures on the construction site and/or at the building.
- Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded.



15 and 17 Tiverton Avenue.
Source: AECOM, 2020.



400 Carlaw Avenue.
Source: AECOM, 2020.



6, 8 and 10 Paisley Avenue.
Source: AECOM, 2020.

Potential Effects & Mitigation Measures

Potential Effects:

- Encroachment into the Riverdale Heritage Conservation District, 6, 8 and 10 Paisley Avenue, and the DeGrassi Streetscape between Queen Street East and Wardell Street.
- Modifications to the Queen Street East subway may result in direct impact to the Heritage Toronto Plaque located on the sidewalk on the north side of the structure.

Noise and Vibration - Lakeshore East Joint Corridor

[← Return to Early Works: Lakeshore East Joint Corridor](#)

Key Findings

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 assessment criteria exceedances at the residential developments at 9 Lewis Street, 18 Saultier Street, 89 McGee Street, 812 Queen Street East**, 14 Wardell Street, 2 Paisley Avenue, 1054 Dundas Street, 15 Tiverton Avenue, 444 and 445 Logan Avenue, 138 First Street, 383 Gerrard Street, 885 Gerrard Street East, 400 Carlaw Avenue, 369 Pape Avenue, 2 Egan Avenue and 165 Galt Avenue.
- To reduce potential impacts, appropriate mitigation measures (see Potential Effects & Mitigation Measures) will be implemented in addition to the 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.).

**812 Queen Street East is representative of the potential impacts at 791 Queen Street East, a Fontbonne residence

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 9/11 Lewis Street, 20 and 33 Saultier Street, 1 Strange Street, 791 Queen Street East, 400 Eastern Avenue, 7/9 Dibble Street, 38/46, 56, 70 and 80 McGee Street, 870 Queen Street East, 2-14 Paisley Avenue, 15-17 Tiverton Avenue, 388-400 and 444-445 Logan Avenue, 231, 234-238 First Avenue, 843 Gerrard Street East, 400 Carlaw Avenue, 369 Pape Avenue, 1 and 2 Egan Avenue, 302-304 Jones Avenue, 162 and 165 Galt Avenue and 1000 Gerrard Street East.
- 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.

Operational noise and vibration associated with increased GO service levels as well as planned Ontario Line operations in the Lakeshore East Joint Corridor are assessed in the Lakeshore East Joint Corridor Noise and Vibration Operations Report included in Appendix C of this Draft Lakeshore East Joint Corridor Early Works Report.

Operational Noise & Vibration →

Read about the Operational Noise & Vibration key findings and submit your feedback.

Potential Effects & Mitigation Measures

Construction Noise

Potential Effects:

- Without mitigation, potential for noise level criteria exceedances at a number of nearby sensitive receivers (see Key Findings for details).

Mitigation Measures:

- Establish and apply project-specific construction noise criteria/exposure limit.
- Use construction equipment compliant with noise level specifications in the Ministry of the Environment, Conservation and Parks' NPC-115 and NPC-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 of upgraded construction hoarding (considering requirements from CSA Z107.9 for noise barriers) between construction equipment and noise sensitive receivers.
- Use of localized noise barriers for specific equipment and operations, including on corridor construction works where applicable.
- 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;
 - if nighttime construction is necessary, activities with the highest noise levels should be conducted during daytime periods; and
 - 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.



Example of a construction noise monitor.
Source: AECOM, 2017.

Develop a communications protocol for providing advance construction and vibration impact notices and addressing public complaints in a timely manner.

Potential Effects & Mitigation Measures

Construction Vibration

Potential Effects:

- Without mitigation, potential for vibration level criteria exceedances at a number of nearby sensitive receivers (see Key Findings for details).

Mitigation Measures:

- Utilize equipment with low vibration emissions where possible.
- Conduct off-site construction of components away from sensitive areas 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.
- 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 City of Toronto prohibited limits are predicted to be exceeded.
- 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

Operational noise and vibration associated with increased GO service levels as well as planned Ontario Line operations in the Lakeshore East Joint Corridor are assessed in the Lakeshore East Joint Corridor Noise and Vibration Operations Report included in Appendix C of this Draft Lakeshore East Joint Corridor Early Works Report.



