

**Ontario Line**

# Exhibition Station Ontario Line

Construction Liaison Committee

April 2024

 **METROLINX**



# Agenda

## Welcome

- Land Acknowledgment
- Introductions
- Safety Moment
- CLC Overview
- Ontario Line Overview

## Presentation

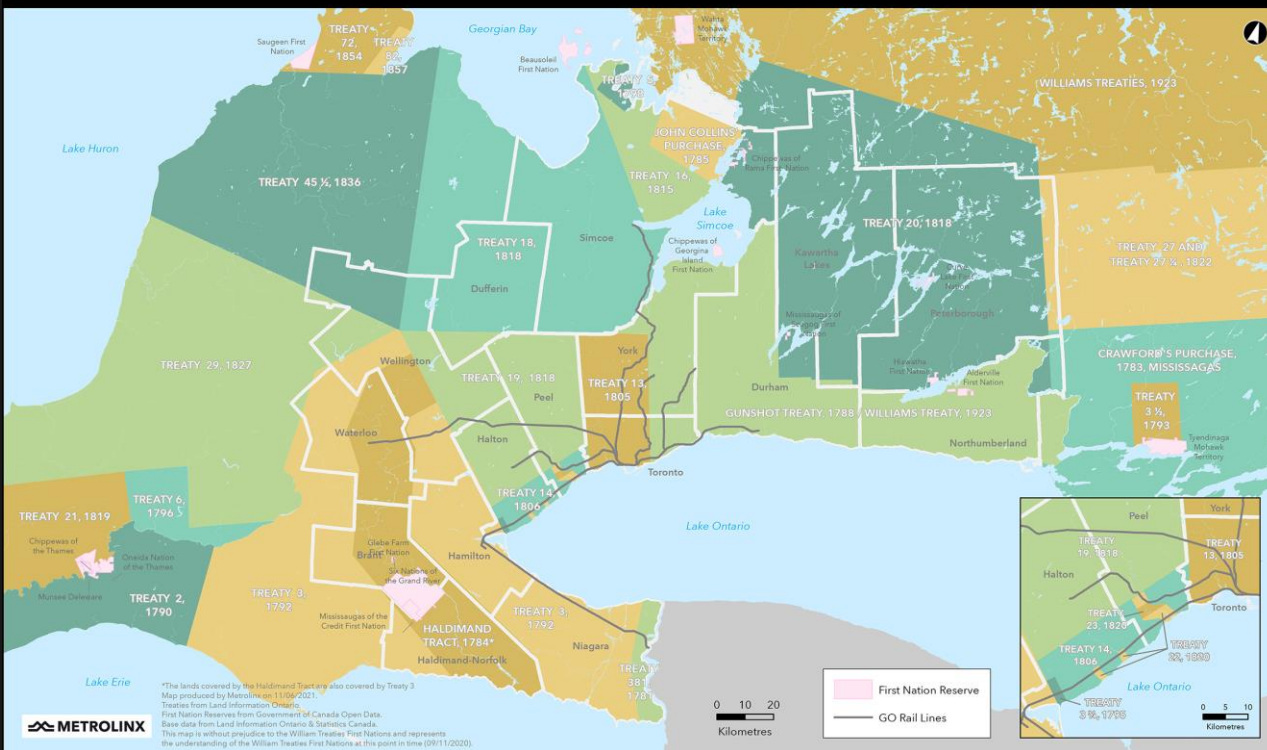
- Construction Update
- Community Engagement
- We Are Here For You

## Feedback and Discussion (30 minutes)



# LAND ACKNOWLEDGMENT

Treaties and Reserves in the Greater Golden Horseshoe



Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

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

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

## Construction Liaison Committees (CLC)

Construction Liaison Committees (CLCs) provide open, two-way communication and sharing of information before and during the construction of the Ontario Line project.

The CLC will focus on the impacts, issues and areas of concern for resolution related to the Ontario Line construction within the Queen/Spadina neighbourhood. The full Terms of Reference will be shared with the CLC via email.

- The CLC to meet regularly as construction gets underway
- CLC frequency is flexible, depending on schedules/availability and critical construction work
- Metrolinx will work with stakeholders to develop meeting agendas
- Meetings will last 60–90 minutes, depending on the agenda
- Metrolinx to chair the CLC with support from the project contractor
- Project contractor will participate and lead the construction updates
- Action items/issues/complaints to be logged for resolution

## Community representatives



- Elected officials
- Community groups/residents
- Residents' groups/associations
- Tenant representatives
- Business Improvement Areas (BIAs)
- Business owners

## City of Toronto



- Transit Expansion Division
- Transportation Services
- Other representatives as needed

