

## **Thorncliffe Park Construction Liaison Committee (CLC) MEETING SUMMARY**

April 25, 2025

6:00 p.m. - 7:00 p.m.

Microsoft Teams

### **ATTENDEES:**

#### Community Representatives

- Masood Alam
- Jason Ash (Friends of Thorncliffe Park)
- Ahmad El Sarraff (A77)
- Geoff Kettel (Leaside Residents Association)
- Lisa Rodopoulos (1 Leaside Park Drive)
- Vanessa Rose (Leaside Business Park)
- Lynn McGregor (Leaside Green)
- Marilyn Wade (Milepost Place)
- Najia Zewari (Women's Cycling Network)

#### Elected Officials/Staff

- Kamrana Qureshi (MPP Bowman)
- Wilmar Kortleeve (Councillor Chernos Lin)
- Farzana Rajwani (Councillor Chernos Lin)

#### City of Toronto

- Sheikh Alam
- Terry Francoeur
- Erica Hazlett
- Mohammed Ibrahim
- Julia Murnaghan

- Michael Paolucci
- Navi Tathgar

#### Trillium Guideway Partners

- Stephanie Bell
- Sherline Joe
- Hayden Narine

#### Connect 6

- Rob Granatstein

#### Leaside Valley Builders

- Raymond Deasy
- Andreas Pandikiu

#### Metrolinx

- Rubab Abid
- Dami Adebayo
- Robert Chisholm
- Mark Clancy
- Jim Cumming
- Michael Endrizzi
- Easton Gordon
- Kristin Jenkins
- Brian Mitchell
- John Potter
- Phil Rodriques
- Ligia Saatgian
- Nagina Shahsamand

### **OVERVIEW:**

On April 24, 2025, **Metrolinx** hosted the Thorncliffe Park Construction Liaison Committee (CLC) meeting, with representatives of contractors in the area: **Trillium Guideway Partners** (TGP), **Connect 6** (C6), and **Leaside Valley Builders** (LVB).

Details of ongoing and planned construction in the Thorncliffe Park area were presented. Construction updates included ongoing utility relocation on Overlea Boulevard, the first phase of construction for the underpass on Beth Neilson Drive, Thorncliffe Park station and guideway construction. Metrolinx and attendees also reviewed issues raised during the last meeting including emergency vehicle access, traffic congestion, dust, and dirt mitigation.

The discussion segment of the meeting centred around traffic on Overlea Boulevard, Millwood Road, and Don Mills Road. Other issues discussed were the construction schedule and the planned temporary closure of Beth Neilson Drive. Questions and responses from the meeting are outlined below.

### **QUESTIONS:**

- **How is construction managed to reduce traffic impacts on Thorncliffe Park residents?**
  - Metrolinx coordinates with the City of Toronto to minimize traffic impacts of construction. Previously implemented solutions include adjusted signal timing, expediting construction, keeping lane closures to a minimum, limiting the extent of lane closures, and enhancing traffic management with Paid Duty Officers (PDOs) and Traffic Control Persons (TCPs).
- **Can Metrolinx share details of its traffic mitigation plans?**
  - Ontario Line construction is conducted in sites off the roadway. Most construction currently affecting roadways are necessary utility relocations as part of the early phase of the project. At the next CLC, Metrolinx will share details of its traffic impact and mitigation plans in Thorncliffe Park.
- **Why are there pylons on the roads when there is no work happening?**
  - **Update provided through this meeting summary:** Pylons on construction sites play numerous roles, from ensuring safety to delineating construction zones, as per Ontario Traffic Manual – Book 7. The pylons referred to are most likely to adjust traffic prior to the construction zone on the roadway. In essence, the pylons narrow the driving area enabling traffic to merge into a single lane. Overall, the placement of the pylons was carried out with public safety as the top priority. Their positioning was carefully planned to guide pedestrians and vehicles safely through the area while minimizing disruption. Their setup was subsequently reviewed and approved by the Transportation Services Work Zone Coordinators to ensure compliance with City standards and work zone safety protocols.
- **Why are construction vehicles parked on Overlea Boulevard?**
  - **Update provided through this meeting summary:** Construction zones are managed with traffic control measures, including pylons, barriers, signs and

sometimes vehicles to ensure the safety of both workers and the public. Parking within these controlled zones helps maintain an organized workflow and reduces hazards. In addition, construction vehicles parked outside their work zones are usually temporary and coordinated to minimize disruption. It is a necessary part of the construction process to ensure completion of the project.

