

Osgoode CLC
MEETING MINUTES

September 27, 2023

1:00PM-2:00PM

ATTENDEES:

Ontario Legislature

- MPP Chris Glover
- Ayesha Khan (MPP Chris Glover's office)

City of Toronto

- Richard Borbridge (Transportation Expansion Division)
- Tom Schwerdtfeger (City Planning)
- Vanessa Opassinis (City Planning)
- Chris Haskim (Councillor Ausma Malik's office)

BIAs/Community Groups/Non-Profit Organizations/Residents

- Liz Driver (Director of Campbell House Museum)
- Ahmed Mesbah (GWL Realty Advisors)
- Alan Liu (Queen Street West BIA)
- Andrew Robertson (Financial District BIA)
- Ram Nadarajah (FirstService Residential)
- Amy Mushinski (Canadian Opera Company)
- Simon Di Vincenzo (Law Society of Ontario)
- Steve Munro (Resident)

Metrolinx

- Francesca Santella
- Daniel Cicero
- Ross Andersen
- Sarah Conway
- Zaidun Alganabi
- Antonio Capobianco
- Anthea Dolman-Gair
- Amanda Kusick
- Franca DiGiovanni
- Arsam Ijaz

OTG

- Juan Mendez Preciado
- Allison Dewhirst
- Emaan Ali
- Ryan Sebastain

OVERVIEW:

On Wednesday, September 27, Metrolinx hosted an Osgoode CLC meeting in partnership with OTG. This meeting was hosted at the Campbell House Museum and took the form of an open house with presentation boards on display for attendees to gain insights on construction plans and associated renderings.

The meeting began with introductory remarks from Metrolinx, who welcomed attendees and acknowledged the individuals and organizations represented in the room. Campbell House Museum also shared opening remarks, including welcoming attendees and highlighting topics or issues of concern to get the conversation started.

Metrolinx immediately opened the floor to questions, to which members of the Metrolinx and OTG teams offered responses. These teams provided verbal responses but also referred to the renderings displayed on the boards for greater clarity on the designs and activities being undertaken to support station construction for the north and south shafts, as well as track construction on York Street.

Many attendees actively participated by asking questions and sharing feedback, all of which is captured below. Some of the topics raised by attendees include shaft design, safety planning, construction timelines and supporting local businesses.

QUESTIONS:

- **Queen Street BIA: Based on previous planning and the current construction at University Avenue, is there an estimate as to when the work will be complete?**
 - **Metrolinx** confirmed that the closures at University Avenue are due to the installation of the water main. Clearway is currently wrapping up the installation and sewer fixation and is aiming for completion by the end of October or mid-November.
- **Canadian Opera Company: What does northbound restoration look like after construction is complete?**
 - **Metrolinx** responded that northbound lanes and sidewalks will reopen.

- **OTG** added that, when construction is complete, there will be work to do on the median. Most likely, they will be amalgamated into one lane. Later on, the shaft will be built.
- **Law Society of Ontario: Is there a comprehensive timeline available for everything going on at University Avenue?**
 - **OTG** explained that there is a plan in place but that more information will be available as construction progresses.
- **Campbell House Museum: Is there any way to learn more about the concourse level? Is there a plan to see how the Ontario Line connects to TTC Line 1?**
 - **OTG** used the boards to demonstrate construction at the concourse level, including building the shafts, elevators, escalators and emergency exits. The team pointed to the places in which passengers can connect from the Ontario Line to TTC Line 1 in both the north and south stations.
 - **Metrolinx** clarified that some plans are posted on the City of Toronto website and could be included as a part of CLC packages going forward.
- **MPP Chris Glover: How many escalators are in the south station? How many people can use the elevators?**
 - **Metrolinx** and **OTG** confirmed that there are four sets of escalators to access different levels from the ground to the concourse.
 - **OTG** added that the team is unsure at this moment regarding the capacity of the elevators.
- **MPP Chris Glover: How will passengers understand the flow of the stations? What about accessibility given that there are a limited number of elevators?**
 - **OTG** explained that if passengers want to use the Ontario Line, they have to enter using the south station. The escalators will manage the crowd, along with posting wayfinding signage for their awareness. There are two elevators to accommodate passengers who need them.
 - **MPP Chris Glover** sought greater clarity on the frequency of elevators and, generally, whether passengers will experience delays in travelling within the stations.
 - **OTG** responded that this information is not yet available.
- **Queen Street BIA: What is the route from ground level to Line 1? Do passengers have to go all the way across the tunnel and come back up to concourse level to access Line 1?**
 - **Metrolinx** confirmed that wayfinding will make it easy to access Line 1 and that, should passengers miss entrances to Line 1, they can access it by travelling within the station or on the street and will be able to rejoin easily using the 2-hour transfer within the tap payment system. The team added that everything will be branded in a way that prevents confusion with distinctions between the TTC and Ontario Line.
 - A **resident** flagged that if passengers tap twice within ten minutes, the system will not accept payment. The group expressed appreciation for this comment.