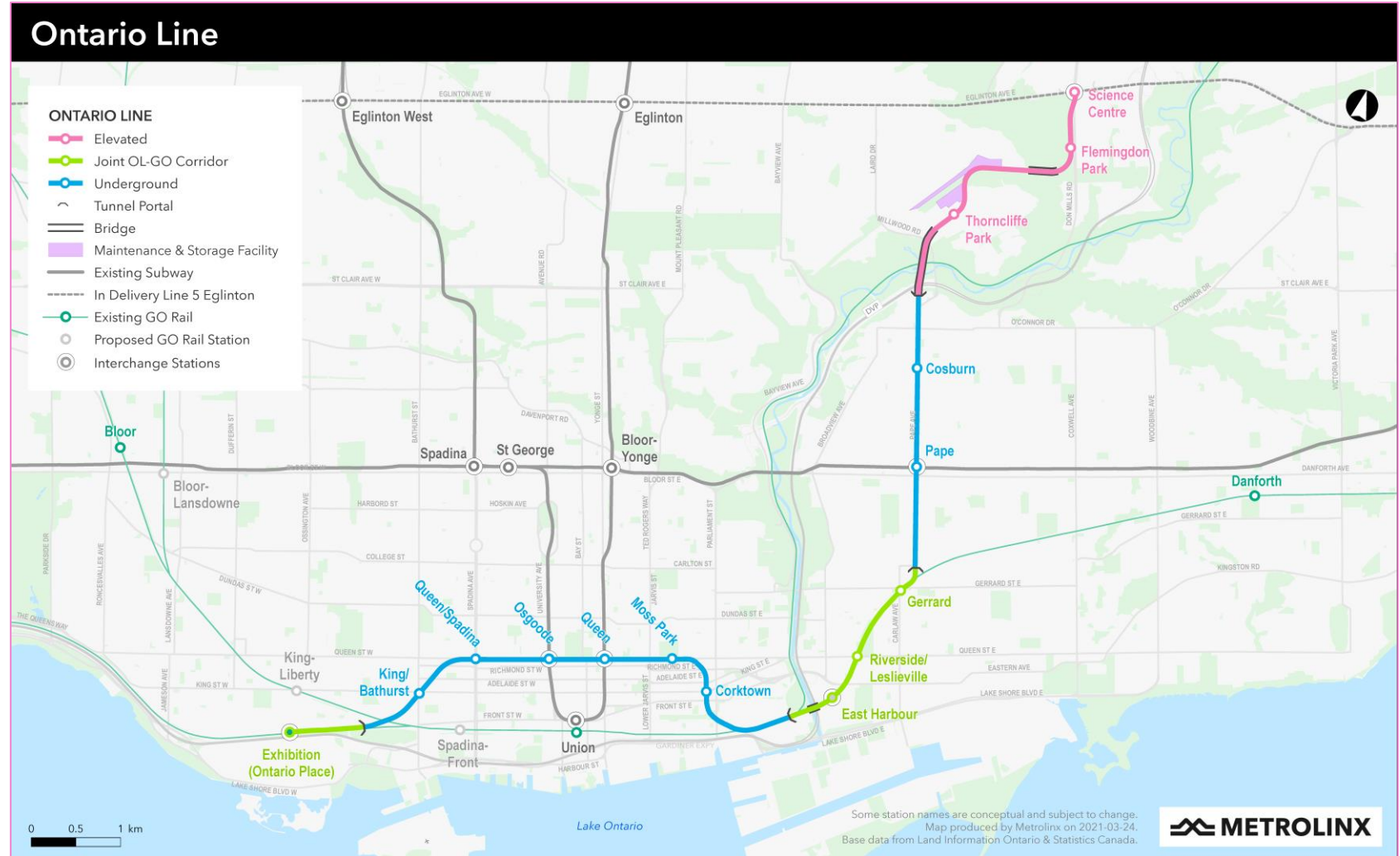
## Project team members



- Metrolinx community engagement
- Metrolinx project teams
- Project Contractor (Project Co) – Ontario Transit Group (OTG)

# 1 ONTARIO LINE: NEW RAPID TRANSIT FOR TORONTO

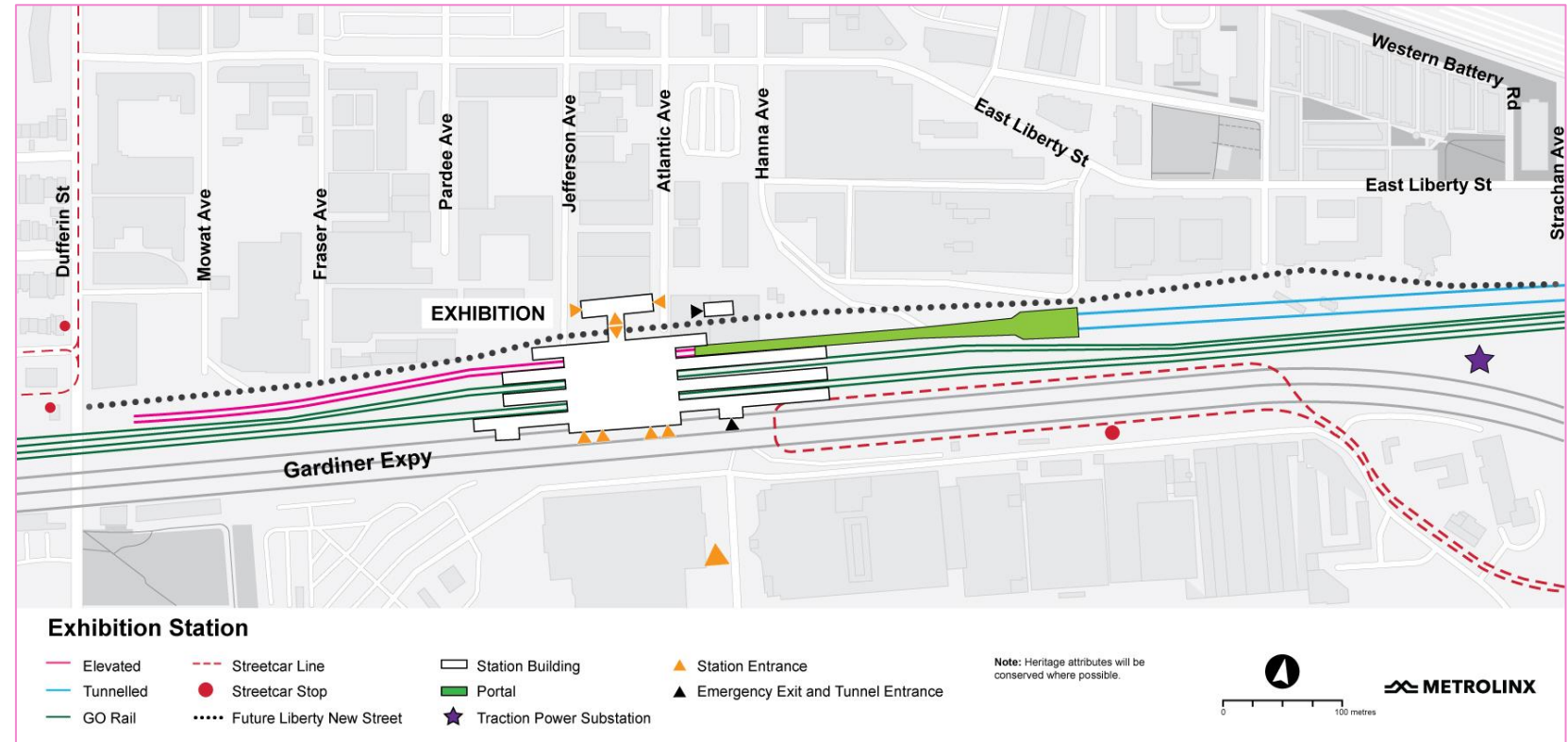
- A **15.6-kilometre subway line** that will make it faster and easier to travel within Toronto and beyond.
- **15 new stations** running from Exhibition Station, through the heart of downtown, to Eglinton Avenue and Don Mills Road.
- An end-to-end trip will take less than 30 minutes, compared to the 70 minutes it takes on transit today.
- The line **connects to more than 40 transit options**, including the TTC's Line 1 and Line 2, three GO Transit rail lines, and the Eglinton Crosstown LRT (TTC Line 5).