- **What is the timeline for left-turn restrictions from Millwood Road onto Overlea Boulevard?**
  - **Update provided through this meeting summary:** The temporary left-turn restrictions are implemented to prevent safety risks to road users and workers. The utility provider currently working beyond the intersection does not expect left-turn lane restrictions to be implemented beyond May 12, 2025, as majority of its civil work is concluded at the intersection. If additional left-turn restrictions at that intersection do occur, they will be short.
- **Can the alternating lane closures on Overlea (Charles Hiscott) bridge be conducted during off-peak hours?**
  - The three-day inspections of the Overlea bridge that requires temporary lane closures are scheduled for the off-peak hours of 10 a.m. to 3 p.m. Single-lane closures are usually conducted and completed on one side of the bridge before moving to the other side to minimize the impacts to traffic. Work is typically coordinated with the City of Toronto and was previously completed ahead of schedule.
- **Can Metrolinx ensure that at least one major road that services Thorncliffe Park is not affected by construction?**
  - **Update provided through this meeting summary:** Ontario Line construction is mostly in the advanced works stage, which requires the relocation of utilities before construction can begin. Recognizing the disruptive nature of this stage, Metrolinx continues to coordinate with the City of Toronto, third party utility providers, and construction partners to minimize traffic impacts. While there are periods of overlapping work on different roadways, Metrolinx works to adopt a phased approach that minimizes impacts to road users.
- **When will construction on Overlea Boulevard end?**
  - **Update provided through this meeting summary:** Advanced works, the current phase of construction on Overlea Boulevard will be completed for Fall 2025. At that stage, Metrolinx will begin guideway construction. At a future meeting, Metrolinx will explain the guideway construction process highlighting expected impacts on Overlea Boulevard. This will include an updated traffic management plan, that will generally allow for a minimum of two lanes to remain open in both directions along Overlea Boulevard.
- **When will Metrolinx complete the extension of Leaside Park Drive?**

- The Ontario Line will no longer be constructing the Leaside Park Extension. The properties on Banigan Drive which this road extension was planned to serve are being acquired by Metrolinx and will be demolished. The vacant lands are intended for Project Use.
- **Were impacts of the Beth Neilson Drive closure to residents assessed?**
  - **Update provided through this meeting summary:** In April 2022, Metrolinx released an Environmental Impact Assessment Report for the Ontario Line. Appendix 7 shared [here](#) highlights the assessment of the potential transportation and traffic impacts of the project, including those related to Beth Neilson Drive.
- **Can you share details on the Beth Neilson underpass construction?**
  - The closure of Beth Neilson is currently planned for February 2026, when the road will be lowered after the completion of utility relocations in the area. Construction for the underpass requires the road closure last between 18 to 24 months.
  - The underpass will be constructed as the track alignment of the future Ontario Line is level with the current height of the road. Rather than constructing a new bridge over the road, the most economically viable option was to lower the road by 5.5-6m, keeping the track level.
- **Why is Metrolinx not constructing a new road or bridge before closing the current one?**
  - The timeline to construct a new bridge to handle that span would take about the same time and will have similar access impacts to the closure. Furthermore, there is not space available to construct a parallel road and bridge prior to closing the existing Beth Neilson alignment. There is a ravine on either side of the roadway and new alignment would impact more businesses in the business park.
- **What is the current status of construction for the Operations Maintenance and Storage Facility?**
  - On the north side of the site, ground improvement continues to firm up the area ahead of construction for the facility. While on the south side of the site, there have been continued removal of previously demolished buildings while readying the area for the construction of tracks, the power station, and washing facilities for the facility.
- **Why are there still tree removals for the Ontario Line in and around Thorncliffe Park?**
  - **Update provided through this meeting summary:** Tree removals continue as construction for the Ontario Line moves into different phases. The timing of tree removals is determined by the project scope and migratory bird nesting

seasons that determine the timing of when trees can be removed. When tree removals are necessary, appropriate permits from the City of Toronto are obtained.

- As part of the Ontario Line project, trees in the Don Valley were removed to enable construction of essential infrastructure. This includes the Don Valley Crossing bridge and the West Don Crossing bridge that will carry subway trains across the valley—linking the underground segment near Pape Avenue to elevated tracks through Thorncliffe Park and Flemingdon Park. Tree removals on Overlea Boulevard were required to facilitate public realm improvements in the area, including bike lanes and a wider sidewalk.
  - **Update provided through this meeting summary:** Tree re-plantings in the valley could begin for either fall 2025 or spring 2026. However, most of the tree plantings in the Don Valley are planned for between 2028 to 2031.
- **Why was the Metrolinx community office in the East York Town Centre renovated?**
    - **Update provided through this meeting summary:** The office was previously equipped with old furnishings (meant to be temporary) and had unsafe conditions that needed to be addressed. This is why our recent renovations of the Thorncliffe Park community office focused on creating a cleaner and safer environment - not only for our community engagement team to work from daily, but a space to welcome the over 150 customers and stakeholders that visit the office each week.
- **Will Metrolinx invest in more infrastructure and resources that benefits all members of the Thorncliffe Park community?**
    - **Update provided through this meeting summary:** Through our Community Benefits and Support program, we support enhancements to public spaces and local infrastructure in areas impacted by construction and are committed to delivering lasting benefits to the communities where we build. In Thorncliffe Park, we have collaborated with community partners to support the development of multi-use spaces, including a new mosque, which offers sport, business and educational opportunities for residents. We recognize there is a strong desire for additional community infrastructure such as recreation centres and healthcare facilities. While these types of investments typically fall outside Metrolinx's mandate and are led by other levels of government, we are committed to working with local stakeholders to identify opportunities where our projects can enhance public spaces.
- **How does Metrolinx share timelines to allow impacted parties prepare?**
    - **Update provided through this meeting summary:** Metrolinx is committed to providing regularly updated schedule information about works in the area for each of the parcels of work. Given the scale of this infrastructure project and the nature of construction works, this will be a combination of high-level detail

for each project scope (in years) and three-month lookaheads in detail. This info will be updated monthly at the CLCs.

**ACTION ITEMS:**

- Metrolinx to share traffic impacts and mitigations plans for construction in Thorncliffe Park at the next meeting.
- Metrolinx to present details of guideway construction at the next meeting.
- Metrolinx to share details of restoration walk with CLC members.