Example of a construction vibration monitor.
Source: AECOM, 2020.

[← Return to Early Works: Lakeshore East Joint Corridor](#)

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

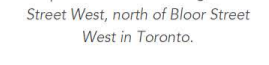
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Operational Noise & Vibration

How Operational Noise & Vibration Assessments Work

The Operational Noise and Vibration Impact Assessment was conducted as follows:

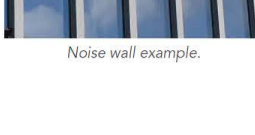
- Noise and Vibration Monitoring:** Monitors were placed to establish existing baseline conditions. Modeled existing noise levels during the daytime were within 1 dB of the measured results during the daytime period, and within 3 dB during the nighttime period. Monitored data confirmed that modeled baseline conditions are in line with existing noise levels.
- Noise and Vibration Predictions:** Noise modelling and vibration analyses were conducted to predict the noise and vibration impacts at locations adjacent to the corridor, and to identify the mitigation solutions that will best manage noise and vibration impacts.
- Noise and Vibration Assessment Report:** The noise and vibration analyses, impact predictions and mitigation recommendations are identified and documented in the assessment report. Solutions can include noise barriers to address predicted noise impacts, and rubber mats placed under the track structures (ballast mats for ballasted tracks such as GO tracks) and specialized fasteners to isolate rails from substructure and ground (resilient rail fasteners) to address predicted vibration impacts. Mitigation measures identified as part of the noise and vibration impact assessment will be implemented as part of construction to address and reduce the expected noise and vibration impacts. Further modelling analyses are typically conducted during detailed design to refine mitigation requirements



Transparent noise wall along Dundas Street West, north of Bloor Street West in Toronto.



Noise monitor example.



Noise wall example.

Assessed Points of Reception

To assess the potential noise and vibration impacts of train operations in the joint corridor, noise-and-vibration-sensitive points of reception, also referred to as receptors, were identified along the corridor to represent a given sensitive land use area. A sensitive land use area is an area with several noise and/or vibration sensitive receptors in close proximity to each other.

Within each sensitive land use area, a sample receptor was selected to represent a dwelling with the highest expected noise and/or vibration levels (often, a receptor that is closest to the tracks). A total of 28 representative noise receptors (see Lakeshore East Joint Corridor Noise and Vibration Operations Report for details) were selected for this study and include:

- residences, including single-family dwellings and existing or proposed condominiums/apartments;
- the proposed school south of Mill Street; and
- the Jimmie Simpson Recreation Centre building.



Map showing the proposed Ontario Line and GO tracks through the Lakeshore East corridor, with various landmarks and street names labeled.

Operational Noise Assessment – Criteria & Methods

The operational noise assessment has been conducted using the methods and criteria defined in the following provincial guidance:

- Ministry of Energy and Environment (MOEE)/GO Transit Draft Protocol for Noise and Vibration Assessment (1995)
- MOEE/TTC Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway Loop (1993)

In accordance with provincial guidance, noise mitigation will be investigated if noise is predicted to exceed any of the following criteria:

Metric	GO Limits*	Ontario Line
Daytime Noise Impact [Leq,16hr] (16-hour average, 7 a.m. to 11 p.m.)	5 dB higher than pre-project sound levels or 55 dBA**	5 dB higher than pre-project sound levels or 55 dBA
Nighttime Noise Impact [Leq,8hr] (8-hour average, 11 p.m. to 7 a.m.)	5 dB higher than pre-project sound levels or 50 dBA	5 dB higher than pre-project sound levels or 50 dBA
Subway Vehicle Lpassby***	Not applicable to non-subway trains	80 dBA

The Ministry of Environment, Conservation and Parks defines perceptibly of noise impacts as follows:

Increase in Sound Level	Perception
0 to 2.99 dB	Insignificant
3 to 4.99 dB	Noticeable
5 to 9.99 dB	Significant
10 dB or greater	Very Significant

*GO Limits noted apply to GO, VIA and freight trains operating in the rail corridor.
 **dBA – Noise level adjusted to how humans experience different frequencies.
 ***Lpassby-Represents allowable noise level associated with a train passing by.