## 2

# AN ACCESSIBLE, UPGRADED TRANSIT HUB SERVING LIBERTY VILLAGE AND EXHIBITION PLACE

- The upgraded Exhibition Station will offer **greater access** to GO trains, the Ontario Line subway and will offer better access to TTC streetcars.
- A subway portal will be constructed on the north side of the existing GO tracks east of Exhibition Station. **More GO train platforms** for improved service during big events.
- **A new entrance** will be built on the north side of the rail corridor, between Atlantic Ave and Jefferson Ave.

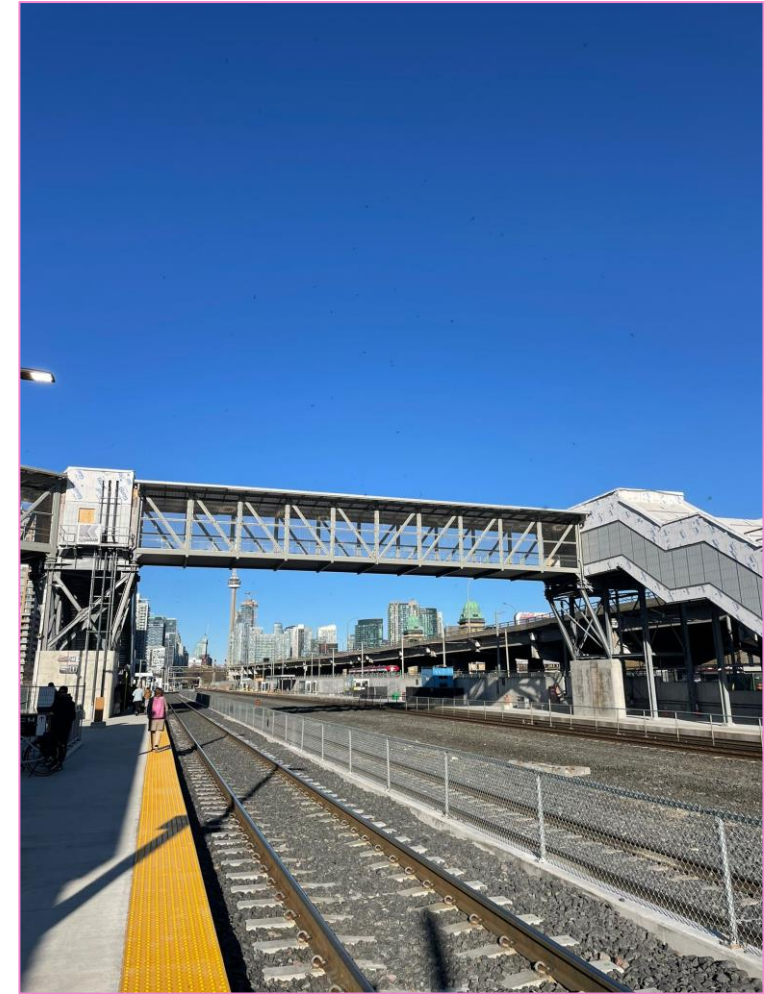


# Construction Update

# 3

## PROGRESS TO DATE AT EXHIBITION STATION

- A **new GO train platform** is now open, which will border the Ontario Line platform in the future.
- A **new pedestrian bridge** has been erected over the rail corridor and is open for access to BMO Field during events.
- Completion of **two successful track shifts** within the rail corridor at the current Exhibition GO Station to prepare the way for new platforms that will serve both the Ontario Line subway as well as current and future GO Rail operations.
- **Utilities relocation** on Atlantic Avenue, Jefferson Avenue, Pirandello Street, Hanna Avenue. This work ensures water, power and other services are relocated away from construction.
- **Demolition** of a series of buildings along the north side of the rail corridor is underway, to provide space for the future station and subway right-of-way.