- **Financial District BIA: What is the cavern length of the Ontario Line?**
 - **OTG** responded that the cavern length is 165 meters long.
- **Campbell House Museum: Offered two recommendations for consideration to the group. The first is to use the terminology of “lower” and “upper” concourse to rid of potential confusion between the TTC and Ontario Line. The second is to provide a wider pedestrian zone given the traffic that might accumulate at the northwest corner of University Avenue and Queen Street West.**
 - **OTG** thanked members for their suggestions.
- **Law Society of Ontario: Can you address the track construction progress at York street?**
 - **Metrolinx** shared an update on the installation of tracks on York Street, where it explained that the team is now finishing up at Adelaide Street. Metrolinx explained that the first stage is to complete the north chamber by Richmond and York, where the team will be installing ducts. They are currently coordinating that piece with the City.
- **Law Society of Ontario: Regarding York Street, my understanding was that the work is supposed to be complete by the spring. Is that deadline going to be pushed?**
 - **Metrolinx** explained that the plan is currently under review, as the team is working through finishing the first stage with the goal of completion as soon as possible. Metrolinx committed to sharing the plan with the group once it is updated.
- **A resident and Financial District BIA: The closure of Adelaide and York needs to be layered on to existing depictions of the work being done. These diagrams should show all of the work happening within the same intersection or area.**
 - **Metrolinx** shared that a diagram of this nature exists from the Queen CLC meeting and that it was not included today in an effort not to overwhelm attendees with information.
- **Canadian Opera Company: We have large trucks coming from Richmond, and it will be challenging if only one lane is open because of track construction. What is a good solution?**
 - **Metrolinx** said that the team has workers who could help direct traffic but mentioned that it would be good to take a deeper look at the delivery schedule.
- **Financial District BIA: Where are the tracks being stored before and during construction?**
 - **Metrolinx** clarified that the team is still looking for options and that all of the information will be included in the track management plan.
- **Queen Street BIA: Which organizations provide oversight on the delivery of the track work?**
 - **Metrolinx** explained that it is a collaboration between Metrolinx and OTG.

- **Law Society of Ontario: As winter comes, who is responsible for clearing snow, especially given that emergency vehicles will need easy access?**
 - **Metrolinx** explained that the team is coordinating with the City in order to avoid hazard and operate smoothly. Metrolinx also mentioned that there will be clear signage for pedestrians to follow in the winter.
- **Campbell House Museum: Is there a fire safety plan in place for Osgoode Hall, especially since the building is so precious to the community?**
 - **Metrolinx** confirmed that there is a reinforced plate capable of handling the weight of a fire truck in front of Osgoode Hall. Metrolinx added that, if there is an emergency during nights or weekends, there is equipment in place for continual access. The team shared the plan with Toronto Fire, who have been on site to test accessibility at the entrance and on the ramp. Attendees with concerns can contact the Metrolinx team for assistance.
 - **Metrolinx** offered to share contact information with the group.
- **MPP Chris Glover: How are we communicating with local businesses to ensure that they are not unduly affected by construction?**
 - **Metrolinx** confirmed that construction notices help to communicate potential impacts to local business and their customers. Metrolinx added that there will be plenty of signage to ensure that customers know which routes to follow to access businesses.
 - **Metrolinx** and **OTG** shared the phases of a plan to develop and post wayfinding signage and, eventually, hoarding that communicates where to go to access businesses and the length of time to get there.
 - **Metrolinx** added that BIAs can be invited to share notifications for construction notices and that the team can potentially work on other communications dedicated to the impact of closures.
- **Campbell House Museum: Organization members shared positive feedback that Metrolinx and OTG have been very cooperative when needing to pause construction for special events.**

ACTION ITEMS:

- **Metrolinx** to share plan and timeline surrounding track installation on York Street.
- **Metrolinx** to share contact information with the group in the case of concerns around emergency procedures at Osgoode Hall.