Operational Noise Assessment – Criteria & Methods

- Models were prepared to predict existing railway noise conditions and the future scenario with both the Ontario Line and expanded GO rail services, including the existing three Lakeshore East GO tracks and future alignment changes to add two Ontario Line tracks and one GO track.

- Daytime noise impacts were predicted using outdoor receptor locations (e.g., backyard or front yard) associated with a residence or a building façade if no outdoor areas or amenity areas were available (e.g., at condo or apartment buildings).
- Nighttime noise impacts were predicted using receptors at building façades, intended to represent a bedroom window.
- Receptor heights were estimated using the number of storeys of each building (e.g., 1.5 metres for one storey, 4.5 metres for two storeys, etc.). Height of receptors located in high-rise buildings were calculated based on the height of the storey with the highest expected noise levels.

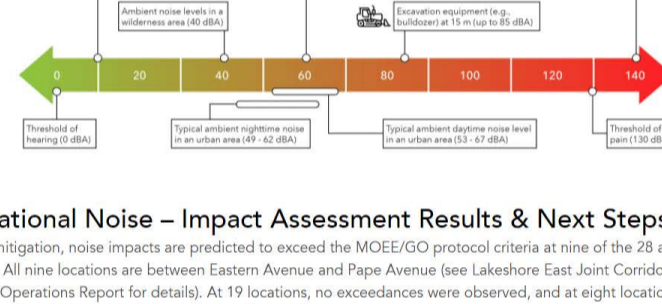
Additional Noise Mitigation

In addition to protocol objectives, Metrolinx is seeking to limit Leq,16hr (daytime) and Leq,8hr (nighttime) noise impacts from the project to existing modeled levels at receptors between Eastern Avenue and Pape Avenue, where feasible, even for receptors with predicted noise impacts that do not require mitigation investigation per the MOEE/GO Protocol and/or MOEE/TTC Protocol.

Operational Noise Assessment – Criteria & Methods

According to both protocols, noise mitigation measures will be considered where post-project daytime (7 a.m. to 11 p.m.) and nighttime (11 p.m. to 7 a.m.) noise exposure levels are expected to increase by at least 5 dB from corresponding modeled pre-project levels or protocol objectives (55 dBA for daytime and 50 dBA for nighttime) – whichever is greater. As existing daytime and nighttime noise levels are predicted to be greater than the MOEE/GO and MOEE/TTC minimum limits of 55 dBA Leq,16h during the daytime and 50 dBA Leq,8h during the nighttime, the existing modeled daytime and nighttime levels were adopted as the objective noise levels for the assessment at all locations.

For the Ontario Line operations, noise mitigation measures will also be investigated where post-project vehicle pass-by noise exposure levels of Ontario Line vehicles passing by are expected to reach 80 dBA.



Operational Noise – Impact Assessment Results & Next Steps

Without mitigation, noise impacts are predicted to exceed the MOEE/GO protocol criteria at nine of the 28 assessed locations. All nine locations are between Eastern Avenue and Pape Avenue (see Lakeshore East Joint Corridor Noise and Vibration Operations Report for details). At 19 locations, no exceedances were observed, and at eight locations, reductions of as much as 6.1 dB were observed.

Noise barriers that are 2.5 to 6.5 metres tall on both sides of the corridor were investigated to meet the noise protocols criteria and reduce predicted noise impacts at noise sensitive receptors located along the corridor between Eastern Avenue and Pape Avenue to existing predicted levels where feasible.

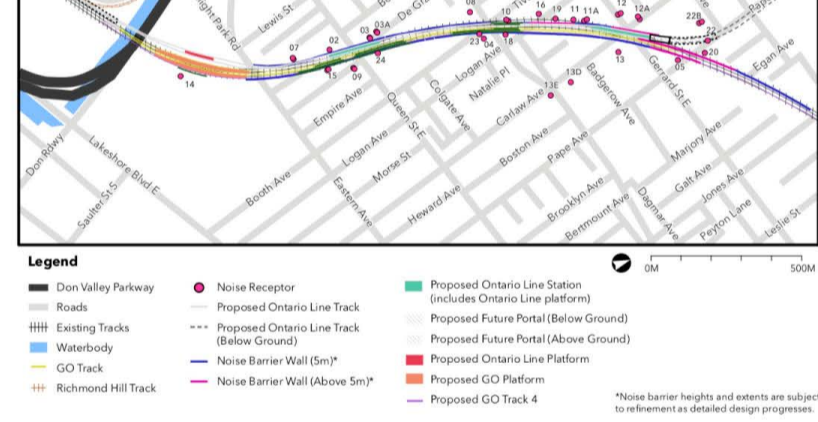
Implemented noise barriers are predicted to:

- effectively meet MOEE/GO and MOEE/TTC criteria at all sensitive receptors along the joint corridor; and
- achieve reductions below the predicted existing noise levels at most assessed receptors along the joint corridor, up to 10 dB at some locations.