*Rail realignment & new pedestrian bridge at Exhibition Station.*



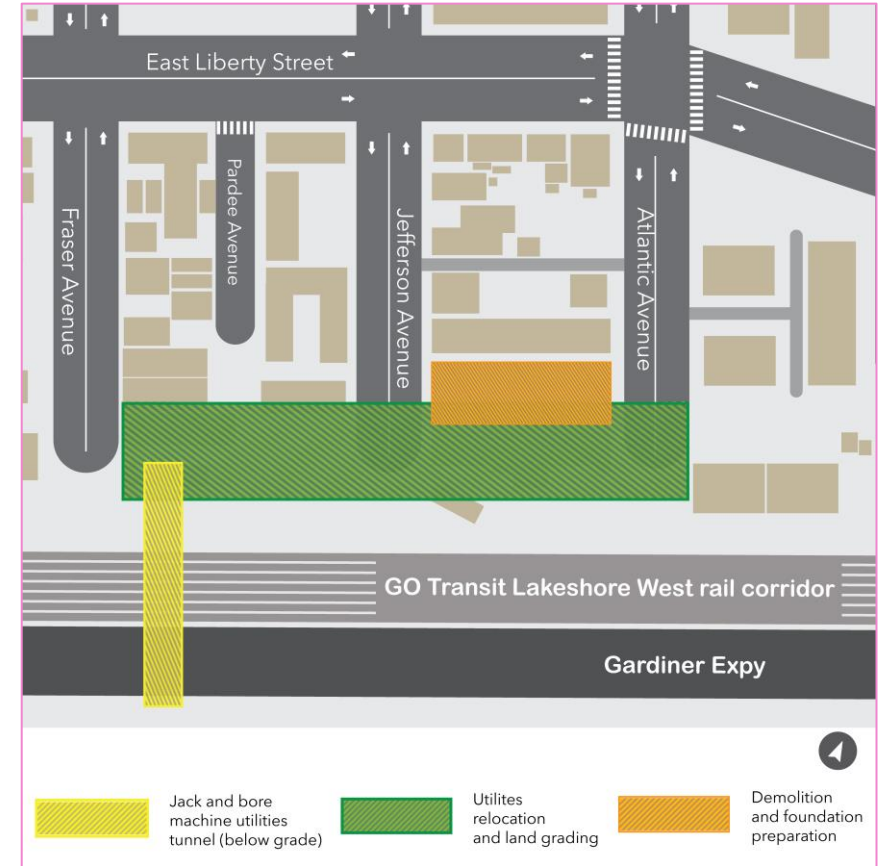
# 4

## ATLANTIC AVENUE UTILITIES & NEW STATION BUILDING PREPARATION

- **Demolition of buildings** at the foot of Atlantic Avenue and Jefferson Avenue was completed in late winter/early spring.
- Teams are **working to relocate utilities**. Residents can expect to see equipment on both Atlantic Avenue and Jefferson Avenue, as well as temporary roadway reductions on Atlantic Avenue.
- A jack and bore machine will **commence digging two 60m-long 'mini' tunnels**, 8m under the existing GO Lakeshore West corridor, to connect the north side utilities to the south.
- Later this spring, **foundation preparation** will commence for a new, accessible station building, on the north side.
- Preparation work includes **land grading and pouring concrete** to form the future footprint of the new Exhibition Station on the north side of the rail corridor.



*Future station building location cleared of demolished materials.*

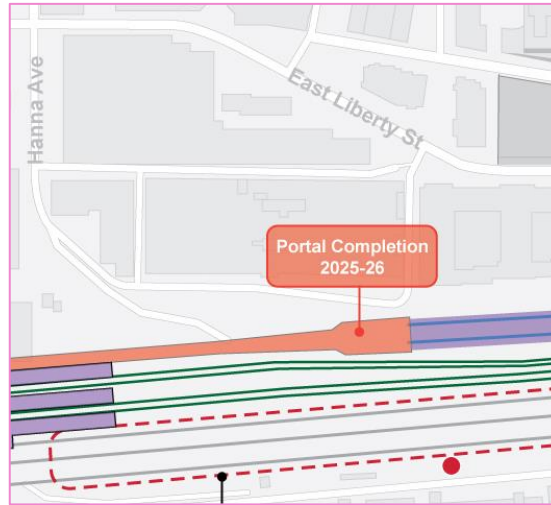


*Overhead map of existing work zones.*

# 5

## PILING WORKS TO PREPARE FOR THE ONTARIO LINE TUNNEL ENTRANCE

- **Construction of the subway portal, including piling, will begin in late spring 2024.**
- Piling (or pile drilling) is a foundational technique used in constructing underground structural support systems, in this case, the subway portal.
- **Piling ensures stability for the surrounding infrastructures** during construction until the permanent concrete structure of the station is completed. A pile wall consists of overlapping (secant) piles to form structural walls and achieve the required water tightness. Some of the piles are reinforced with steel beams.
- **The subway portal will be constructed at the east end of the Exhibition Station site, south of King West Laneway**, allowing Ontario Line trains to move to their below-grade tunnel, toward King-Bathurst station.
- A dedicated piling information session will be held for the community, in mid-spring, 2024. More information to follow.



*Future location of the Ontario Line portal, south of King West Laneway and east of Exhibition Station*



*Piling drill rig*

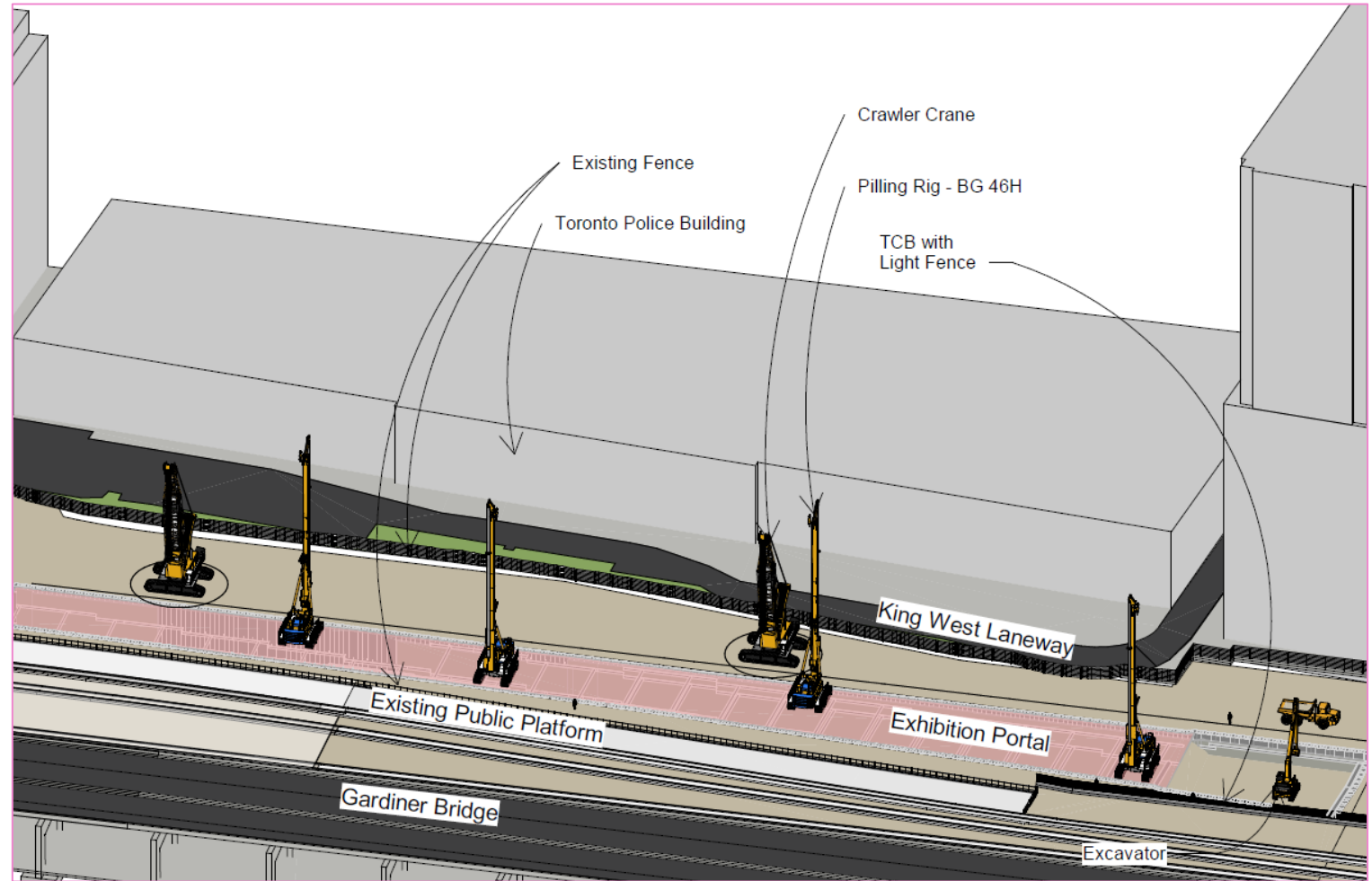


*Example of a transit portal*

## 6

## ONTARIO LINE TUNNEL ENTRANCE (PORTAL) LOCATION AND PILING RIGS

- The **portal work zone will be predominantly in front of the Toronto Police Building**, between Hanna and Pirandello, and north of the existing railway corridor.
- **Multiple crawler cranes and piling rigs will be used** on-site to undertake construction of the portal, as expediently as possible.
- A special virtual **piling information session will be scheduled** in the coming weeks, to inform the community of piling impacts.
- More details will be communicated as work progresses.

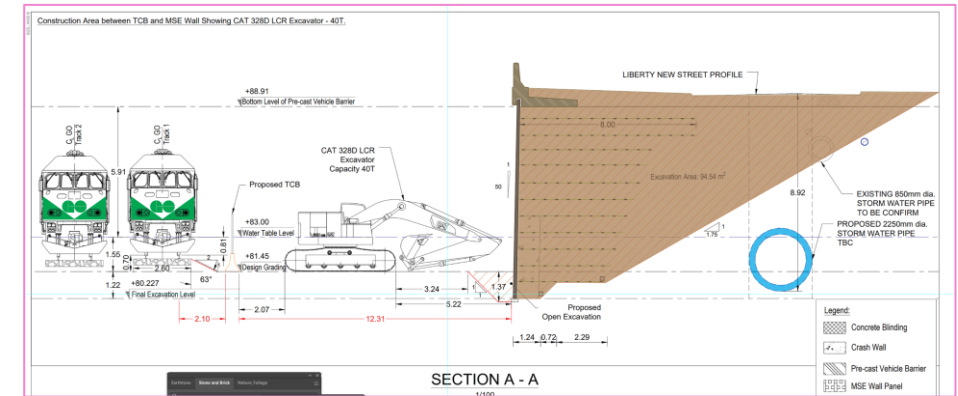


*Example of the volume of piling rigs working to construct the Ontario Line Portal.*

## 7

## RETAINING WALLS TO BE BUILT IN PARALLEL WITH THE GO RAIL CORRIDOR

- **New retaining walls** along the north and south side of the rail corridors will be constructed.
- Retaining walls **create structural support** for adjacent roadways, infrastructure and soil.
- The new walls are **needed to support the Ontario Line** right of way, as well as the new Exhibition Station.
- The walls are **built after demolition and grading activities are complete**. Equipment to be used in includes drill riggers, excavators, bobcats, cement trucks, hydrovac trucks, pump trucks and mobile cranes.
- More construction details will be communicated as work progresses.