Though upper floors of five high-rise buildings are predicted to have some residual impacts (1.7-4.2 dBA), these are in the insignificant to noticeable range and consistent with criteria.

As part of the Lakeshore East Joint Corridor early works, Metrolinx will install noise barriers with a minimum height of five metres, in alignment with the noise barrier implementation approach planned to be undertaken by GO Expansion. This will provide additional noise mitigation.

Built Heritage Resources & Cultural Heritage Landscapes



Map showing the proposed Ontario Line and GO tracks through the Lakeshore East corridor, highlighting built heritage resources and cultural heritage landscapes.

Retaining & Noise Wall Design Elements

Metrolinx will be seeking feedback from the Riverside and Leslieville communities on the look and feel of the retaining and noise walls, as well as the landscaping strategies directly adjacent to the rail corridor. This consultation is planned to be launched in late September 2021.

1. Retaining & Noise Wall Options

The options are considering:

A) Retaining Wall



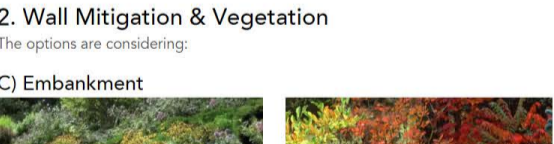
B) Retaining Wall



2. Wall Mitigation & Vegetation

The options are considering:

C) Embankment



D) Vertical Wall



3. Tree Protection & Replanting

The options are considering:

E) Tree Planting

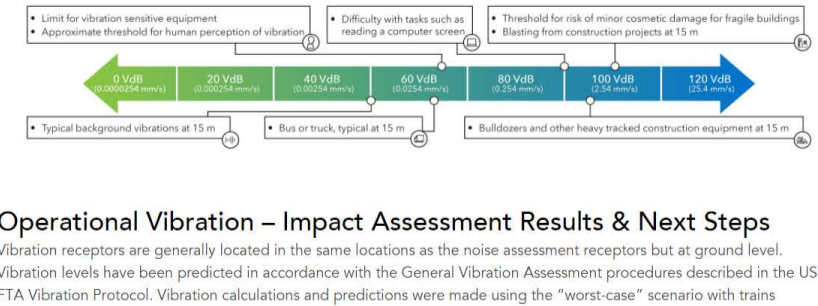


Operational Vibration Assessment – Criteria & Methods

Vibration prescription was conducted to establish baseline vibration levels at specific vibration sensitive locations that do not have prescribed limits under Ontario guidelines (e.g., theatres, hospitals, recording studios), as they accommodate spaces and equipment that are typically more sensitive than residential locations, in order to determine appropriate vibration limits for these locations. For residential locations, vibration limits were determined using calculated existing levels at receptors or the defined limits per the MOEE/GO and MOEE/TTC protocols. The operational vibration assessment from the Ontario Line and GO vehicles has been conducted in accordance with the provincial guidance (MOEE/TTC and MOEE/GO protocols). Vibration mitigation will be investigated if the project is predicted to exceed any of the following criteria:

Metric	GO Train Limits	Ontario Line Vehicle Limits
RMS* vibration velocity	Increase of 25% above the higher of existing vibration levels, or 0.14 mm/s (equivalent to 75 VdB**)	0.1 mm/s (equivalent to 72 VdB)

*Root mean square (RMS) velocity is a measure of vibration amplitude and an indication of vibration energy.
 **VdB is the vibration level adjusted to how humans perceive vibration.



Operational Vibration – Impact Assessment Results & Next Steps

Vibration receptors are generally located in the same locations as the noise assessment receptors but at ground level. Vibration levels have been predicted in accordance with the General Vibration Assessment procedures described in the US FTA Vibration Protocol. Vibration calculations and predictions were made using the "worst-case" scenario with trains operating on both sets of tracks.