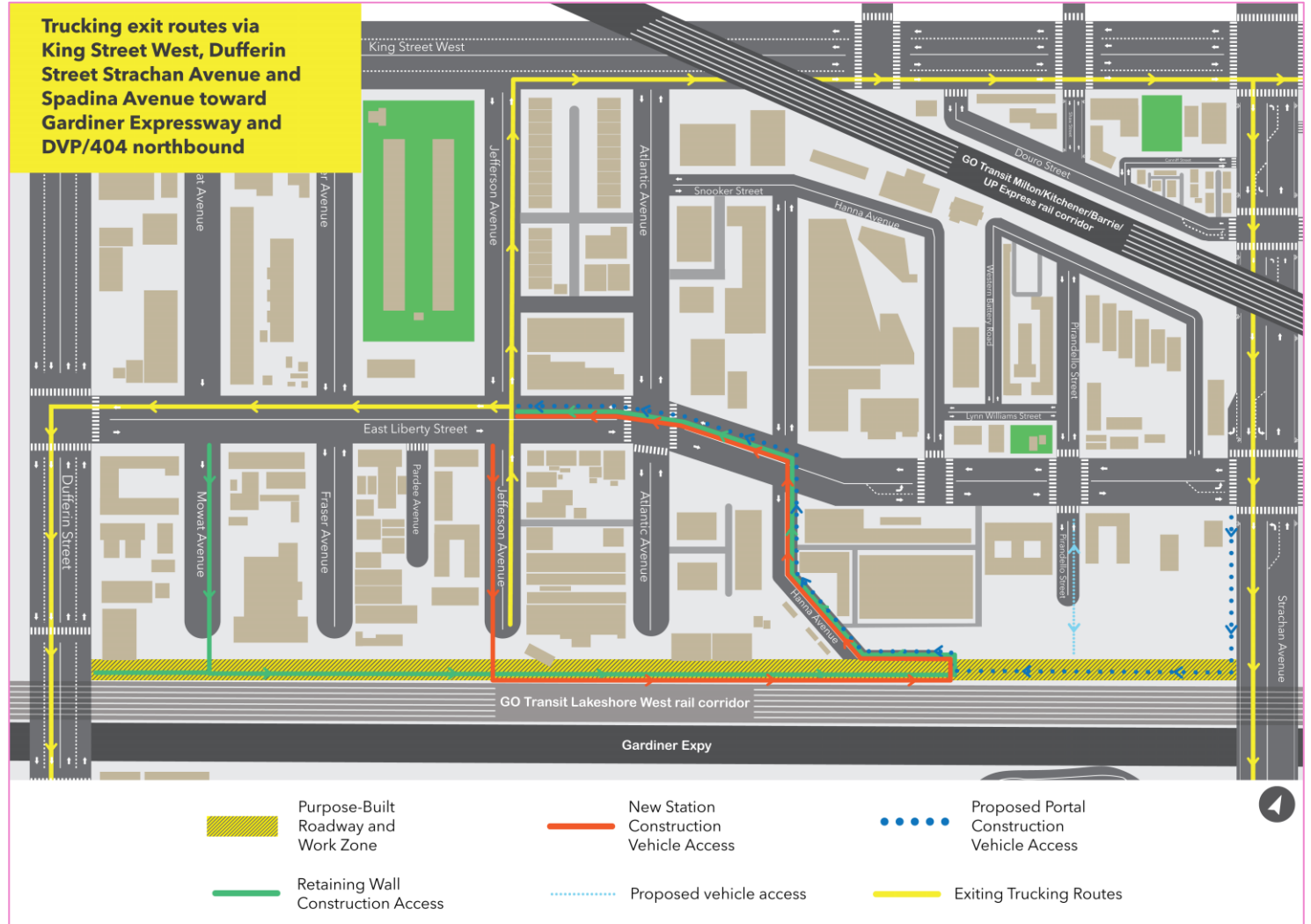
*Cross section diagram of the retaining wall height.*



*Example of a retaining wall being constructed adjacent to future rails.*

# 8 TRAFFIC MANAGEMENT AND TRUCKING ROUTE PROPOSAL

- Traffic routes are being developed in consultation with the city. The map represents different routes that could be in effect over several years.
- A purpose-built access point from the west side of Strachan Avenue, to the Ontario Line portal area is proposed; please reference the dark blue line on the map, bottom right.
- **Safety first:** this proposed entrance point will be placed at the southwest corner of East Liberty St and Strachan Ave, with flag persons guiding vehicles southbound, allowing equipment working on the portal and tunnels to access the construction site, without impeding public streets.
- **Limit traffic interference:** To support multiple construction projects and reduce potential impact on city streets in Liberty Village, trucks will use pre-determined and consistent entrance and exit points.



## 9

## PROPOSED TRAFFIC MANAGEMENT SAFETY AT STRACHAN AVENUE &amp; EAST LIBERTY STREET

- As portal construction takes place parallel to the GO Lakeshore West corridor, south of Liberty Village, a proposed truck access point will be via Strachan Avenue, adjacent to 15 Solidarity Way.
- This entrance point ensures trucks are not using East Liberty Street as their entrance point to the work site.
- Proposed routes have been developed with two key considerations:
- Crews will ensure all movements are monitored, with pedestrian safety and passage being the priority.
- Dedicated flag persons for truck movement will be in place, and the pedestrian crossing button will be relocated at the SW corner.



*Approximate location and set up of the trucking access point, via Strachan Avenue.  
NOTE: This plan is in development, including review of safety measures and pedestrian accommodation.*

## 10 ORDNANCE PARK EMERGENCY EXIT BUILDING (EEB)

### An emergency exit building will be built between Exhibition Station & the future King-Bathurst Station.

- East of Exhibition Station, this structure will be constructed to the east end of Ordnance Park, between Lakeshore West and Kitchener/Milton/Barrie/UP Express rail corridors.
- A partial park closures is in place to construct the shaft and the building; the pedestrian bridges will not be impacted.
- EEBs are built in between the stations when station platforms are more than approximately 760 metres apart to allow for easy evacuation of passengers. It consists of a stairwell reaching 32 metres below ground to the subway tunnels, as well as a small exit building at surface level.
- Piling work will be required to create the shaft for the stairwell. Once complete, the land will be return to the City of Toronto.

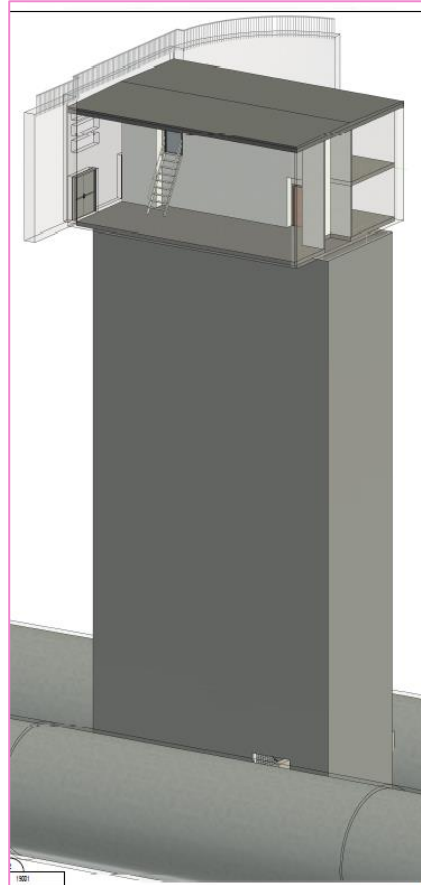
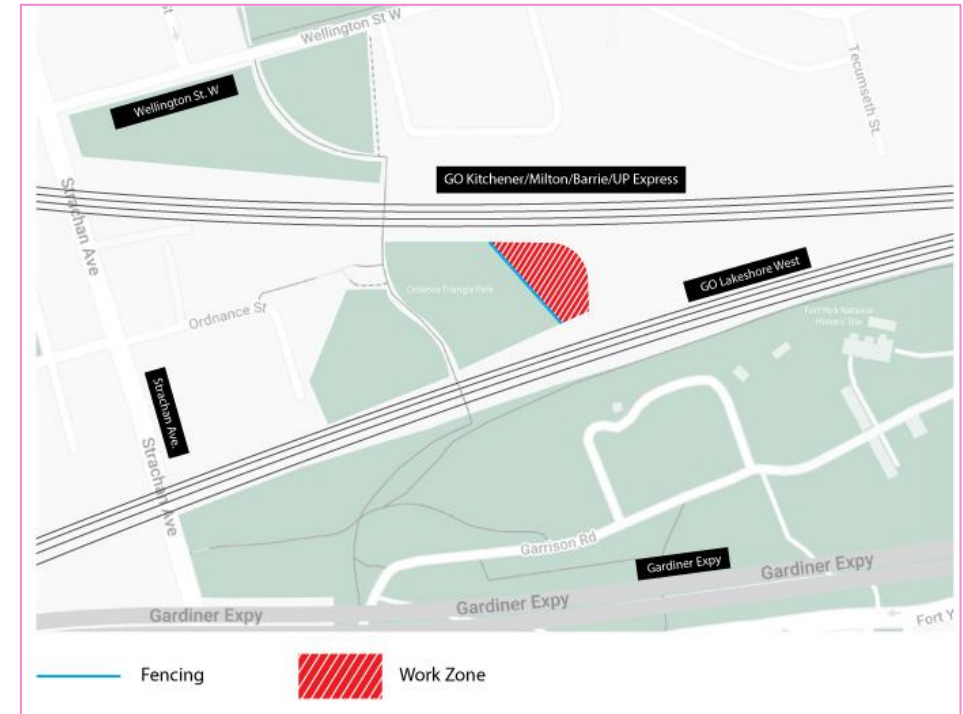


Diagram of the EEB structure



EEB work zone at Ordnance Triangle Park

Timing	Activity	Location	Details & Purpose
Spring	<b>Excavation &amp; Piling</b>	North of the rail corridor, between Jefferson Avenue and Dufferin Street.	Excavation work to prepare grading and a new utilities chamber under the railway, including drainage, in advance of Ontario Line tracks, west of the existing station.
	<b>Portal Works &amp; Piling</b>	North of the rail corridor, between Hanna Avenue and Pirandello Street.	Work at the portal will start with utilities investigations and work on the soil, such as grading and compaction, for the future tunnel exit of the Ontario Line subway.
	<b>Station Site Entry Preparation (North)</b>	North of the rail corridor, between Atlantic Avenue and Jefferson Avenue.	Early foundational preparedness works for the future north entrance of the new Exhibition Station.
Summer	<b>Station Site Entry Preparation (South)</b>	South of the rail corridor, beneath the Gardiner Expressway.	Work on the lands for the future south entrance of the new Exhibition Station.
	<b>Portal Piling Works</b>	North of the rail corridor, between Hanna Avenue and Pirandello Street.	Piling work for the portal ensures structural support for the walls and tunnels are in place in advance of starting the tunnel boring.
	<b>Demolition of Retaining Wall</b>	South of the rail corridor, north of the streetcar loop, under the Gardiner.	A new wall will be built between the street and the tracks, which includes demolishing the existing retaining wall.
Summer/ Fall	<b>Retaining Wall Construction</b>	North of the rail corridor, between Jefferson Avenue and Dufferin Street.	This work ensures the rail corridor is securely protected and separated from the tracks by creating a retaining wall, replacing the current dirt hill, directly north of the tracks.