Without mitigation, vibration from the Ontario Line and GO track operations is predicted to exceed the MOEE/GO and MOEE/TTC Protocol limits at nine of the 20 assessed receptor locations. The required reductions of 2 – 7 dB are anticipated to be achieved using proven conventional solutions such as resilient rail fasteners or resilient supported ties (for both Ontario Line and GO tracks), and ballast mats (for GO tracks only, with ballasted trackbed).

A detailed vibration analysis, including testing local ground conditions, will be conducted during detailed design in order to refine mitigation requirements.

Vibration mitigation for GO tracks will be implemented as part of the Lakeshore East Joint Corridor early works. Vibration mitigation for Ontario Line tracks will be implemented as part of the main Ontario Line contracts.



Map showing the proposed Ontario Line and GO tracks through the Lakeshore East corridor, highlighting vibration mitigation extents.

What are your thoughts on the Lakeshore East Joint Corridor Noise and Vibration Operations study?

Submit

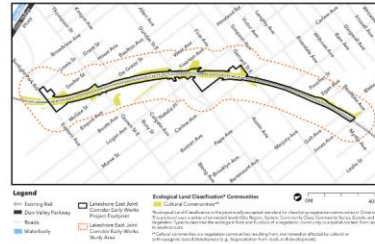
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Natural Environment - Lakeshore East Joint Corridor

[← Return to Early Works: Lakeshore East Joint Corridor](#)

Key Findings

- Vegetation is limited to narrow strips along the existing rail corridor, surrounded by commercial, industrial and residential areas, and neighbourhood parks.
- The study area provides limited wildlife habitat with low connectivity to nearby natural features.
- The study area does not feature any provincially or locally significant wetlands, areas of natural and scientific interest, woodlands or valleylands.
- Species of Conservation Concern including Common Nighthawk, Eastern Wood-Pewee and Monarch; and Species at Risk including Barn Swallow, Chimney Swift and Bat Species at Risk may occur.
- Isolated trees and shrubs, vegetation communities and buildings may provide nesting habitat for migratory birds.
- During the early works activities, wildlife disruptions or displacement will be temporary and reduced via appropriate mitigation measures (see Potential Effects & Mitigation Measures). Following construction completion, disturbed areas will be restored.



Potential Effects & Mitigation Measures

Potential Effects:

- Disturbance or displacement of wildlife.
- Removal of/damage to trees, terrestrial vegetation and wildlife habitat, including migratory breeding bird habitat.
- Erosion and sedimentation

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 removal will be kept to a minimum and limited to within the construction footprint.
- 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 implemented.
- Prior to early works activities, species-specific surveys will be completed to avoid or minimize potential impacts and meet all Species at Risk regulatory requirements.
- Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements.

[← Return to Early Works: Lakeshore East Joint Corridor](#)



View of vegetation along the southern side of the corridor in the Jimmie Simpson Park, looking east.
Source: Metrolinx, 2021.

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

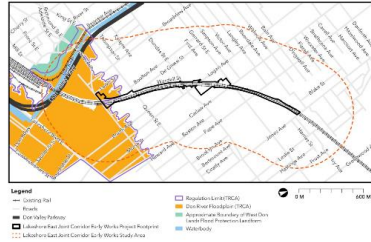
Submit

Hydrology & Surface Water - Lakeshore East Joint Corridor

[Return to Early Works: Lakeshore East Joint Corridor](#)

Key Findings

- The project footprint is partly located within the Toronto and Region Conservation Authority's (TRCA) regulated area and the Don River floodplain.
- Detailed floodplain impact assessment will be conducted as design and planning progress, 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.
- Stormwater management design will consider guidance provided by the Ministry of the Environment, Conservation and Parks Stormwater Management Planning and Design Manual, Ontario Ministry of Transportation Drainage Management Manual, Toronto and Region Conservation Authority Stormwater Management Criteria, and the Low Impact Development Stormwater Management Planning and Design Guide Toronto and Region Conservation Authority/Credit Valley Conservation as required.



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 due to potential erosion of exposed soil and increased sediment loading which may impact receiving water bodies and/or municipal stormwater drainage system.