# 12

## ESTIMATED LONG TERM LOOK AHEAD & MAJOR MILESTONES FOR STATION BUILD

### 2025-26

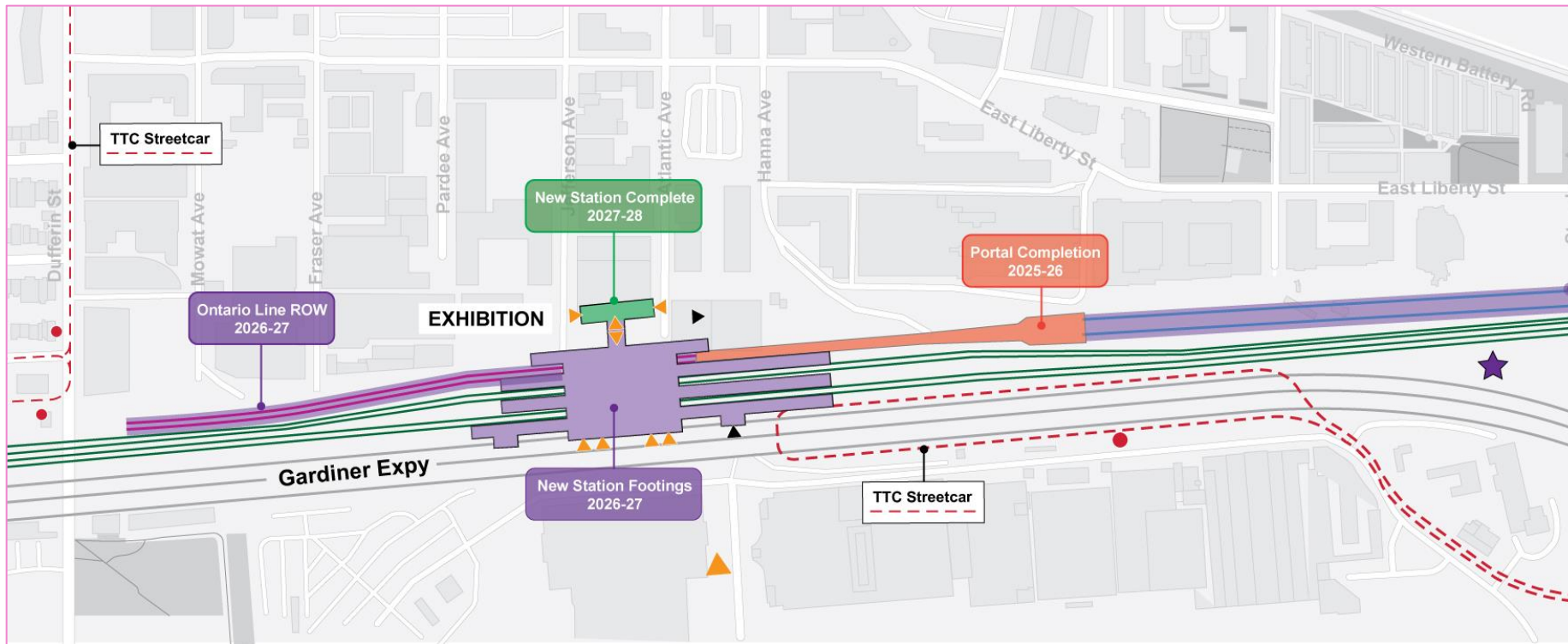
- Portal structural completion
- Insertion of Tunnel Boring Machines and tunneling eastbound
- New station footings

### 2026-27

- New station platform construction begins
- New station structure
- Removal of temporary pedestrian bridge
- Ontario Line right-of-way prepared for track work

### 2027-28

- Completion of station building
- Construction of Station Canopy over all 6 tracks
- Completion of station platforms



To reduce impacts to residents and businesses in the area, mitigations will be in place including:

- Noise and vibration monitoring devices placed on site and in neighbourhood for active tracking of impact to ambient noise levels.
- Site hoarding and mesh dust nets on fences where possible to help reduce noise, and to ensure work crews and machinery are confined to a specific area.
- Daytime work hours for current phase of work. (7 a.m. to 7 p.m.).
- Continuous loop truck routes, reducing need for trucks to reverse using backup alarms.
- Street sweepers and wheel cleaning as needed to ensure soil and sediment is kept off city streets and sidewalks.



*Metrolinx branded hoarding to keep sites clean.*



*Dust net on temporary fencing.*

Spring/Summer 2024 installation along Atlantic Avenue, as well as Pirandello Street.

# The Ontario Line



**Questions? Des questions?**

- EN [metrolinx.com/ontarioline](https://metrolinx.com/ontarioline)
- FR [metrolinx.com/ligneontario](https://metrolinx.com/ligneontario)
- OntarioLine@metrolinx.com

   @OntarioLine

 416-202-5100

Scan me 

Scannez-moi

 **METROLINX**

**Metrolinx will keep the community informed by providing Ontario Line updates and addressing questions and concerns effectively, and quickly.**

**Connect With Us:**

- Email: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)
- Telephone 24/7: 416-202-5100
- Ontario Line e-newsletter: [Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine)

**Follow us on social media:**

- X / Facebook / Instagram [@OntarioLine](https://www.instagram.com/OntarioLine)

**Join our monthly Construction Liaison Committees (CLC):**

- Interested in having a regular dialogue about construction activities in your area? Speak to a member of our team.
- A virtual piling session will be scheduled later this spring.
- Email: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)



*Scan the QR code for Metrolinx e-newsletter subscription*



Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.



Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.