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.



Example of silt fencing used for erosion and sediment control. Source: Metrolinx, 2020.

[Return to Early Works: Lakeshore East Joint Corridor](#)

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 - Lakeshore East Joint Corridor

← Return to Early Works: Lakeshore East Joint Corridor

Key Findings

- Land use designations in the study area include parks, neighbourhoods and apartment neighbourhoods, mixed-use, core employment* and general employment** areas.
- Existing built form within the study area is characterized as having mainly medium-density housing, such as townhouses, and single-storey retail plazas with surface parking.
- During the early works activities, access disruptions, visual effects and nuisance effects such as dust and construction noise will be temporary and will be minimized 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., generally located on the peripheries of employment areas.

Metrolinx will be seeking feedback from the Riverside and Leslieville communities on the look and feel of the retaining and noise walls, as well as the landscaping strategies directly adjacent to the rail corridor.

This consultation is planned to be launched in late September 2021.

Potential Effects & Mitigations

Potential Effects:

- Potential for disruption to adjacent lands to accommodate early works activities.
- Nuisance effects (i.e., dust, noise and vibration) and potential for light trespass, glare and light pollution effects 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 progresses).
- Temporary or permanent relocation or removal of streetscaping materials, furniture, public art piece(s) 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.
- Construction lighting will be controlled or mitigated to avoid unnecessary and obtrusive light with respect to adjoining residents, communities and/or businesses.
- Develop an air quality management plan to mitigate potential impacts of dust during early works activities (see Air Quality for further detail and more mitigation measures).
- Develop a plan to manage noise and vibration during early works activities (see Noise & Vibration for further detail and more mitigation measures).
- Reduce the visual effects of bridges, retaining walls and other permanent public facing structures 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.



Typical streetscape of the Riverside neighbourhood.
Source: Riverside TO, n.d., <https://riverside-to.com/get-to-knowriverside/>



Example of row houses in the Riverdale neighbourhood.
Source: Toronto Life, n.d., <https://torontolife.com/tag/riverdale/>

← Return to Early Works: Lakeshore East Joint Corridor

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

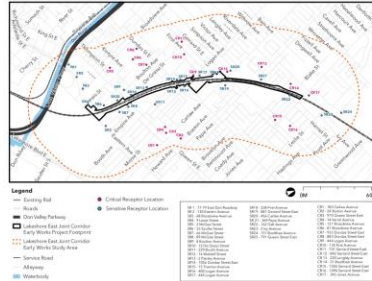
Submit

Air Quality - Lakeshore East Joint Corridor

[← Return to Early Works: Lakeshore East Joint Corridor](#)

Key Findings

- Typical of highly urbanized environments like the City of Toronto, there are existing exceedances of vehicle exhaust combustion contaminants benzene and benzo(a)pyrene. High background concentrations of these contaminants are also byproducts of regional industrial operations.
- Twenty-five sensitive receptors* have been identified in the study area (i.e., semi-detached and detached houses and apartments/condominiums) without mitigation, these locations have the potential to be affected based on proximity to the project footprint and predominant wind direction from the northeast.
- Seventeen critical receptors** have been identified in the study area (i.e., educational institutions, child daycares, and one retirement home) without mitigation, these locations have the potential to be affected based on proximity to the project footprint and predominant wind direction from the northeast.
- There is potential for temporary increases in contaminants associated with construction vehicle emissions. These increases will be reduced via 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 NO2) as a result of construction vehicle emissions and increased traffic due to potential congestion associated with construction activities.
- Temporary increase in dust, silica and airborne particulate matter resulting from earthworks, material handling and transfer, demolition and 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.
- Full or partial enclosure of demolition and other activities where possible and necessary.
- 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.
- Develop a plan to manage air quality throughout construction to ensure consistent attention to mitigation of dust and particulates from the construction site.
- Develop a communications protocol which includes timely resolution of complaints.



Example of trucks spraying water as part of dust control mitigation for the surrounding community. Source: Metrolinx, 2020.

[← Return to Early Works: Lakeshore East Joint Corridor](#)

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

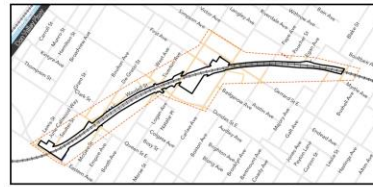
Submit

Traffic & Transportation - Lakeshore East Joint Corridor

[Return to Early Works: Lakeshore East Joint Corridor](#)

Key Findings

- The study area includes four east-west arterial roads* (Eastern Avenue, Queen Street East, Dundas Street East and Gerrard Street East), two north-south arterial roads (Carlaw Avenue and Jones Avenue), one north-south collector road** (Logan Avenue), plus several north-south and one-way local roads***. Construction access areas will be located along roads where heavy vehicles are permitted (i.e., arterial and collector roads).
- The study area includes several pedestrian and cycling facilities and multiple Metrolinx-owned rail tracks that service GO Transit, VIA Rail commuter lines, and freight trains operated by Canadian National Railway and Canadian Pacific Railway.
- TTC operates two bus routes (#72 Pape and #143 Downtown/Beach Express) and three streetcar routes (#301 Queen Blue Night, #501 Queen, and #503 Kingston) within the study area.
- During the early works activities, lane restrictions/closures, travel time delays, realignment of sidewalks and bike lanes, and rail closures will be temporary and reduced 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 to reduce potential impacts to all transportation network users.



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

**Collector Road is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.

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

Potential Effects & Mitigation Measures

Potential Effects:

- There may be impacts to Eastern Avenue, Queen Street East, Dundas Street East, Carlaw Avenue and Logan Avenue in an effort to keep construction traffic off local roads the community relies on. These impacts could include temporary lane restrictions/closures and construction vehicle traffic causing impacts to traffic.
- Travel time delays for existing transit routes (i.e., TTC bus routes #72 Pape and #143 Downtown/Beach Express and streetcar routes #301 Queen Blue Night, #501 Queen, and #503 Kingston) due to potential lane restrictions and construction vehicle traffic.
- Potential realignment of the existing sidewalks along Queen Street East, Dundas Street East, and Logan Avenue could lead to increased walking distances.
- Potential realignment of the existing on-street bike lanes along Dundas Street East and Logan Avenue.
- 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: Lakeshore East Joint Corridor](#)



Westward view of Dundas Street East and the rail bridge from the intersection of Dundas Street East and Logan Avenue.

Source: Google Maps Street View, 2019

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

Submit

Soil & Groundwater - Lakeshore East Joint Corridor

[← Return to Early Works: Lakeshore East Joint Corridor](#)

Key Findings

- The study area consists primarily of clayey silt, silty clay, sand and silty sand.
- The following source water features are relevant to 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). The completion of hydrogeological and geotechnical investigations and a construction dewatering assessment during detailed design, completion of groundwater and soil management plans as planning progresses, and implementation of appropriate mitigation measures during early works activities are anticipated to minimize 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 surrounding soils.

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

Potential Effects & Mitigation Measures

Potential Effects:

Groundwater

- Settlement of structures in the Zone of Influence* (ZOI) due to construction dewatering.
- 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

- 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.
- 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, to mitigate potential settlement impacts to existing structures if anticipated.
- 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 and implement remedial action plans, risk assessment and risk mitigation plans for encountering contaminated groundwater.

Soil

- Complete a detailed settlement analysis as project planning progresses.
- Employ excavation support systems as required and/or implement appropriate ground treatment to reduce the risk of ground loss during early works activities.
- Develop management plans for handling, management and disposal of excavated material.
- Develop and implement remedial action plans, risk assessment and risk mitigation plans for encountering contaminated soil.

[← Return to Early Works: Lakeshore East Joint Corridor](#)

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

Submit

Ontario Line - Lakeshore East Joint Corridor Early Works Report

[← Return to Early Works: Lakeshore East Joint Corridor](#)

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 Lakeshore East Joint Corridor Early Works Report.

Draft Report and Appendices

Ontario Line Lakeshore East Joint Corridor Early Works Report

Appendices:

- Appendix A1 – Natural Environment Report
- Appendix A2 – Air Quality Report
- Appendix A3 – Noise and Vibration Report
- Appendix A4 – Heritage Detailed Design Report
- Appendix A5 – 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
- Notice of Draft Early Works Report - Lakeshore East Joint Corridor (English)
- Notice of Draft Early Works Report - Lakeshore East Joint Corridor (French)



Thank you!

We appreciate the time you have taken to learn more about the Draft Lakeshore East Joint Corridor 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 Lakeshore East Joint Corridor 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.

Lakeshore East Joint Corridor Early Works Draft Report – Feedback

What are your thoughts on the results of the Lakeshore East Joint Corridor early works environmental studies? *

Which Lakeshore East Joint Corridor 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 Lakeshore East Joint Corridor 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.

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

Submit

The Ontario Line

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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](#)
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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

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East segment design consultation

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[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.





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

Presentation Materials

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

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?

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- [Question submission issues](#)

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[Neighbourhoods](#)
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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

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

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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

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[Learn more](#)

Share your key design priorities

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[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

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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?

[Like](#) 77 [Reply](#) 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

[Like](#) 55 [Reply](#) 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](#)

2 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 Lesleville. It has reduced grade changes and only one significant curve. It frees up GO corridor for a Gemard Station.

50 18

2 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

2 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 Gemard 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

2 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

2 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

3 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

3 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

3 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

3 two different kind of stations with the same name

Anonymous

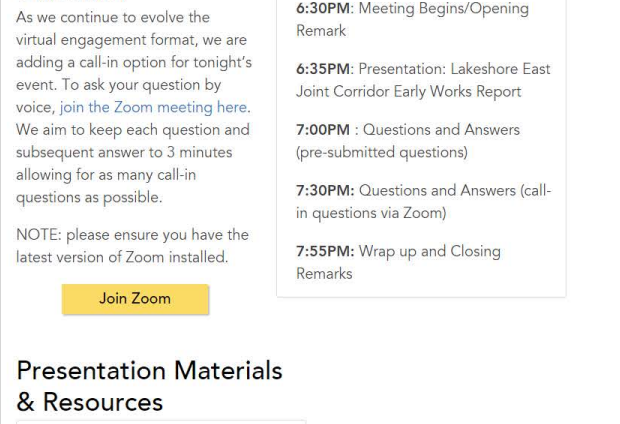
Sep 3, 2021 - 18:00

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.



Call-in With Your Question
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 Mackay (Ontario Line Project Sponsor)
Carrie Sheaffer (Senior Manager, Environmental Programs and Assessment)
Briant Bulnes (Acoustic Engineer, AECOM)

Format & Accessibility
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 *

Content limited to 350 characters, remaining: 350
Click here to add tags to your comment

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.

Underground alignment
Anonymous
Oct 3, 2021 - 10:17
The question of underground alignment will not go away - likely because it was not addressed 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?
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?

Sound demonstration
Anonymous
Oct 3, 2021 - 14:42
Your "noise demo" https://www.ontario.linesoundstudio.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 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"

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?

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. "Answered...", "billboards and glossy promotional booklets. It appears that the proposed design will have huge impacts on the host 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?

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 passby DBAs? 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 diurnal 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?

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?

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?

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.

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?

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?

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 is applicable to above ground OL trains as a baseline?

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?

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.

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 POW1, V, POW4, POW9, POW14, POW15, POW16, 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 this vibration plan is released. What is the timing of this further study and will the community have access to it?

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 Pope/Gerrard?

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?

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 Contractor? Who is responsible for monitoring and adherence of it?

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 tab to accurately reflect the data? Colours indicate 55-60 when levels are over 60 dB at POW_03, POW_11, POW-24, POW-20, POW_19, 19) cheerily, Fontbonne Ministry, Jimmie Simpson Centre, Ray McCreery Towers, Francis Beavis Towers)

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?

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?

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 farcical open houses. No noise wall can effectively reduce the noise from 6 lanes of rail traffic in our residential neighbourhood. BURY THE LINE!

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?

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.

Wifi
Anonymous
Oct 4, 2021 - 14:37
Will all stations have Wifi?

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 the 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?

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 parkland locations?

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?

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 asinine idea it go above ground needs to stop.

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

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 a "cassidy" 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?

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?

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.

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?

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 there very serious concerns. Please provide indoor noise data (meant and predicted).

No Alternatives considered' in Early Works Report
Anonymous
Oct 5, 2021 - 18:06
The Early Works 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.

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.

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 noise 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 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](#)